Daily Evening Bulletin

GIBSON PEACOCK. Editor.

OUR WHOLE COUNTRY.

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"Evening Bulletin Association." PROPRIETORS. GIBSON FEACOCK, CASPER SOUBEE, Jr., F. L. FETHERSTON, ERNEST C. WALLACE. THOMAS J. WILLIAMSON. The BULLETIN is served to subscribers in the city at cents per week, payable to the carriers, or \$8 00 per

MARRIED.

STABLER-OBBURNE-On the 15th instant, by Friends'Ceremony at the residence of Richard M Shoemaker, Ass M. Stabler to Albina S. Osburne, all of Montgomery county, Maryland. [Baltimore papers please copy.]

DIED.

OHL—On the 14th instant, Louisa A. Ohl, eldest daughter of the late John F. Ohl, Esq. ETEVENS—On Wednesday, 14th instant, Sarah, wife of David Stevens, in the 55th year of her age. The friends of the family are respectfully invited to attend the juneral from her late residence, Northwest corner of Girard and Eleventh streets, on Saturday next, 17th, at 3 o'slock, P. M., without further notice. STILLMAN-On Tuesday morning, Henrietta B. wife of Thomas Stillman, and daughter of Samuel wife of Thomas Shiman, and tasgater of Samer Tiller.

Her relatives and friends and those of the family are requested to attend the funeral from the residence of her husband, 1715 Green street, on Saturday morning, at 10 o'clock, without further notice.

WALTON—On the morning of the 14th instant, Bes-Sie Waiton, aged 22 years Her fineral will take place from her late residence, 1897 Spruce street, on Friday afternoon, the 18th inst., at 2 o'clock.

SPECIAL NUTICES.

HOWARD HOSPITAL, Nos. 1518 and 1522 Lombard street, Dispensary Department, Med-atment and medicines furnished gratultously oper. see3 DR. THOMAS WILL DELIVER THE LAST

DR. THOMAS WILL DELIVER THE LAST

SAND MOST IMPORTANT Lecture of his course THIS

EVENING at the UNIVERSITY, at 80 clock. Subject

"Booddhism, its Origin and Influence." Tickets may
be had at the door.

pe and at the door.

FEMALE MEDICAL COLLEGE.—The An Daniel Commencement of the FEMALE MEDICAL COLLEGE and CAL COLLEGE will be held on SATURDAY NEXT. In hirst., at 12 o'clock M., at the College Buildings, North College avenue and Twenty-second street. Ridge avenue cars pass near the college. mhl5-21* THE SECOND ANNUAL MEETING OF THE ALUMNI ASSOCIATION, of the Philadelphia College of Pharmacy, will be held on FRIDAY and SATURDAY afternoons, March 16th and 17th, at 3% o'clock, in the Hall of the College.

WILLIAM C. BAKES, Secry.

WILLIAM C. BARES, Solly.

PHILADELPHIA COLLEGE OF PHAR
MACY—The Annual Commencement will be
heid on SATURDAY EVENING, March II, 1886, at the
MUSICAL FUND HALL, at Sociock. The valedic
tory address will be delivered by Prof. WILLIAM
PLOCTER, Jr. The public is respectfully invited.
A. B. TAYLOB,
Secretary B. T.

GOLD! GOLD! GOLD! THE GILPIN GOLD AND SILVER MINING COMPANY OF COLORADO, chartered by the Commonwealth of Pennsylvania, is now prepared to receive subscriptions for the Stock, at the office of the Company, No. 614 Chestnut street. Persons desirous of subscribing should call immediately as half the stock salvady taken.

mhl4-trp*

is already taken.

ACADEMY OF MUSIC.

YOUNG MEN'S CHRISTIAN ASSOCIATION.
LECTURES.

March 22d. REV. HENRY WARD BEECHER,
Subject—RECONSTRUCTION.
March 22th 10HN R GOUGH E2d.

Subject—HABIT.

March 29th. JOHN B. GOUGH, Esq.,
Subject—TEMPERANCE. mh10-10t. HON. WM. D. KELLEY WILL DELIVED the Sixth Lecture of the Course before the SO The "BLACK SWAN" will sing before and after the Lecture. Tickets 35 cents. to be had of T. B. Pugh, Sixth and Chestnut streets, and at the door. Doors open at 7—begin at 8.

