

THE BLACK HOLE AT CALCUTTA.

FROM THE DIARY OF A WIDENHAWK. When the ship in which I sailed for India reached the Hooghly the rainy season was over, and that which is termed the "cold season" had commenced. This cold season begins about the first of November, and lasts through February; but it is not like one of our winters—not in the least—being really warmer than our early autumn or spring temperature.

As might be supposed, one of my chief desires, on reaching Calcutta, was to see the famous Black Hole. My readers have probably all heard of it, and many of them may be well acquainted with the story as it is. Still, as some may not know the circumstances, I will give them as briefly as I can. In 1690 the English gained possession of three small villages upon the river Hooghly, where they erected trading factories; and eight years later an Indian prince, named Azeem Ooshan, who was friendly to the English, gave them a perpetual lease of these villages, and allowed them to erect fortifications. The first fortification was erected at the village of Calcutta, and was called Fort William, in compliment to the English King of the time. Under the protection of this fort quite a settlement sprang up here, and the business of the Company thrived exceedingly.

It was in June, 1756, that the Nabob made his attack, with an army of seventy thousand men and four hundred elephants. Calcutta was easily taken, and those who could do so fled to the fort for protection. After plundering the town, and setting it on fire in many places, Surajah Dowlah turned his attention to the fort, which was defended by a mere handful of men with great bravery; but they could not hope to hold out against such odds, and towards evening, on the 20th of June, the garrison surrendered, there being one hundred and forty-six of them left alive. Down in the basement of the fort was a dungeon, not quite eighteen feet square, constructed for the confinement of refractory soldiers or dangerous prisoners; and never had those in command deemed it safe to keep more than four persons in at the same time, the ventilation being such that not more than that number could be safely kept there overnight. Into this dungeon Surajah Dowlah ordered his prisoners to be put and locked up for the night; and Mr. Holwell, who was of the number, and who chanced to be among the survivors, says that it required the united strength of many men to close the door of the dungeon, so tightly were the prisoners pressed in!

To this dungeon there were two windows, or small barred loop-holes, both upon one side, through which but little air could come at best; but when we remember that the town was on fire in many places, and that the air without was hardly fit to breathe from the dense smoke with which it was laden, what must have been the air within that dungeon! The unhappy prisoners had been thus confined but a very few moments when they broke forth into profuse perspiration, and as the system thus began to throw off its water, those near the windows held up their faces to the air, while those who were in the rear strove to press forward. Some one of their number suggested that if they removed their clothing they would have more room to stand in, and most of them stripped themselves bare; but the relief was not perceptible.

One of the guards, who stood by a window without was hardly fit to breathe from the dense smoke with which it was laden, what must have been the air within that dungeon! The unhappy prisoners had been thus confined but a very few moments when they broke forth into profuse perspiration, and as the system thus began to throw off its water, those near the windows held up their faces to the air, while those who were in the rear strove to press forward. Some one of their number suggested that if they removed their clothing they would have more room to stand in, and most of them stripped themselves bare; but the relief was not perceptible.

As the night advanced, the cry for water became general, and at length one of the guard brought some in a pail; but the pail could not be taken through the bars, so those who stood by the windows took it in their hats, and in the rush to secure it most of it was spilled. No more was brought, and the prisoners now tried to get the guard to let their tortures by shooting them. They howled, and hooted, and taunted the sentinels, hoping that they would fire upon them; but, instead of that, the drunken soldiers of the Nabob brought torches, and crowded about the windows to enjoy the horrible spectacle!

As the night crept on, all self-control was lost; many of the unfortunates became delirious; those in the rear pressed madly forward towards the windows; the weak and fainting were borne down and trampled under foot; and ever and anon some poor creature in a far corner would sink down and die from asphyxia. After midnight the stench became dreadful, and grew worse and worse every moment. Entirely bereft of sense and reason, the suffering wretches stampered, and howled, and prayed, and cursed, and fought like madmen. To say that the scene was a hell would convey no idea at all of the horrors of it all.

