# THE DAILY EVENING TELEGRAPH .- PHILADELPHIA, WEDNESDAY, MAY 1, 1867.

## PENNSYLVANIA RAILROAD COMPANY. A stockholders can be affected by such ownership

ADJOURNED MEETING YESTERDAY

Pursuant to notice, an adjourned meeting of the stockholders of the Pennsylvania Railroad Company was held yesterday at 10 A.M., at Con-cert Hall. The meeting was called to order by his Honor the Mayor, who briefly stated the object for which they had been called together, as follows: as follows:-

At the annual meeting of the stockholders of the Pennsylvania Railroad Company, it was resolved that a committee of seven should be appointed for the purpose of making certain examinations and investigations, and it was further resolved that they should report at an adjourned meeting to be held this day. As chairman of the annual meeting, I was re-quested to appoint that committee, and in making the selection I exercised, as it was proper I should do, great care and circumspec-tion; and as many of the gentlemen whom I At the annual meeting of the stockholders of proper I should do, great care and circumspec-tion; and as many of the gentlemen whom I notified to serve upon it—for various reasons satisfactory to themselves—declined to serve, it was not until a considerable time after the meeting to which I have referred had been held, that the committee was completed. But when it was completed, I think I may say that, taking into view the professional, com-mercial, mercautile, manufacturing, and practi-cal business skill of the men who composed it, and the high character for personal interrity cal business skill of the men who composed it, and the high character for personal integrity which belongs to each and to all of them, the stockholders will feel that they have been fairly represented, and the community may accept the conclusions to which this committee have come with entire confidence in their soundness, What those conclusions are I have not been in-iorn ed, but I am informed that the committee for a ed, but I am informed that the committee are now prepared to present them to the meet-ing. After the Secretary shall have read the minutes of the former meeting, I will have the pleasure of calling upon the committee for their report. That committee, as finally appointed, consists of Colonel James Page, Caairman; Henry Winsor, Charles Wheeler, Alau Wood, J. C. Davis, William G. Cresson, and Israel H. Johnson.

## REPORT OF THE COMMITTEE.

Report of the Special Committee of Stockholders of the Pennsylvania Railroad Company, appointed in accordance with a resolution adopted at the annual meeting, February 19, 1867:-

The undersigned, a Special Committee ap-pointed in accordance with a resolution passed at the last annual meeting of the Stockholders of the Pennsylvania Railroad Company, for the purposes set forth in said resolution, have at-tended to the duties assigned them, and do now submit the following report of their proceedings and conclusions:

Upon the organization of the Committee, the President of the Company was notified of the fact, and he appointed the following day for the commencement of our investigations, at which time we met the President and a Committee of the Directors.

These officers expressed a willingness and desire to grant us every facility for the perform-ance of our duties, and they and the subordi-nate officers of the Company have, in all ways and at all times, throughout this examina-tion did of factors of the Company have and the subordition, aided and furthered the Committee in its

The Committee, finding it convenient and proper so to do, will treat the subjects referred to them in the following order:-System of dis-crimination; free passes; private freight ex-presses; report of the Board of Directors; and the expediency of issuing more stock and of

borrowing more money. First. Of the "System of Discrimination."-We learn on inquiry that this Company has no such system; nor have we found any authenti-cated case of discriminating between parties shipping freight under the same circumstances. At one of the sessions of our Committee we were informed that contain parties made score informed that certain parties made accusations against this Company on this matter, and we at once invited them to come before the committee and prove their charges, but they declined or did not appear for that or any other purpose, and the charges of the said parties are therefore unworthy of further notice.

Charges of discrimination are in many cases based, as we believe, on mere suspicions; and in other cases they spring from misapprehension of circumstances which the parties making the charges do not understand. All experienced growing wants of our country. Believing that such means, if provided, will

stockholders can be affected by such ownership in said lines: Fourth. Of the report of the Board of Direc-tors, and of the expediency of issuing additional stock and borrowing more money:--The finan-cial part of our inquiry being of great import-ance, a sub-committee, composed of three mem-bers of this committee, gave special attention to it and made a thorough examination of it. This sub-committee (Meesrs, Johnson, Davis, and Wheeler) verified the cash account of the Trea-surer, the cash in bank, as appeared by the bank books, and on hand December 31, 1866, being equal to the balance in the hands of the Treasurer, as stated in the last annual report of the Directors. The same sub committee entered the Directory. The same sub committee entered the fire-proof vault, and carefully examined and counted all the bonds, stocks, and other securities of the Company, and on inquiry we learned from well-informed parties that the value of the same is at this time greater than is set forth in

