THE CODFISH WAR.

Ben Butler on the Fishery Clauses in the Washington Treaty.

The Sturdy Fishermen of Provincetown and Their Prospective Ruin.

The Treaty in Its Relations to the Fisheries—Why a War with England is Impossible—The Right to Coal—Trying Our Claims on the Swiss Mountains—The British Have Got the Better of Us—Plans for Nullifying the Fishery Clause in Congress.

PROVINCETOWN, Mass., Dec. 28, 1871.

This evening at Provincetown the first gun of the new campaign in the interests of the fishermen of Cape Cod and Cape Ann has been fired by Major General B. F. Butler. The town is alive with enthusiasm and at a dozen different points gay bunting has been thrown to the breeze and houses are illuminated. The excitement was all caused by the Washington Treaty. The portions of that important instrument referring to the fisheries have excited a sturdy opposition among the seafaring men of the New England coast, and there seems to be a determination on the part of everybody to co-operate with the people of Plymouth, Gloucester and elsewhere in such a manner that Congress may be brought face to face with the question and the fact that

THE PEOPLE ARE REALLY IN EARNEST.

General Butler, of course, enters heartily into the spirit of the thing. He declares himself committed to do everything in his power for the advancement of the fishermen's cause and to save them from the ruin which he thinks he clearly sees is imminent if the provisions of the treaty are to be ratified without the enactment of a law which will return the fishing bounties to the sturdy sailors on the Cape, and thereby "make them whole," as the phrase goes, for the damage which they will incur. His antagonism towards the treaty, he says, other than that it has given up our capacity to coal anywhere in the world in time of war, is substantially because of its

DISASTROUS EFFECTS UPON THE FISHERIES,

and he has been agitating the public mind against it on that account. The General declares himself in favor, most decidedly, of one course of conduct in regard to the matter. He is determined, if his individual efforts can effect such a result, to have the whole matter postponed until it can be seen what will come of the deliberation of the Geneva Conference. In the event of such a postponement the General feels morally certain that the fishery clauses in the treaty will never be accepted as a careful and well considered expression of the sentiments of the people of Cape Cod. Without suggesting the probability of a repetition of the recent Gubernatorial conflict in 1873, it is patent that General Butler has taken a very strong hold upon the minds of at least the fishing community of the State, if, indeed, he has not always stood well in their good graces, and to all appearances they are thoroughly aroused. The General left Boston this morning at eight o'clock, accompanied by a crowd of his satellites, and, after a long ride of seven hours, the party arrived in Provincetown. Everywhere

HIS COMING WAS LOOKED FOR,

and he was warmly greeted. At Wellfleet he was met on arrival by a deputation of some three hundred people and a band. He was serenaded, cheered, toasted and dined, blessed with an address from Dr. Stone requesting him to repeat his Provincetown speech there, and treated altogether very handsomely. To the earnest request of the man of medicine the General responded that circumstances would forbid his repetition of the address, but to make amends he would say a few words appropriate to the occasion, and he did so,

CLEARLY DEFINING HIS POSITION.

The General was warmly applauded, and as he rattled off in a carriage for Provincetown the music of the band and the deafening cries of his friends followed him. There were no public demonstrations on his arrival here, but crowds were gathered now and then by the roadside to catch a glimpse of him as he was carried by, and the windows of nearly all the dwelling houses were filled with expectant faces. At seven o'clock General Butler was met by a band at his headquarters—the Central House—and escorted to the Centenary church, which had been selected for the assemblage of the crowd, by reason of its having the largest auditorium in the town. Amidst a great deal of excitement the church edifice was crowded to overflowing.

ON THE PLATFORM

were Major S. B. Phinney, of the Barnstable *Patriot*; E. N. Winslow, Superintendent of the Cape Cod Railroad; S. S. Young, Artemas Paine and John Swift, selectmen of Provincetown; James Gifford, Joan Atwood, Henry Cook, John Atkins, Joan Atwood, Town Commissioners. The assembly was called to order at an early hour, and was organized by the choice of the following list of officers:—President, James Gifford (Secretary of the Massachusetts Senate); Vice Presidents, S. E. S. Smith, J. F. Johnson, John Atwood, Henry Cook, S. S. Young, John Atkins and N. D. Freeman, Selectmen; William H. Atkins and E. M. Dyer.

In taking the chair Mr. GIFFORD made a brief and eloquent address, in which he commended General Butler's past course, and spoke of the inevitable ruin which will ensue to the fishing interest if the treaty shall be ratified without conditions. He then introduced the speaker of the evening, and while the band played and the meeting cheered. General Butler arose and began his address. It was as follows:—

GENERAL BUTLER'S SPEECH.