Now an ordinary-sized man measures from forty-eight to fifty inches around the shoulders, and many men measure more than that; but calling it forty-eight inches, and we find the man requiring a space of at least sixteen inches in diameter in which to stand; so that those who follow must have been packed in there in a solid mass. And then I fancied their all breathed up in a very few minutes, and I thought of the hot, smoke-laden air that came in at those two barred loop-holes, to supply them with the life-sustaining element. I stood there, thus pondering, until my own breath seemed to come and go with difficulty; and then I followed my companions up into the outer world. I had heard often of the Black Hole; and now I had seen it, I did not think I should ever forget it.

THE HOLBORN VALLEY VIADUCT.

The chief stone of the Holborn Valley Viaduct was laid, in Farrington street, on Monday, June 3, by Mr. Deputy T. H. Fry, Chairman of the Improvements Committee of the City of London Corporation. The ceremony was very brief. The usual forms were observed, and the stone, a block of polished granite, weighing seven tons, was declared laid and truly laid, amidst the cheers of the spectators. The following was the inscription:

"This chief stone of the Holborn Valley Viaduct was laid, June 3, 1867, by Thomas Henry Fry, Esq., Deputy Chairman of the Improvements Committee of the Corporation of the City of London. The Right Hon. Thomas Gabriel, Lord Mayor; W. Hayward, engineer; Messrs. Hill and Keddell, contractors."

During the proceedings a history and description of the undertaking was read by Mr. Hayward, the engineer. Although the general features of the work have been long familiar to the public, the following official account will be useful as a record of an interesting event in the history of the metropolis: "The Holborn Valley Improvement consists of a viaduct, supporting a roadway between Hatton Garden and the western end of Newgate street, and two side streets connecting the upper with the lower or Farrington street level. The line of roadway on the viaduct will be eighty feet in width, and will commence at the western end of Newgate street; from that point it will be carried in a straight line to the western side of Farrington street, occupying nearly the whole of the space which now or recently formed Skinner street, as well as a large portion of the sites of the houses on that line of thoroughfare. It will include also a portion of the churchyard of St. Sepulchre.

From Farrington street westward it will be carried by a gentle curve to the end of Hatton Garden, occupying the sites of the houses which formerly stood on the southern side of Holborn Hill, and the largest portion of the present roadway at that spot; it will also occupy part of the churchyard of St. Andrew's, Holborn. From Newgate street to the entrance to St. Sepulchre's Church the gradient will be about 1 in 696, and at this point the eastern approach street from Farrington road will join the viaduct on its northern side; from St. Sepulchre's Church to Farrington street the gradient will be 1 in 153, and from Farrington street to Hatton Garden 1 in 143; for all the purposes of traffic, therefore, the viaduct may be said to be level. The viaduct, as its formation will include vaultage beneath each footway, for the accommodation of the future houses on either side of the roadway; outside these vaults will be a subway for the gas and water pipes, and between each subway, and forming the centre of the viaduct, the roadway will be carried on a series of arches. The footway vaults at the point next to Farrington street will be three tiers in height on each side of the road, and they will gradually diminish, both eastward and westward, until, at Hatton Garden and at Newgate street, they will be but one tier in height. The general height of the subways will be about eleven feet six inches, and their width seven feet; they will be constructed of brickwork, except where they are carried over the London, Chatham, and Dover Railway, and at that point they will be built in iron, and be constructed of iron; the tops of the subways will be but a small depth beneath the footway pavement; and at Farrington street and Shoe lane vertical shafts will be formed, to enable connections to be made between the pipes in the subways and those in the streets named. In each subway provision is made for water, gas, and telegraph pipes, all of which will be so placed that their joints can be inspected and repaired made without difficulty. The subways will be well ventilated, and above will be left between the subways and the vaults of the houses for the introduction of the services to the various premises. At each end of the subways, as well as beneath the bridges at Farrington street and Shoe lane, there will be entrances for the purpose of admitting workpeople and taking in any materials that may be needed. Immediately beneath the subways and sewers, drains from every alternate house vault will be constructed to these sewers at the time the viaduct is built; and the mode of construction of sewers, drains, and street-gullies is such that it is believed it will never be necessary to break up the surface of the viaduct, when it is once formed, to repair or cleanse them. The central vaults beneath the carriage-ways will be formed by means springing from east to west; they will be ventilated into the carriage-way; the level of their flooring will be such as to enable carts and trucks to be easily drawn along them; they will be commodious, dry, and have a uniform temperature, and it is anticipated, will be valuable for many purposes of trade and commerce. The entrance to these vaults will be in the abutments of the bridges over Shoe lane and Farrington street. On the top of the footway vaults and on the subways the foot pavement will be laid, and the carriage-way will be principally carried over the large central vaults. Farrington street will be crossed by a cast-iron bridge of an ornamental character. It will be in three spans, supported by piers, one row being on the outer edge of each footway; these piers, as well as the outer abutment piers, are to be formed of polished granite; the height of the bridge next to the orbicules will be sixteen feet, and in the centre the minimum height will be twenty-one feet, which is considerably more than sufficient for the traffic. At each corner of this bridge flights of steps will be constructed, to enable pedestrians to pass between the upper and the lower levels; these will be enclosed in stone structures, ample light and ventilation being given to both. These structures will be carried up some stories above the level of the viaduct; beneath these steps the space will be appropriated as shop or warehouse, and above the piers the floors will be eligible for offices or for general commercial purposes. Shoe lane, which at its northern end is now but fourteen feet wide at one spot, is to be made thirty feet wide; the viaduct will be carried over it by a girder-bridge. This lane is to be continued northwards with a thirty-foot width to its junction with the new street, which is to be formed from the corner of Hatton Garden to Farrington road, and which will presently be described. The western approach street will