AMERICAN ACADEMY OF MUSIC-BECONSTRUCTION.

BEY, HENRY WARD BEECHER will deliver his great lecture on the above interesting subject on THURSDAY EVENING, March 22d, under the .75 cent Amphiheatre. 25 cent. The sale of Tickets will commence on Widdness DAY, 14th inst., at 9 o'clock A. M. The north half of the house at ASEMEAD & EVANS, 724 Chestnus threet, and the south half at J. S. CLAXTON'S, 636 Chestnus threet.

MORTH PENNSYLVANIA RAILEOAD GREEN LANE STATION. GREEN LANE STATION.

The undersigned have on hand a supply of LEHIGH COAL, equal to any in the market, which they prepare with great care and deliver to the residents of GERMANTOWN and its vicinity at the following prices, viz: BROKEN OR FURNACE COAL,....... \$8 00 per Ton STOVE OR RANGE

SWALL STOVE ORCITY NUT...... 8 00 made when taken from the yard.

Adhering strictly to ONE PRICE, an order by letter will have the same effect as a visit in person and will vill have the same energy as a visit in passive to the office, Address to the Office, FRANKLIN INSTITUTE BUILDING.

15 SOUTH SEVENTH STREET

BOX 62 Germantown Post Office, or to the Yard.
BINES & SHEAFF,
Green Lane and North Pennsylvania Railroad.
PHILAD A, Feb. 24, 1866.

PHILAD A, Feb. 24, 1866.

FINANCE COMMITTEE.—WOMEN' Z CENTRAL BRANCH OF THE PENNSYLVANIA FREEDMEN'S REILIEF ASSOCIATION, NO. 418
WALNUTSTREET, PHILADELPHIA.
The Women's Central Branch of the Penna. Freedmen's Relief Association have received the following subscriptions during the month of February, 1865:
From the citizens of Williamsport, Pa. 185 50
"Trenton, N. J. 185 50
"Hazelton, Pa. 122 60
"Hazelton, Pa. 122 60
"Lambertville, N. J. 70 25
From children's festival, Bloomsburg, Pa. 72 53
Citizens of Eckley. Pa. 83 10
From Mauch Chunk, \$55; Doylestown, \$55 92; 99 22
Beaver Meadow, \$26; Perryville, \$25; 45 00
Seibertville, \$21; White Haven, \$28; 47 04
Allentown, \$25; Hickory Run, \$15 22; 23 73
Fisherville, \$10; Bloomsburg, \$18 35; 22
Hon, E. B. Fuiler, Trenton, N. J. 100 00
Hon, John J. Thompson, Esq. 100 00

erville, \$10; Bloomsburg, \$1 E. B. Fuller, Trenton, N. John J. Thompson, Esq., Frances Hoskins, Hon. Geo. Cobb.

Miss R. White, \$10; Mrs. Carey, \$10.

Mrs. B. Haywood, \$10; Mrs. James Hopkies, \$15; Mrs. Chas Hopkies, \$15; Mrs. St. A. D. Kennedy, \$5.

Agnes Kemp, \$8.70; Mrs. M. W. Cook, \$8.

Through Miss Sarah Smith, Port Republic, N. J.

Various church collections and anonymous

\$2,753 4 In answer to advertisements requesting donations of the Association of the city shoe dealers, we are happy to acknowledge the following, with the thanks of the Associations rom W. W. Paul & Co., one case containing 50 pair rom Geo. W. Taylor. "50 pair

om Geo. W. Taylor. 50 pair, om Thos. Turney, 11 pair of boots. Wo cases of women's and children's shoes from Ger-Bamuel Blenkert, 1 lot boots and shoes.
E. S. Beeyes, 1 case boots and shoes.
MRS. AUBREY H. SMITH,
Chairman of Committee on Figure 1 Chairman of Committee on Finance, MRS, ELIZA BREADY, Treasurer

THERTY-THREE returned 'soldiers were appointed on the police force, on Friday last, by the Newark (N. J.) Common Council. A movement worthy of imitation. THE losses by fire in the United States for several weeks, have averaged half a million BROAD STREET.