MR. PRESIDENT, FELLOW CITIZENS, LADIES AND GENTLEMEN:—I have come here with no intention of making an oration, but simply to confer with you as one man may with others upon a matter of amazing interest to you personally, to the country and to myself as a well-wisher of that country in whose welfare many of you have given sons and brothers—your best and most heart-loved treasures. This occasion is not one of common interest. On the result which may come of your deliberations and those of your fellow citizens who are engaged in the same hazardous, brave and generous calling that you are in, will depend largely the prosperity of the old Commonwealth of Massachusetts; nay, "more largely that naval and maritime superiority which we all have looked for and hoped for as belonging to the United States of America." Here the General detailed the history of the American fishermen from the year 1604 down to the present time, and endeavored to indicate to his hearers the manner in which England all along has abused her power through her colonies. He labored to show the importance of the fisheries and the esteem in which they have always been held. These fishery rights, he said, are

GIVEN BY NO GRACE OF KINGS,

by no powers of nobles, by no treaty, by none of the acts of diplomacy, but they are ours because our fathers, with their good arms, took them from the enemy for this country. The treaty which followed the war of 1812 said nothing about the great matter of the sailors' rights, about which we went to war. We fought the war and forgot in the negotiations what we had fought about. (Applause.) The younger Adams had the conducting of those negotiations, and the instructions the old man—his father—sent to Madison are very significant. He writes him in these words:—

SIR—I would continue the war indefinitely rather than give up one iota of our rights to the fisheries.

But all our titles were subsequently yielded. I had always thought that too much dinner had something to do with the yielding of our rights to the fisheries, as I think they have been the bane of every treaty we have ever had. (Laughter.) England has always overridden us in this matter. Her interpretation of our treaties was the interpretation of the strong power against the weak. We were somewhat obliged to submit to them once, but perhaps we are not now. We have demonstrated that we are quite the

EQUAL OF ANY NATION ON EARTH.

(Applause.) We have not forgotten what England did for us in our late war. We have not forgotten St. Albans or the general British good feeling and friendly spirit. The people of Provincetown have not forgotten the British war steamer Rinaldo, which took off the rebel emissaries, Mason and Slidell. (Applause.) And here the General referred to the abrogated Reciprocity Treaty. As soon as the Dominion government was formed, he said, they undertook to exert what, as a dependency, they had no right to exert—dominion over the seas—and undertook to enforce the treaties. I think it is an evidence of supineness on the part of our government that they allowed for one moment the Canadian government to interpret or carry out treaties through Canadian laws. We yielded to their laws. We did not seem to have got an idea of our strength, to say nothing of our dignity as a nation, and I think I have reason for the faith that is in me, that we shall be cheated again in this treaty and all the hope is that the men that are now taking the glory of the treaty will take the other thing when the people of this country find how they have been swindled, and they will find that out sooner or later. Show them this treaty was made—but you say to me, "Why, General Butler, these were good and patriotic men that had to do with that treaty." "Yes, I think so; one of them laid the government; they were good men." "Yes." "Well, then, you say, how do you explain it?" I have but one explanation to make and that is there seemed to be an overweening

FEAR OF A WAR WITH ENGLAND.

Everybody was frightened to death about a war with England. Well, now, war with England is impossible in my judgment. Well, what made this fear, everybody held a large quantity of bonds in the United States, and in the case of war they would go down, and there is nothing so cowardly as a half a million of capital, except a million. (Laughter.) I say they seemed to have an overweening fear of a war with England. Why, it always excites mirth when I hear of the idea of a war with England unless we choose to begin it. Why we had more men starved to death in Andersonville and Libby and other prisons in the war of the rebellion than the British government got together in any battle field in the world. (Applause.) I will give you the figures and you can make a note of it. We had over thirty-two thousand men starved to death in rebel prisons, and the British troops in the battle of Waterloo, which decided the fate of the world, were only 25,000. There is no danger upon this subject at all; but the difficulty is that it is so

FASHIONABLE TO CRY "PEACE! PEACE!"

There is never to be any more war. War is to be deprecated. Nothing is ever settled by war. Why? They say that if we didn't have a treaty we should have a war. Well, now, a treaty has nothing to do with war, except to make war. Would any treaty or negotiation have settled the last war with Great Britain? No. Would any treaty or negotiation have settled the great war of the rebellion? No. It is a thing that must come. This treaty to-day, with the sense of wrong and injury it would bring upon the people, in my judgment, would be more likely to produce a war with Great Britain within the next ten years than there is any danger of a war without it. But these gentlemen who had to do with the treaty believed, I am charitable enough to suppose, that there was danger of a war, and some of us have an overwhelming sense of England's strength and importance, and, therefore, it was necessary to make every compromise, to sacrifice every interest to prevent a war and when I spoke to a Massachusetts man, a lawyer high in position and of clear perception, and said, Why were the interests of my constituents sacrificed in this treaty? the answer was, What are the interests of

TEN OR FIFTEEN THOUSAND FISHERMEN

in comparison with the interests of forty millions of people? All very convenient for a nation that is saved, but very inconvenient for the fishermen who are sacrificed. (Applause.) Nobody knows what this treaty is. It hasn't been published anywhere, that I know of, except that the newspaper correspondents stole a portion of it and published it to the world, and they fell to discussing with a great deal more of eagerness the question of whether