start by a junction with the viaduct at Hatton Garden and be carried in a northeasterly direction to Farrington road; opposite to it the new street leading to Smithfield Market will commence. The two streets will, therefore, together form one straight line of thoroughfare, sixty feet in width, giving direct access to the market and to the northeast of London. The eastern approach street will begin at Farrington road, about 130 feet north of the point where that thoroughfare will be crossed by the viaduct; it will be carried nearly parallel to the viaduct for some distance eastwards, and will join on to it with a gentle curve by the side of St. Sepulchre's Church. This street will form a junction with King street, and will, therefore, give another line of access to the new market; the lower end of this street will take the place of the thoroughfare which is now known as Snow Hill, the whole of which will be absorbed by its formation, or by the buildings to be erected on each side of it. Farrington street, at a short distance southward of the bridge, will have its level altered, and will be carried with a gradient of one in forty-five as far as West street, and from that point northward with a very slight inclination, until it again falls into the present level of the road. This alteration in gradient will enable the side streets to be formed with gradients of about one in forty-five. In the approach street sewers will run throughout their entire length, and above the sewer in the western street a subway is to be constructed, which will be connected with the subways on the viaduct. In the year 1863 the corporation of the city of London prepared and deposited in Parliament plans for the improvement, and in 1864 the act was passed authorizing the works which are the subject of this paper."

SUMMER TRAVEL.

VIA NORTH PENNSYLVANIA RAILROAD. SHORTEST AND MOST PLEASANT ROUTE TO WILKESBARRE, MAUCH CHUNK, EASTON, ALLENTOWN, MOUNT CARMEL, HAZLETON, BETHLEHEM, AND ALL THE HIGH MOUNTAIN AND WYOMING VALLEYS. Commodes Cars, Smooth Track, Fine Scenery, and Excellent Hotels are the specialties of this line. Through to Wilkesbarre and Mauch Chunk without change of cars.

EXCURSION TICKETS. From Philadelphia to Principal Points, issued from the TICKET OFFICES ONLY, at Reduced Rates, on Saturdays, good to return till Monday evening. EXCURSION TICKETS, good to return till Monday evening. Good for TEN DAYS, issued any day. Through Trains leave the Depot, BERKS and AMERICAN STREETS, at 7:30 A. M., 1:30 P. M., and 5:30 P. M. For particulars see Time Table in daily papers. PHILADELPHIA, July 1, 1867. Tickets sold and Baggage Checked through to the principal points on North Pennsylvania Railroad, Baggage Express Office, No. 108 S. FIFTH ST. 7-11 a. m.

CAMP MEETING.

VINLAND, NEW JERSEY, COMMENCING WEDNESDAY, JULY 17. WEST JERSEY RAILROAD LINES. Leave foot of MARKET Street (Upper Ferry) at 10:30 A. M., 1:30 P. M., 4:30 P. M., 7:30 P. M., 9:30 P. M., 11:30 P. M., 1:30 P. M., 4:30 P. M., 7:30 P. M., 9:30 P. M., 11:30 P. M.