As the fate of the Broad street freight tracks becomes more and more clear, the anxieties of those to whom the street has been hitherto sacrificed lead them continually to stronger efforts and weaker arguments, in the effort to stay the tide of public opinion. We suppose that none will read the elaborate protest which has just appeared on that side of the question, without feeling in every line that it is the pleading of one who does not believe in his own cause, but resolutely upholds it because his interests point that way.

It was argued by the first protest that every ton of coal consumed in the city would cost 75 cents more after the change. When the facts and figures given in evidence before the Committee of Councils on Law proved the utter absurdity of this statement, and narrowed the cost to 3 or 4 cents, we could not help feeling for those who had rashly committed themselves to statements so wide of the truth. But this is little compared with the non-sequiturs of the second

protest. It is claimed that the Baltimore and Ohio Railroad is anxious to dispute with the Pennsylvania Central the business of the West; but that it cannot possibly do this if its depot is required to be at Broad and Prime. No position but one north of Market street and on Broad can render it possible for this road to carry freight between Philadelphia and the West. Comment on such puerility is

superfluous. Again, it is gravely asserted that one principal reason why the Reading Railroad must have Broad street is that it cannot be allowed to establish a coal depot at Powelton. This is setting up a man of straw for the purpose of knocking him down. Who, we may reasonably ask, ever suggested so wild a scheme?

Next, it is affirmed, the coal cannot come over the Pennsylvania Railroad bridge because it has but one track. Whenever the trade demands it, we suppose it will be found profitable to build as many tracks as may be required. The whole tone of the protest would lead one to suppose (though it is not said) that the whole of the coal trade of the Reading Railroad passed over Broad street, instead of that portion merely which is intended for a part of the city use.

Willow street, Pennsylvania avenue and North Ninth street for the north, and Prime street for the south, are the proper streets from which to supply the city with coal, the natural centres of coal yard business. The perfect appropriateness and sufficiency of these streets for the business is studiously kept out of view by the protesters.

Moreover, it may surely be said that this protest proves too much. It triesto show that the removal of the tracks would ruin the whole prosperity of the street, and yet, with all its misstatements and exaggerations, it does not go so far as to deny that the great majority of owners on the street are favorable to the removal of the tracks. It asserts that the commerce of the city would receive a great shock, and yet it utterly fails to show how, except by some calculations of cartage and drayage which are really too absurd for serious notice, and prove nothing so much as the weakness of a cause that has to rest on such

ridiculous arithmetic. As to what the freight trade have obtained from our too liberal authorities let the following show: Between the Delaware and the Schuylkill, and from the extreme southern limit, of the built-up part of the city up to Poplar street, there are four good, wide streets, and but four. These are Broad street, Market street, Prime street and the northern part of Ninth street. All four of these are in possession of freight railroads. There is not a street so fine that it could excite the cupidity of these corporators which they have not laid hold of with their iron grasp, and wrested, partly or entirely, from the citizens at large. We say nothing here of the other streets such as Pennsylvania avenue, Willow street, the Gray's Ferry road, and the various streets in the northeastern part of the city which they hold, to the almost complete destruction of the value of the property on those streets, without remuneration to the owners.

And now, when the effort is made to reclaim one, and one only, of the four large streets, such an outcry is raised that people are almost led to suppose that these rail tracks are there by right, and not by favor. It has always appeared to us wholly foreign to the spirit of our institutions that a man's property should be legislated away, and this is precisely what is done when a railroad is authorized to lay freight tracks in a city. Such a power should never be given without full compensation being awarded to every property holder on the line, for the very serious damage done to him, generally in spite of his earnest

efforts to prevent it. Perhaps the most contemptible part of this "protest" is the use in almost every sentence of the expression, "the Boulevard people"-meaning thereby those owners who are once more trying to reclaim their property from the corpora-

tions who have got hold of it; and who are desirous of improving it for their own benefit, and therefore necessarily for that of the whole city. This imputing of selfish motives for improvements is something absolutely childish. Every handsome dwelling house that goes up

improves the city. It is no answer to this to say, "Yes, but the owner means to live in it!" Of course he does; he builds for his own benefit, but the city is not the less improved. So these unhappy owners who want their rights are taunted as if any attempt to oust the in. truding tracks was wicked and absurd.