THE CORRESPONDENTS HAD A RIGHT TO STEAL IT

than the question of what its provisions were. (Laughter and applause.) The people don't know about it. The democratic party press did not get hold of it either, or they were too busy trying to cover up the Ku Klux down South than they were in finding out whether their enterprises were sacrificed at home. The republican press thought they must not say anything about it, because they thought it was an administration measure, and "Glory, hallelujah!" must be said to it—(laughter and applause)—and nobody but a poor unfortunate representative in Congress, who did not like to see his constituents go under without saying something in their behalf, is left to bring the matter to the attention of his countrymen. There is one thing about this treaty that everybody ought to know and it is this:—It is understood that

WE CANNOT TOUCH A PROVISION

of this treaty without abrogating the whole of it. Well, we cannot abrogate very much of it without a war, because it has been ratified by the governments of both countries; but the fishing part of this treaty does not go into effect and no binding force until both houses of Congress pass a law giving it effect; therefore this is why I am agitating this matter, and why I desire that you should move with all the power you can, for your own safety, to save you in this, that, without touching a single other provision of the treaty, without interfering with it in the least, this may be set aside and its consequences averted. Now,

WHAT ARE THOSE CONSEQUENCES?

It first provides that we shall have all the rights of fishing in British waters that the British have themselves, and we have all of those rights now except the three mile line. All that it gives us is the right to the three mile line and we shall have a right to land and cure our fish where nobody owns the land. Well, you know how valuable that right is, and how seldom you land and cure fish there and how you bring home your fish to be cured. The great source of quarrel and annoyance is with reference to buying bait and provisions and finding shelter in their harbors. About our being sheltered there, there is nothing said; they have left that matter open for future trouble, and if you accept this you are liable for seizure after this treaty, the same as before. For the benefit we get we give the fishermen of Great Britain the right to fish from Eastport, Me., to the Delaware Bay wherever they please. That treaty is to come up in the present session of Congress, and, so far as in me lies,

I PROPOSE TO OPPOSE ANY LAWS

which will carry those fishing clauses into effect. This will not abrogate or set aside any other provisions of the treaty. If we pass no laws it will do no harm to any other article of the treaty; it will not interfere with the Alabama claims nor the six or seven lawsuits that are provided for in the treaty; but it will simply tear out the fishing section from its operation, and I have come here to-night to aid you. Every man of you has a member of Congress; write to him; or if you know a man who knows a member of Congress write to him and have him write. Do everything. I have never yet been able to see where the democratic party was upon this matter. They seem to have "slept

THE SLEEP THAT KNOWS NO WAKING,"

for if I know anything about it the democratic party used to be interested in the matter of the fisheries. Who was the father of the American fisheries? Thomas Jefferson. Who first sent the message to Congress as President representing the value of the American fisheries? Thomas Jefferson. Who as Secretary of State wrote the ablest article that ever has been written on this subject? Thomas Jefferson. Who had always stood up for the American fisheries in the past when they had the power? The democracy, and I trust that we shall avoid all party considerations, whether democrats or republicans, or whatever, and come forward and stand together against the loss of this great interest. I shall not advise employing lawyers to argue. Your representative can do that. But what I would advise is that some men that have

BRAVED THE FOGS AND WAVES

of Newfoundland and the hardships of a fishing life may go to them and tell their simple story. I agree it will be a hopeless task to abrogate the treaty now; I should like to take the job five years hence, however, if I had the leisure, but to get the fishing part eliminated and set aside. I think it is by no means a hopeless task, and I have very considerable hope it may be done, and that is why I come to assist you to co-operate, as I have asked my constituents in Gloucester. Let us have a united Massachusetts delegation to Congress on this subject, and if Massachusetts men won't vote against this it will be the end of it, and if I were a Western man I should say it ought to be the end.

MOVE UPON YOUR LEGISLATURE

which is about to come together, and let them speak as the Legislature used to speak in 1775 and 1776. Don't be dulled into inaction by hopes of bounties. In my judgment you would get no compensation, because if your Commissioners can barter away your rights, as they have in that treaty, what hope have you of legislation that the Western men will do anything for you? If your own delegation will speak in thundering tones upon the subject and will go as one man I think they will be able, with the assistance of their brethren, to stop it. The day of bounties has passed, and if you expect drawbacks, why should not the British fishermen, who are on the same ground with you, have them also? Then as for the fisheries being the nurseries of a privateering marine, those days have gone by. Steam has taken the place of sail; engine drivers take the place of first mates. That is the policy which is now about to cause the French to repeal their bounty of ten francs a quintal for catching fish. Therefore

YOUR ONLY HOPE OF SAFETY

is in preventing these provisions taking effect. There are other parts of the treaty of which I would speak at length if I had time. I can only allude to them casually. In order to get the Alabama claims we agree upon some rules of international law upon this treaty, not only that there shall be an international law between us and Great Britain, but that we shall make that international law for all times and all other nations. We engage that in the event of war no neutral nation shall ever supply us with arms or military supplies, which include coal. Now we have not a coaling station on earth that is not a hired dock in a neutral port, and in war we cannot take a pound of coal, although it is our coal, from that port under this treaty. Why, England has got coaling stations all over the world. It would take thirty years at least and 1,000,000,000 tons and $50,000,000 a year to place us on an equality with England in respect to coaling stations. Yet they say that everybody is in favor of the treaty. Have you ever heard anything of this in the newspapers—those

BLIND GUIDES OF THE BLIND?