RETURNING TRAINS.

LEAVE VINLAND FOR PHILADELPHIA at 11:30 A. M., 1:30 P. M., 4:30 P. M., 7:30 P. M., 9:30 P. M., 11:30 P. M.

EXCURSION TICKETS.

Good any time during the trip. WM. J. SEWELL, Ticket Agent.

CITY ORDINANCES.

RESOLUTION. To Authorize a Lease of the Saloon at the Fairmount Water Works.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Engineer of the Fairmount Water Works, and he is hereby authorized and directed to lease for the ensuing year the Saloon at the Fairmount Water Works to Henry S. Grier, of Philadelphia, who is to sell and dispense with or without spirits or malt liquors shall be sold, furnished or used upon said premises, and that no disorderly person shall be admitted, nor shall any vicious or unlawful practices or games be permitted thereon; And provided further, That said lessee shall covenant and agree to remove from and deliver up possession of said premises at any time after the expiration of the term upon ten days' notice from the Chief Engineer of the Water Department, the said notice to be given in writing to the lessee, and the Chief Engineer whenever the interests of the city shall, in the opinion of Councils, require possession of the said premises; And provided further, That the lessee therefor shall be drawn by the City Solicitor, and the said lease shall give security in the sum of two thousand dollars for the faithful performance of the several covenants and conditions therein contained, as approved by the Committee on Water Works. JOSEPH F. MARCER, President of Common Council.

RESOLUTION.

To Rearrange and fix the boundaries of the Election Division, and to fix the place for holding elections in the central ward, and to create an additional Election Division therein, to be called the Tenth Election Division. Resolved, By the Select and Common Councils of the City of Philadelphia, That the First, Second, Third, Fourth, Fifth, Sixth, Seventh, and Tenth Election Divisions of the Twenty-third Ward shall, and remain as heretofore established, and the places of holding elections therein shall be and remain as heretofore established, and the places of holding elections therein shall be and remain as heretofore established; Beginning at the southwest corner of Nineteenth and Christian streets; thence west to the river Schuylkill; thence to the north side of Third street; thence eastward to the west side of Nineteenth street, and from thence to the place of beginning; and the places of holding elections shall be at the house of Edward Parr, at the northwest corner of Twentieth and Federal streets; and the Tenth Election Division shall be bounded as follows: Beginning at the southwest corner of Nineteenth and Christian streets; thence south to the river Schuylkill; thence south to the west side of Nineteenth street; and thence to the place of beginning; and the places of holding elections shall be at the house of Edward Parr, at the northwest corner of Twentieth and Federal streets.

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RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT JUNE 1, 1867. The trains of the Pennsylvania Central Railroad leave the Depot at 2:15 P. M. and MARKET STREETS, which is reached directly by the cars of the Market Street Passenger Railroad. Those of the Chestnut and Walnut Streets Railway run within one square of it.

On and after WEDNESDAY, May 8, 1867, Passenger trains leave New Hope, Centre, Berks and American streets, daily (Sundays excepted), as follows: At 7:45 A. M. Morning Express for Bethlehem and Pottsville, via Allentown, Easton, and Pottsville. At 8:15 A. M. Express for Allentown, Easton, and Pottsville. At 8:45 A. M. Express for Allentown, Easton, and Pottsville. At 9:15 A. M. Express for Allentown, Easton, and Pottsville. At 9:45 A. M. Express for Allentown, Easton, and Pottsville. At 10:15 A. M. Express for Allentown, Easton, and Pottsville. At 10:45 A. M. Express for Allentown, Easton, and Pottsville. At 11:15 A. M. Express for Allentown, Easton, and Pottsville. At 11:45 A. M. Express for Allentown, Easton, and Pottsville. At 12:15 P. M. Express for Allentown, Easton, and Pottsville. At 12:45 P. M. Express for Allentown, Easton, and Pottsville. At 1:15 P. M. Express for Allentown, Easton, and Pottsville. At 1:45 P. M. Express for Allentown, Easton, and Pottsville. At 2:15 P. M. 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