The system of freight tracks through the city is perfect without Broad street. There is a complete north and south line on the Junction road, and there are three east and west distributing tracks, Willow street, Market street and Prime street.

Finally, every one knows and feels that the removal of the Broad street tracks is and has been, simply a question of time. The sooner it is completed, the better will business adjust itself in its legitimate directions. It is even for the interest of the railroads themselves that the change should be made now, rather than later, as it assuredly will be, if not done now, a fact which the protest itself half recognizes. The present uncertainty retards Broad street in every way. Is would be an absurdity to build warehouses with a certainty that in after years they will be useless. And when the writer of the protestsneeringly edvises the owners to first build up the street with palaces, and then ask for the removal of the tracks, he incautionsly drops his mask and displays his uncompromising hostility to those whose rights his employers have so long and so suc-

successfully invaded.

The Funeral of John P. Crozer, Esq. The funeral ceremonies of Mr. Crozer occurred yesterday afternoon at Upland. Hours before the procession moved, crowds of his friends and neighbors visited his late residence, that they might take a farewell look at the face of one who was such a benefactor to the church and the world, and whose chief aim in life seemed to be to do good to others. Many of the societies with which he was connected were represented on the occasion, and nearly all of the Baptist clergymen in the city of Philadelphia and the surrounding villages were in attendance to pay the last tribute of respect to him who, when alive, was their warm and steadfast friend, and the patron of every institution which tended to improve the moral social and religious condition of mankind. There was also a large number of the merchants of Philadelphia and vicinity present, and all, both rich and poor seemed to mourn most sincerely the death of Mr. Crozer. The body was draped in a

and on the lid was a plate with the follow ing inscription: JOHN P. CROZER, Born, January 13th, 1793, Died. March 11th, 1866.

suit of black, and the coffin was covered

with black cloth, with silver mounting,

It was an affecting sight to see those who had been in his employ for so many years gathered around the coffin, which was placed in the large drawing room, and weeping for the loss of their true friend. No higher tribute was needed than this to show his worth, or their sense of the loss they had sustained. At two clock the procession was formed, preceded by the clergy, numbering over thirty-six, and among them several of other denominations, including the Right

Rev. Alfred Lee, D. D., the Episcopal Bishop of Delaware, a long and intimate personal friend of the deceased. The pall bearers on the occasion were Messrs. William V. Pettit, William W. Keen, Horatio Gates Jones, Alexander Fullerton, A. R. Perkins, Benjamin Gartside, Dr. Hewson Bache Dr. R. Parrish, R. G. Stotesbury, and several others whose names we did not learn.

The coffin was taken into the Baptist church and placed in front of the pulpit. It was surrounded by a wreath of flowers, and also bore a cross of flowers. The religious services were conducted by the Rev. J. M. Pendleton, D. D., the Pastor of Mr. Crozer. After reading a portion of scripture, the Rev. William Wilder, the former pastor of Mr. C. offered an appropriate prayer. Dr. Pendleton then preached a sermon from the text 2 Timothy, iv. 7, 8; "I have fought a good fight, I have finished my course, I

have kept the faith," &c. Touching addresses were also delivered by the Rev. Joseph H. Kennard, D. D., and Rev. J. Wheaton Smith, D. D. The music, which was very beautiful, was under the direction of Dr. J. Lewis Brown, of the Spruce Street Baptist Church choir. At the grave, which is in the rear of the

church. Bishop Lee offered prayer and pronounced the benediction.

"The memory of the just is blessed."

LECTURES .- The last lecture of Dr Thomas's course, on the two principal nations of the East, will be delivered tonight, at the University. A more interesting or instructive course, upon similar subjects, has seldom been delivered in our city. We trust that he may have as large and appreciative an audience as that which was present at the lecture on Brahminism, last Thursday night. His subject to-night will be more particularly Buddha and the Buddhists.

MRS. SOUTHWORTH'S NEW BOOK .- On Saturday next Messrs. T. B. Peterson & Brothers will publish a new romance entitled "The Fortune Seeker." Those who have read the advance sheets speak very highly of the ability of the work.

THE FENIANS.