I only take that as one thing, and I never found any man, high or low, that could answer it, and I take occasion here to record my solemn belief that of all the uncounted millions we have lost we shall not get six millions of dollars from that arbitration in Geneva, and we put all our claimants to the expense of going clear there to try their cases. Why didn't they put it a little further, say on top of the Himalaya Mountains, while they were about it? (Applause.) Haven't we lost enough without being put to the trouble of trying our suits on the tops of the mountains of Switzerland? We have agreed to pay every British subject for everything that he lost during the war, for every act done or committed by the United States or its officers, and I here desire to record my belief that we shall have to pay two dollars for one half what we shall get. I think, when we come to look at it, we shall agree that the Washington Treaty is

LIKE ALL OTHER BRITISH TREATIES,

they try to get the better of us. The General concluded by saying that not one word has been said for our fishermen in the United States Senate, although we have two Senators there, such as they are.

On motion of Mr. Gifford it was voted that the Selectmen call a town meeting at an early day to appoint a committee of gentlemen to proceed to Washington at the proper time, to confer with Butler and other Massachusetts Representatives as to what further steps may be taken.

After the stirring speech by the General Mr. Gifford arose and offered a resolution looking to the appointment of a committee in town meeting to wait on Massachusetts Congressmen, and it was adopted with considerable enthusiasm. The men of note then took their departure; the band played, the Fire Department, which was present as escort, marched after the carriage of the orator, and at half-past nine o'clock, with the cold and blustering wind creeping around him, he was whirled from Provincetown toward the nearest railroad station, which is only sixteen miles distant. The address was listened to with great attention, and many of its salient points were applauded warmly, as it was very natural that they would be when they so nearly

AFFECTED THE BREAD AND BUTTER

of the audience. General Butler has greatly increased his popularity among the fishermen by his action of to-night. Just here it might be remarked that the ideas contained in the speech above form the nucleus of an elaborate address hereafter to be delivered by the General from his seat in the national House of Representatives.

KINGS COUNTY POLITICS.

Republican Delegates to the General Committee.

The republican primary elections for delegates to the Kings County General Committee were held in Brooklyn last evening, and resulted in the choice of the following named individuals in the wards heard from up to a late hour of night:—

First—L. M. Palmer, L. Beadett and Daniel Ward.
Second—James Hanley and H. B. Becude.
Third—Samuel McLean, B. F. Tracey, Franklin Woodruff, A. D. Wheelock, A. J. Ormsby and George I. Nichols.
Fourth—Luke C. Ryder, David Richardson, Samuel Dyas, A. B. Hance, William Gubnor, John Lee.
Fifth—John Learey, Benjamine Cromwell, Leander Conrlin and James McNalley.
Sixth—J. W. Peckett, C. Parrish, James H. Slipper, D. C. Lyell, A. J. Perry, T. B. Vreeland, M. P. Bestow.
Seventh—Henry V. Wheeler, David Stewart, M. H. Walker, James Pratt, H. M. Connelly, Jeremiah Bedell, Robert Evans, William H. Banker and —— Shaw.
Eighth—James Woodhead, William Woods, John McKallar.
Ninth—A. G. Williams, Maurice Fitzgerald, Erastus Cook, John Dryer,
Tenth—James Jourdan, J. T. Norton, George Thomas, John H. Cline, D. R. Hasbrouck, J. T. Henry, W. H. Whitlock, R. H. Rowan, John Williams, N. J. Plumb.
Eleventh—John P. Douglas, B. B. Fowler, William Stewart, Adam Dodge, A. C. Tate, William H. Bartow, Hugh Armstrong, Thomas Lynch.
Twelfth—Chauncy M. Felt, James Johnson, F. S. Johnson.
Fourteenth—Samuel T. Maddox, William R. Beeston, John T. Veaus, William Young.
Sixteenth—Jacob Worth, Edward H. Terrier, Louis Frolich, F. W. Obenier, George Giehl, Charles Foley, Thomas Whitford.
Seventeenth—C. Perry, John B. Dowling, George Lamp, C. W. Kennedy, H. S. Bellows, C. E. Lackey, J. B. Holmes.
Eighteenth—John S. Marshal, Charles T. Chapman, Conrad Peterson, Joseph W. Hagerman.
Nineteenth—John F. Eames, George H. Fisher, Albert Daggert, W. W. Hamilton, Earnest A. Walter, Albert Hodges.
Twenty-first—O. R. Leich, William Snediker, James W. Flynn, T. C. Wilmar, General William De Lacey, Dr. Peters, W. Ray (colored), Ralph Robb, D. B. James, A. Mundell.