Interview Between Sir Frederick Bruce and the Secretary of State---Various Phases of the Excitement in Canada--Purchases of Horses for Fenian Cavalry, &c., &c.

[Correspondence of the New York World.]
WASHINGTON, March 14.—Sir Frederick Bruce had an interview again to-day with Secretary Seward in regard to Fenian affairs. Mr. Seward assured him that it was nothing more than a seven days' wonder, and would die out in a short time if left alone. The British Minister thought there ought to be some expression on the part of the government against it; that if it was ofthe government against it; that it it was officially announced that the government reprobated the movement it would nave a most excellent effect just now. It is very probable that something of the kind will shortly be issued by the Secretary of State.

Excitement in Hamilton.

HAMILTON, C. W., March 14—8 P.M.—No important developments in the Engine

important developments in the Fenian scare have transpired since my last. The Canadian Government is perfecting all ne cessary arrangements for successful resistance of invasion. A small number of troops are being daily moved to some point on the frontier, while the different towns are organizing home guards. New volunteers are enrolled, armed and drilled, and most vigilant watch is kept of all move ments of suspicious characters.

At a meeting of citizens this P. M., in the City Hall here, it was resolved to organize strong patrol guards to perform duty during the night, and all the firemen have been sworn in as special police. Guards are about to be established in all engine houses to protect the hose in anticipation of more

incendiary fires.
Adjutant-General McDongall has already forwarded arms for one thousand men to be raised here for local defence. During resterday and to-day large numbers of horses have been brought into the city, bought up from farmers in the surrounding country, and shipped for Suspension Bridge. It is generally believed that they are intended for Fenian cavalry. There is much indignation and excitement caused thereby.
The Montreal Catholics to turn out on
St. Patrick's Day.

Montreal, March 14th.—The four Irish

Catholic Societies in this city, namely; the St. Patrick's Society, the Hibernian Benevolent Society, the Young Men's Society, and the Irish Temperance Society this morning decided to march in procession on St. Patrick's day. After attending mass on that day they will wait upon and pay their respects to the Governor General who is now in the city, and afterwards upon the Mayor. The officers of these societies have just sent a joint pledge of their support to the government. This information is trustworthy. entirely trustworthy.

Buns on the Banks in Montreal.

MONTREAL, Wednesday, March 14.—The xcitement in regard to the Fenian foray is still at fever heat. Indeed, public credulity is ready to swallow any rumor however wild. Business, of which we never have much, is now at a stand-still, and nobody cares to buy or sell. As usual in such excitements, there is a run upon the savings banks, and the small depositors are con verting their balances into gold. The people and the newspapers are very ill-tempere and constantly berate the United States Government because they do not restrain the dreadful invaders who are to come-by and by-to snatch Canada from the hands of Queen Victoria.

Our principal amusements now consist in watching the evolutions of the militia. There are drills many times a day, and the poor victims look the picture of despair. All our public buildings are strongly

guarded; our banks are restricting their dis count line to the most well-known and vell-approved customers, and they very generally refuse to advance upon any col ateral security.

Rockers Sent Up at Windsor, C. W.

Windsor, C. W., March 14.—The excite-

nent all along the frontier is gaining force Mysterious rockets are being sent up on the American shore, and it is believed here some movement of Fenians is in progress. Canada is very warm for Americans, who are liable to all manner of insults. About one thousand volunteers here are keeping harp lookout. A number of suspiciou characters are daily crossing the border There is unusual stir among the Detroit Fenians, Public meetings have been held and two companies of volunteers for the home guard battery are on their way up from London. The Detroit City Council have accepted an invitation to join the Fenians in celebrating St. Patrick's Day.

Reported Purchase of Steamers at an

Inland Port.

ROCHESTER, March 14.—There is a report

in circulation here that the Fenians have purchased the four largest steamers of the American line on Lake Ontario, now lying in this harbor. This is not credited, he The steamers are fitting out for the spring trade. It is understood that the government offi-

cials are keeping an eye upon these boats and affairs in the harbor below the city. The Excitement in Toronto Subsiding TORONTO, C. W., March 14.—The Feniar excitement is subsiding. The volunteer force is well distributed at all points on the frontier. Several searches have been made for pikes, but were all unsuccessful.

Fenian Meeting in Baltimore. BALTIMORE, March 14.-There Fenian mass meeting to-night at the Maryland Institute, The hall was densely crowded.

A Rebel Election Quietly Squelche Intelligence was conveyed to the President to-day of the election of John T. Mon roe as Mayor of the city of New Orleans. It will be recollected that Monroe was the rebel Mayor of New Orleans when that city was taken by our forces in April, 1862. He refused to submit to the Federal authority and was confined in a fort. He was after wards released; and has continued out spoken in his disloyalty to the Government The President, this evening, authorized a telegram to be sent to Governor Wells, re sting the latter to withhold the creden tials of election from Monroe, and thus pre vent his assumption of the office of Mayor. -Washington Correspondence of the N. Y.

SAD RAILROAD ACCIDENT .- The hind truck of the mail train of the Pittsburgh and Columbus Railroad, on leaving Newark, yesterday morning, ran off the main track near that town, and on to a switch, turning the baggage car over, and causing the isstant death of Mr. William Moore the biggage master.—Pittsburgh Despatch

[Correspondence of the Philada, Evening Bulletin.] OVER THE PLAINS.

LETTER VI.

SOUTH PARK, COLORADO TERRITORY, Feb. 23th, 1866.-Messrs, Editors; Having, in my former letters described, somewhat at length, the new and successful process for extracting the gold from Colorado ore, and shown the necessity of its prior treatment before amalgamating, in order to obtain a reasonable proportion of the precious metals it contains, I propose to make a few remarks on the general state of mining, as now carried on in the Territory, which I trust may not prove uninteresting.

It was not until 1857-58 that any attention was paid to Colorado (then part of Kansas) as a gold bearing country. Gold in small quantities, it is true, had been found here by Californians on their overland passage to the Pacific, and the old trappers would occasionally bring to the frontier towns a little gold dust, but no attempt of any mag-nitude had been made to really test the value of our "placer" or gulch diggings until about the summer of 1858 or 1859, when until about the summer of 1858 or 1859, when a party of Georgia miners, prominent among whom were Russel and Gregory, men familiar with gold mining in their native State, crossed the plains and penetrated as far as the base of the mountains. They prospected the dry bed of Cherry creek, near where it joins the Platte river, the present site of Denver city, and obtained a "show" of gold in a few places quite good "pay." Wintering here, they founded Denver city, then called Auraria. In the spring following, passing up Clear creek, they penetrated ing, passing up Clear creek, they penetrated into what is now known as Gregory and Russel gulches, the unusual richness of whose diggings soon attracted general at-tention, to what was styled the Pike's Peak Gold Mines. Extended search disclosed other rich diggings, on the South Fork of Clear creek, and indeed in every direction in the numerous gulches in the vicinity.

For several years all the gold obtained in the territory was in the form of dust, washed by the miners from the beds of the mounain streams, but little value being given to lodes, although some of the more promi-nent had been discovered, the Gregory for example, which cropped boldly out of the hili-side, and was visible even at a distance. The surface ore, or the decomposed sul-phurets, from this lode, treated by crushing and simple washing, was soon exhausted, the limited milling facilities the miners then possessed did not enable them to treat the undecomposed pyrites, if indeed they were fully gware of their value as a gold bearing ore. As an instance of the little esteem in which lodes were held, it is well known that a certain claim on the Gregory lode, now valued at \$125,000, for which sum it could be readily sold, was, only six years go, sold for \$40; and instances were common in which claims now valued at thou-sands were sold for trifles. In 1860 but one thousand dollars in money or goods would have purchased nearly all the lodes in the

now famous Gregory mines.

As machinery began to be more generally introduced and used in treating ore, these claims increased in estimation until, at the present time, when, with good and reliable processes for saving the gold, their true value is known and appreciated. As time passed on, and "lode" property became generally understood and valued, more time and attention was devoted to its discovery, prospectors traversed the country over in search of "surface indications" of "blossom rock," a certain indication of a lode beneath. When a promising spot was found, pits (known as "prospect holes") were dug until by reaching ore the pros-pector was satisfied that a lead of sufficient value was beneath to warrant the expense of recording. A name was then given it, a stake driven in the pit, with such marks or inscriptions as would serve to identify the lode, and it was then recorded in the book of the recorder of the mining district in which it was situated. The discoverer received 200 feet, measured in the direction of the length of the lode, for his discovery, the remainder of the lode which is considered to extend 1,600 feet in length, was "pre-empted" by the friends of the discoverer, who would "deed back,