Considerable interest was manifested by the republican leaders and those who are struggling for ascendancy in the primaries. Victory appears to have perched upon the standard of the Dutcher-Tracey, or Grant, faction, they having secured the lion's share of the delegates elected to the General Committee for the year 1872. Worth and Terrier, of the Sixteenth ward, were convicted for violation of the Election law in ejecting a democratic inspector from the polling place to which he was elected.

A POLITICAL CAUCUS.

Meeting of Politicians at Fifth Avenue Hotel—A New Candidate for the Senate.

A large assemblage of newly elected members of the Senate and Assembly met at the Fifth Avenue Hotel last night. It was rumored that they came together to consider the new charter, but in reality they held no regular meeting, and the time was chiefly spent in discussing the events of the coming Legislature. It was stated that Governor Alvord would be appointed Speaker of the House; also that General Sickles is going to Albany to take preliminary steps to secure his nomination for the United States Senate in place of Mr. Conkling.

COLLISION AT THE BERGEN TUNNEL.

Narrow Escape of the Passengers—A Locomotive Race and Its Results.

That the Morris and Essex Railroad is a most unfortunate line has been long an established fact. Yesterday morning the engineer of locomotive No. 82 tried to enter the tunnel ahead of the Delaware and Lackawanna Western through train, and the result was a collision. One passenger car was thrown over on its side, but very luckily no person was seriously injured.

A passenger on the eight o'clock train from Orange thus conveys his impressions:—"Entering the Hackensack meadows I observed a train on the Boonton branch hurrying along, as it was behind time. This train and the one on which I rode were travelling towards the same point—the mouth of the tunnel. Neither lessened its speed materially, if any, both being desirous of reaching the tunnel first. Probably five minutes afterwards the collision occurred, a sufficient time having elapsed to have stopped both trains easily. The locomotive and smoking car on the Orange train ran off the switch which had been opened for the passage of the Boonton train, a passenger car of the former striking that of the latter, knocking it off its trucks and rolling it upon its side. While, so far as the writer learned, but few slight injuries were sustained by the frightened passengers, the disaster that might have ensued is frightful to contemplate. Remarkable as it may seem, the passengers were not so thoroughly humbled by the past oppression and imposition of the railroad authorities but that in this extreme case they were able to give expression to their just indignation, and mildly state their belief that the engineer deserved hanging. Some will term the above an accident, when it can in nowise be properly so considered. The tracks joined each other like a Y; both trains had ample time to stop, but neither would give way, and the collision, of necessity, occurred."

THE PATERSON MYSTERY.

Was Burroughs Murdered?—Two Frail Creatures in Custody.

The first announcement in Paterson that Charles Ramsden Burroughs, the proprietor of a disreputable house in Franklin street, was found dead caused some excitement. But when the report went abroad that he had been foully dealt with a genuine sensation was created. The following note, poorly written with a lead pencil and hardly legible, was found on his person.

PATERSON, Dec. 10, 1871.

I poison myself because I had no one to keep house for me. Libbie Garabrant left me, and Mandy is in States Prison, and I have no one to take care of me. I take arsenic and laudanum to poison myself; there is no one to blame.
CHARLES R. BURROUGHS.

On the back of this were written the words, "This is true, on my oath."

Coroner Quinn thought there was something very "fishy" about this, and he had Libby Garabrant and Kate Boyd arrested. Kate and Libby both lived in the house with deceased. In answer to the questions of the Coroner they stated that they knew nothing about Burroughs' death, and that they left his place before the 10th of December. The Coroner hit upon a very ingenious test, having heard that Burroughs was scarcely able to write his own name. He read over the foregoing letter to Libby, with instructions that she should write it as he read, and when she concluded her scrawl was found to be a perfect *fac-simile* of that found on Burroughs.

An inquest was held, and after a great deal of testimony had been taken it was adjourned till this morning.

SOUTHERN RAILROAD FIGHT.

The Cincinnati City Fathers Up in Arms Against the Measure to Provide Ten Million Dollars to Build this Road—Determined to Resist the Action of the Supreme Court.

CINCINNATI, Dec. 28, 1871.

The recent action of the Supreme Court sustaining the validity of the law authorizing Cincinnati to use her credit to the amount of ten millions to build the Southern Railway, with the anticipation of early action by the Kentucky Legislature, or Congress granting charter privileges, has awakened considerable discussion on the main question of the city so extensively using her credit for such purposes.

A public meeting was held to-night, which was addressed by a number of prominent citizens, both for and against the expenditure as contemplated by the Ferguson bill.