as it is termed, to him. Thus, if he wished it, the prospector could obtain the whole or greater port of the lode. If the indications, showed that the lode extended more than 1,600 feet, the remain-der was either recorded as an "extension" of the former part or given a new title and entered on the books of the recorder a another lode. The first attempt to work Colorado ore was by means of stamps, which may be described as heavy cylinders of iron, lifted by means of a rod and "cam" and dropped on the ore, the motive power being usually water, their action is similar to a pestle in a mortar; the ore being kept wet, nothing is lost in the way of dust. As fast as the ore was pulverized to a sufficient degree of fineness the water carried it through a sieve and over copper plates or tables, the surface of which was amalgamated with mercury. About once a week these tables are scraped and the mercury partially removed, and a fresh supply added, the removed amalgam of mercury. gold and silver was then retorted, where by the action of heat the mercury was distilled over, the gold and silver remaining. Form in contradistinction to gold dust, what was called retort gold, Very rich ore, by this method yielded comparatively good results, although but a fraction of the gold was obtained. From the days of stamp mills to the present time, there has been a constant improvement in gold working machinery until now, when the superior processes of Lyon, Behr & Keith and others are destined to entirely supersede the rough and unreliable methods of former times. The success of these processes has greatly in-creased the value of mining property here, giving, as they do, a certain means of saving the precious metals, in which our ores so largely abound. Attention is being directed towards Colorado by eastern capitalists, and not many years will elapse, before she, in connection with the other mining States and Territories of the great West, will be the

great gold producing sections of our country, if not of the world at large.

The advantages for successful mining which Colorado presents, are such as cannot be advantaged fall but impress themselves on the minds of all who are familiar with what is necessary for success in this branch of industry. lodes or veins of gold bearing ore are to be found here without number, have good wide crevices of rich ore, which assays from \$25 to \$3,000 per ton. When we reflect that ore yielding but \$20 per ton, will, if economically worked and the larger portion of the gold chisping, we can but gold obtained, payfor working, we can but conclude of the immense wealth to be obtained here by well directed industry. The materials for successfully working our ores are found abundantly in the territory. Wood, water, coal, iron, lead, copper, fire-clay, salt and soda are to be had in the greatest abundance and of superior quality.

Bountiful nature has furnished all, and it needs but the application of capital and labor to produce large returns.

The mode of working these lodes is somewhat as follows: If it be not convenient to run a tunnel, a shaft is sunk on the lode, following down as near perpendicular as may be the course of the vein, at depths of 60 or 80 feet, levels or "drifts" are run in either direction, extending in length (in the direction of the vein) as far as the property of the mines may extend.

Then "stulls," which are heavy timbers, the ends of which are inserted into the rock on either side of the level, are placed horizontally across the drift, on which a platform of poles is laid. The ore is then mined either by "overhand" or by "underhand or foot stoping," the principles of which are as follows: The first method consists in mining from above, i. e. blasting downward, thus securing a better effect from the explosive force of the powder used, the ore is assorted on the platform, the good sent by means of buckets through the shaft to the surface, while the "wall rock," or fragments of a mcky nature remain on the stulls, and form a support as the miner proceedson his jour ney upward. Foot stoking, generally adopted when the ore is soft and friable, and therefore liable to be wasted were it to mix with the poor "stuff" which would be on the stulls were the former system adopted. consists in mining downwards. In both methods a series of steps is formed, whereby a greater number of men can, in safety, work at the same time. A tunnel, if the lode be so situated that it can be readily run, is the more advantageous method of reaching paying ore, as for the same amount of excavation it will reach the greatest depth and be the more and to run beneath the free and be the more apt to run beneath the "cap rock," which is a partial closing up of the vein (extending in the direction of its depth from 10 to 100 feet), and usually encountered when a depth of about 60 feet is reached. A tunnel also offers greater facilities for draining a mine, as if the more readily disposes of all water that may come from above. A vein of ore that will pay \$100 per ton may, with the machinery and processes now attainable be considered as an excellent investment, as a profit of but \$20 per ton, (which is a low estimate, with a mill working twenty tons per day, and any of the new processes will, in a mill of ordinary size, work double this amount), would amount to nearly \$150,-000 per annum, sufficient in one year to repay the entire cost of the investment. This could be much increased in a few years, when we have railroad communication with the East, to reduce the cost of living and the consequent price of labor, which is now from \$4 to \$10 per day. In order that your readers may fully appreciate the importance to Colorado of railroad communication with the Missouri river, I append a few of the prices charged for the necessaries of life, in Denver City, the largeness of which is caused solely by the means of transportation: Flour, \$18 per sack (98 lbs.); corn meal, \$13; sugar, 48c. per pound; corn, 12c. This list might be largely extended, but it will suffice to show how much it costs to live here, and why laboring-men must receive correspond-ing pay. These prices, be it remembered, are those asked in Denver City. In South Park, but 125 miles distant, an addition of from 6 to 15c, per pound must be made, other places according to their distance from Denver, the base of supplies of the whole terri-tory. Colorado and her population require an immense amount of merchandise of various kinds. I append a statement (from the Atchison Champion) of the amount of freight sent from that city alone:-

Wagons, Men. 777 1,114 954 1,168 1,773 2,020 Mules. 1,256 627 693 Oxen. 7,463 9,535 18,017

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7,164 4.917 5.256 27.685 This is the amount shipped from the sin-de point of Atchison. Omaha, Nebraska gle point of Atchison. Omaha, Nebraska City, St. Joseph, Leavenworth and Kansas City each freight nearly, if not quite as largely as Atchinson. Allowing each of these to have sent over the plains during 1865, 20,-000,000 pounds of freight, which is a low estimate, we have the enormons sum of 125.-000,000 pounds of merchandise crossing the

This does not include the amount for-

warded from several small out-fitting points such as Plattsmouth, Brownsville, council Bluffs and others, which also furnish a large amount to this great trade. When we consider that each pound of this merchandise pays a freight to the transporter of from eight to twenty cents. according to the time of cents, according to the time of year and nature of article, we no longer wonder why prices in Denver are so high. The above table will give an idea of the income a railway across the plains would have charging even but a tithe of what is now paid. This traffic increases each year and would be much encouraged and developed were the proper facilities given it. have given but one reason why the Pacific Railroad should be built as soon as possible, that of dollars and cents, the amount of profit to be derived from the investment, and have said nothing of the others, the importance and indeed the necessity of a more speedy communication between the far East and the great West, between New York and the States and Territories to the west of the Rocky mountains.

The length of my letter, however, warns

me to stop. Next week I will give you my impression of the South Park and its KINGSESSING

I remain yours,

FIRE IN ALLEGHENY.—At an early hour Tuesday morning fire was discovered in the Red Lead Factory of B. A. Fahnestock, Son & Co., on River avenue, Fourth Ward, Allegheny. As the building in which the flames originated was detached from the main manufactory by a narrow yard, that main manufactory by a narrow yard, that was saved from destruction. The building destroyed was three stories high, and was built of brick. The fire originated in the second story. The building contained valuable machinery and a large stock of manufactured kegs and prepared lumber. The loss of the firm will probably reach \$10₁-poor which is fully covered by insurance. 000, which is fully covered by insurance.

DR. LIVINGSTONE'S AFRICAN EXPEDI-TION.—The Times of India, of the 28th De cember, says: "Dr. Livingstone intends soon to proceed to Zanzibar by the Thule, which, we believe, is to be presented to the Sultan by government. Two youths (of the Ajawa tribe from the interior of Africa), whom he placed in the Free Assembly's inwhom he placed in the Free Assembly's institution about eighteen months ago, were
on Sunday last baptized by Dr. Wilson,
after they had made, in English, an intelligent profession of their reception of Christianity. They return to their native country
with Livingstone, who will be accompanied
by one or two African youths from the
Church Mission at Nasik."

A Compression former a few days ago.

A CONNECTICUT farmer, a few days ago, warmed a blanket to wrap round the feet of his aged and paralytic wife. He went to the barn, and in his absence the bed took fire from a spark in the blanket, and his wife was burned to death.