Resolutions were introduced sustaining the act and requesting the Trustees to proceed when practicable, but a vote on them was not reached when an adjournment was agreed on to allow a full expression of opinion. It having been claimed by its opponents that the road would cost much more than $20,000,000, a communication was read from W. A. Gunn, Chief Engineer, under whose direction the surveyings had been made, in which he expresses the opinion that this amount will build a road from Cincinnati to Chattanooga, basing his estimates on the rates at which work had been placed under contract for the last sixty days.

A gentleman stated in the meeting that he could procure responsible parties to take the contract at $30,000 per mile, for the greatest distance, 340 miles.

A FEARFUL CALAMITY.

An Entire Family of Six Persons Burned to Death While Sleeping in Their House in Iowa.

CHICAGO, Dec. 28, 1871.

A report has reached here of a horrible calamity at Floris, Davis county, Iowa, on the Southwestern Railroad, a few nights ago. A man and wife and their four children were burned to death in their shanty, the neighbors not being aroused nor the fire discovered until the next morning, when the charred remains of the victims were found in the ashes.

RAPID TRANSIT AND RAILROAD HUMANITARIANISM.

Meeting in Harlem—From the Battery to the Spuyten Duyvil—Concerted Project To Be Devised to Remedy the Fourth Avenue "Man Trap"—The Harlem Company Has No Right of Way—Facts and Figures.

A large number of the citizens of Harlem met last evening in Lincoln Hall, in 125th street, "to take into consideration" (*vide* the announcement) "the subject of rapid transit and the Fourth avenue railroad matter." Mr. Asher Barnett presided, and, after securing order, read the following resolutions, which were adopted unanimously:—

THE CITIZENS TO CO-OPERATE.

Whereas the time has arrived when it is necessary for the property owners of the Twelfth ward to take some action in regard to the removal of steam on the surface of Fourth avenue, and for the construction of a means of quick transit from the City Hall to Harlem and Yorkville; and whereas numerous organizations of the Nineteenth ward, having the same object in view, have held large meetings and appointed conference committees to take action in regard to the matter; therefore

Resolved, That we, the taxpayers and property owners of the Twelfth ward, do hereby declare that we are ready and anxious to confer with other associations of the east side for the purpose of procuring united and immediate action.

Resolved, That a committee of five be appointed by the Chair to confer with the committees from other organizations, and to adopt some united plan for the purposes above set forth.

Mr. M. M. VAIL was then introduced, and in the course of lengthy remarks said that though the honest men of this city had done great things they had not accomplished enough. He had no doubt that

HAD OUR FOREFATHERS KNOWN

what New York was going to be they would have laid out a broad, magnificent avenue from the Battery to Harlem, by which we could have the surface and underground railroads necessary for everyday travel without interfering with any interests of any one. But as they had not known it we must devise some plan or plans to remedy the results of their stupidity. In alluding to the various schemes already broached he declared against the "one-legged" railroad and the viaduct—the former as too unsubstantial to be safe and the latter as too expensive. He then proceeded to discuss the question of remedying the Fourth avenue "man trap." The resolutions which had been passed by the Common Council, and which were vetoed by the Mayor, were the most iniquitous and most corrupt that could have been conceived. They not only proposed

A WORTHLESS PLAN,

but gave the work to be done to the railroad company and made the city pay half the cost. He favored the plan of tunnelling the avenue from Forty-second street to Harlem River. It seemed that a railroad was not for the public good, but simply for making money. He had been astonished once when the tracks had been taken up in front of his residence on Fourth avenue to see them again laid down five or six feet higher than before and above the level of the adjoining streets. He then showed how

THE ACTIONS OF THE HARLEM RAILROAD COMPANY

in many instances were in excess of its legal powers. The Common Council could compel the company to consult the interests of the people in the construction of its road through the city. It could be easily demonstrated by looking at the ordinances. The first act was passed in 1851, and provided that if the tracks interfered with the travel or safety of the public, and

IF THE COMPANY FOUND NO REMEDY,

after a warning, they were to be removed in one month, and the bed of the street replaced as it originally was. The crossings were to be left in a condition of perfect safety; and if the company did not conform to this ordinance the Common Council had the power to destroy all grants of privileges heretofore given them, and the most important fact was that the right of way through Fourth avenue existed only during the application of the

FIRST CHARTER OF THE RAILROAD,

which expired in 1861. It was then extended to 1888, giving to the company the right to use Fourth avenue as at present until the last date if they secured the permission of the Common Council. That permission has not been granted a second time. Therefore they have no title to a right of way on this side of Harlem River. Not only is the track now unsafe in position, but the trains are run at the rate of twenty miles an hour—eighty trains in a day passing each way, carrying 35,000 passengers. The Harlem Company has received from the New Haven Company a half million a year for using the track; in short, for a privilege which we give to them for nothing. If they would use this money to remedy the evil we would compromise the matter and say no more about it. The work of

TUNNELLING THE AVENUE

can be done for $6,000,000. What he wanted to urge upon the meeting was this. The citizens had already made an impression in their favor on the company. He, with other gentlemen, had been told by one of the officers that if all the different organizations would agree upon one plan that was reasonable the company would adopt it. They should not try to distract Mr. Vanderbilt's mind. But they should go to him united and determined, and say that we must have the accomplishment of what we propose for the popular good; that they must give us an underground road, or we will petition the Legislature, representing that the

PRIVILEGES GRANTED BY THE CITY

have been violated, and ask for the repeal of the company's charter.

Mr. Vail was listened to with occasional earnest applause.

Mr. WILLIAM A. WHITBECK, Assemblyman from the Twenty-first district, next addressed the meeting. He said that he had studied the subject of rapid transit for several years, and had come to the conclusion that the only means available were underground railways. An aerial railway, whether skeleton or viaduct, would injure property by its presence from fifty to eighty per cent. Elevated skeleton railroads have been tested in London and have failed. They are utterly useless. As to the Viaduct Road the cost alone was too great. He understood that it would be from three to five millions a mile, including the damage to adjacent property. The injury would average $10,000 to each lot.

Mr. VAIL interrupted the speaker by remarking before going home that he possessed

THE SWORN TESTIMONY OF MR. WILLIAM H. VANDERBILT

that the road through Fourth avenue was dangerous.

Mr. Whitbeck was then suddenly seized with illness and was unable to complete his address. Colonel Benjamin A. WILDE delivered a speech and was followed by several other well known citizens.

The Committee of Conference appointed by the Chair is composed of the following gentlemen:—Henry Waterman, George W. Palmer, Addison Smith, James M. Boyd, William H. Roberts.

MORE OF THE DEMOCRATIC PASSIVE POLICY.

BANGOR, Me., Dec. 28, 1871.

J. L. Wheelwright, republican, was elected Mayor to-day. The vote cast was very light, the democrats making no opposition.

SHIPPING NEWS.

Almanac for New York—This Day.

Sun rises	7 24	Moon rises...eve	7 14
Sun sets	4 40	High water, morn	10 03

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF DECEMBER AND JANUARY.

Steamer.	Sails	Destination.	Office.
City of Baltim're	Dec 30...	Liverpool	15 Broadway.
Main	Dec 30...	Bremen	2 Bowling Green
St. Laurent	Dec 30...	Havre	58 Broadway.
Europa	Dec 30...	Glasgow	7 Bowling Green
City of Wash'ton	Jan 6...	Liverpool	15 Broadway.
Oceanic	Jan 6...	Liverpool	19 Broadway.
India	Jan 6...	Glasgow	7 Bowling Green
Britannia	Jan 13...	Glasgow	7 Bowling Green
Washington	Jan 13...	Havre	58 Broadway.
City of London	Jan 13...	Liverpool	15 Broadway.
Atlantic	Jan 20...	Liverpool	19 Broadway.

PORT OF NEW YORK, DECEMBER 28, 1871.

CLEARED.

Steamship Missouri, Morton, Havana—Atlantic Mail Steamship Co.
Steamship Hatteras, Lawrence, Norfolk—Old Dominion Steamship Co.
Steamship Chesapeake, Johnson, Portland—J F Ames.
Steamship Glaucus, Walden, Boston—H P Dimock.
Bark Ardentinny (Br), Cargill, Adelaide—Arkell, Turits & Co.
Bark Embla (Nor), Gornade, Antwerp—Funch, Edy & Co.
Bark Torryburn (Br), Copp, Buenos Ayres—Henry & Parker.
Bark G De Zaldo, Miller, Sagua la Grande—Waydell & Co.
Brig Sibal (Nor), Holte, Oporto—Funch, Edye & Co.
Brig Pedro, Bahrs, Kingston, Ja—S D Cordova.
Brig Robt Mowe, Abbott, Barbadoes—H Trowbridge's Sons.
Brig Mary Knowlton, Potter, Port au Prince—B Becker & Co.
Brig Sarah A Holbrook (Br), Tuthill, Havana—A Abbott.
Schr Eveline, Pearce, Barbados—D Trowbridge & Co.
Schr Altona, Boynton, Calbarien—Brett, Son & Co.
Schr L A Edwards, Rowland, Savannah—Bentley, Miller & Co.
Schr E V Glover, Ingersoll, Georgetown, SC—E D Hurlbut & Co.
Schr T J Owens, Silleck, New London—H W Jackson & Co.
Schr Henry Remsen, Allen, Bridgeport—H W Jackson & Co.
Schr Sallie Burton, Palmer, Stamford.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Bolivar, Evans, New Orleans Dec 19, and the bar 19th, with mdse to C H Mallory & Co. Fenwick's Island bearing NW 20 miles, passed steamship Zodiac, hence for Newburn; also spoke schr Isabella, of Lewes, Del, bound to Delaware Breakwater for orders.

Steamship Ashland, Moore, Fernandina with mdse and passengers, to James Hand.

Steamship Niagara, Walker, Richmond, City Point and Norfolk, with mdse and passengers, to the Old Dominion Steamship Co.

Bark Sondeind (Nor), Aslaksen, Cardiff, 57 days, with railway iron to order; vessel to Tetens & Bockmann. Took the southern passage and had fine weather throughout; been 10 days west of Bermuda.

Bark Libero (Ital), Morazza, Glasgow 65 days, with coal, to order—vessel to A P Aggerata. Took the southern passage and had heavy weather; been 8 days west of Bermuda.

Bark G W Roosevelt, Harriman, Havana, 8 days, with sugar to Jas E Ward & Co. Had fine weather.

Brig Serica (Br), Janes, Shanghae, Sept 15, with tea to order. Passed Anjier Oct 16, Cape Good Hope Nov 16, arrived at St Helena Nov 26 and sailed same day. Crossed the Equator Dec 4 in lon 25 W. Had fine weather up to Bermuda, then had some very squally weather and split sails, from thence five days with moderate winds. Oct 8, lat 2 40 S lon 99 06 E, spoke ship Chinaman, from Batavia for New York. Nov 15, lat 35 20 S lon 30 40 E, bark Vale (Br), from Manila for London. Nov 20, lat 34 06 S lon 4 20 E, ship Volumia, from Calcutta for New York.

Brig A W Greaves (Br), Jones, Algoa Bay, CGH, 69 days, with wool, to order. Passed the Cape Nov 10, and crossed the equator Dec 6, in lon 30 W; had fine weather and very light SE trades.

Brig Chowan, Forbes, Rio Janeiro Oct 28, via Hampton Roads Dec 25, with coffee, to Henry Eyre. Crossed the equator Nov 19, in lon 45; had light winds and no NE trades. Dec 15, experienced a heavy gale from SE to E and N, lasting 14 hours, in which split several sails.

Brig Abby Paxster, Parker, Demerara, 15 days, with sugar, &c, to F W Whitney; vessel to H C Lood & Co. Had fine weather to Hatteras; from thence 5 days, with southerly winds and thick fog.

Schr Galena, Silva, St George (Western Islands), 35 days, with oranges and 10 passengers, to J R Minturn, Brown & Co. Had fresh NW and SW gales. Dec 19, lat 34 57, lon 68 41, spoke bark Amitade (Port), from St Michaels for New York.

Schr E J Palmer, Stevens, Campeachy, Dec 12, with hides, hemp, &c, to Maller & Thebaud. Had heavy NE and NW gales; passed Hatteras 25th during a dense fog; 27th, off the Delaware, passed brig Nellie Ware, from Providence for Wilmington, NC, who reported having had thick fogs for 4 days.

Schr A L Putnam, West, Anguilla, 15 days, with salt to G Wessels; vessel to B J Weneberg. Had fine weather.

Schr Phebe Hewitt, Havana 8 days, with oranges to Dollner, Potter & Co. Dec 24, off Cape Hatteras, spoke schr E J Palmer, from Campeachy for New York; 27th, three-quarters of a mile south of Squan Inlet, saw a bark ashore, evidently but a short time on, as she had all sail set.

Schr C F Young, Richardson, Cardenas, 12 days, with sugar to Simon de Visser; vessel to Miller & Houghton. Had fine weather to Hatteras; from thence 4 days with thick fog.

Schr Roque Alayao (Sp), Valhouret, Baracoa, 15 days, with fruit to E Puig & Co.

Schr Uncle Tom, Locke, Jacksonville, 6 days, with lumber to Warren Ray.

Schr D Bristain Carrol, Pensacola, 15 days, for Providence, with yellow pine to W J Parks & C; vessel to master. Had fine weather.

Schr I H Lockwood, Sharrot, Virginia, with wood, to Van Brunt & Co.

Schr Grace Girdler, Smith, Virginia.
Schr W W Marcy, Blackman, Virginia.
Schr G B Smith, Boker, Virginia.
Schr M G Leonard, Loveland, Virginia.
Schr M E Kirk, Craft, Virginia.
Schr G White, Chambers, Virginia.
Schr Maxson Rogers, Jackson, Virginia.
Schr S E Jayne, Rankin, Virginia.
Schr Ocean Wave, Bryant, Georgetown, DC.
Schr Jane Emson, Vanchief, Baltimore.
Schr J E Pratt, Crowell, Baltimore for Boston.
Schr E R King, Braddock, Baltimore.
Schr A M Nash, Barrow, Baltimore.
Schr Harvest Home, Thorne, Baltimore, with grain, to master.
Schr The Union, Palmer, Delaware.
Schr M A Crier, Fleming, Delaware.
Schr L Wilson, Post, Philadelphia.
Schr Western Star, Crowell, Philadelphia.
Schr Jennie E Simmons, Young, Philadelphia, with coal to Van Brunt & Co.

Bark St John (Br), from Cadiz, which arrived on the 27th inst, reports:—Took the northern pass