same is at this time greater than is set forth in said annual report. These securities pay in the aggregate an an-nual income of about ten per cant, on their cost; and for this, as well as for other good reasons, we think it important that the Company should continue to hold them. Another sub-commit-tee of three took in hand the original leases of all the railroads held by this Company, and read them, or the essential parts of them, and made inquiry about other matters in regard to which it was thought information might be of importance. But the undersigned, omitting de-tails of these and of other unimportant matters, which could lead to no useful results, will make the general statement that this investigation which could lead to no useful results, will make the general statement that this investigation has disclosed nothing in any way at variance with the last annual report of the Directors, except only as regards the valuation of assets, of which an instance has been given above. The undersigned have been over the lands of the Company on the Delaware river at Green-wich Point, where a large outlay of capital is icquired for wharves, storehouses, and other

required for wharves, storehouses, and other accommodations for business, to make this valu-

able property useful and productive. In order to make our investigation of the affairs and property of the Company complete, we have passed over its main line from West Philadelphia to Pittsburg, stopping at the principal stations, and examining the real estate, depots, machine shops, rolling stock, machinery, and other equipments, as well as the permanent way itself, and we found the whole in excellent order and condition order and condition.

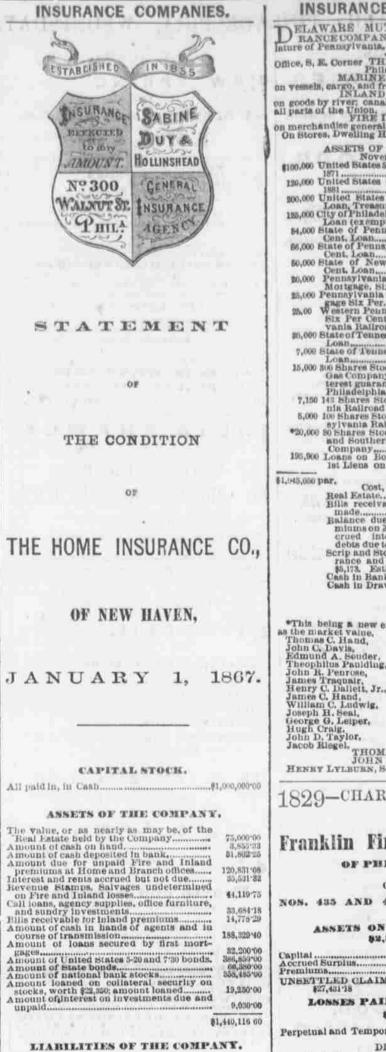
The value of the rolling stock (which we could most readily estimate) is much greater than the amount which stands to the debit of equipment of road in the account on page 6 of the last annual report; and we now say that in our invastigations we have now have the standard investigations we have nowhere discovered a case of an overestimate of property, but have found many items which, in the judgment of this committee, are underestimated; and we have no doubt that the actual value of the aggregate assets of this Company is much above the sum of them as stated on said page 6 of the report.

The books and accounts of the office of the Company in Philadelphia, and at the other principal stations, were opened and laid before us for inspection and scrutiny. The system on which these accounts are kept is a very perfect one, and it is carried out with great accuracy in details and results, so far as we had time for avamination, small over heins

great accuracy in details and results, so far as we had time for examination—great cure being taken in every department, by checks and other-wise, to correct errors and prevent frauds. At these offices, and on the road, we have had in-tercourse with many of the officers and em-ployes of the Company, and we bear willing tes-timony to the efficiency with which they perform their respective duties, and to the courtesy and intelligence which characterize all of them. At the conclusion of this report of our pro-ceedings, we will say that our journey over the

ceedings, we will say that our journey over the main line of this Company, and over the Western Pennsylvania and Bald Eagle Valley Railroads, and over portions of the Philadei-phia and Erie and Northern Central Railroads, phia and Erie and Northern Central Railroads, has given us a knowledge of the main line, its large equipment and extensive connections, which we could have acquired in no other way so well, and has enabled us to understand and appreciate the policy of the President and Directors better than we otherwise could have done. This policy has for its objects the in-crease of the commerce of our city and the development of the great resources of our State, as well as the promotion of the direct interests of the shareholders of the Company; but unless ample pecuniary means are provided, this policy cannot be continued and carried out to successful results, to meet the continually growing wants of our country.

be so used as to conduce to the public good o



IDIGITI THE ALL AND A THE ALL	, MARE 1, 1001.
INSURANCE COMPANIES.	INSURANCE COMPANIES.
DELAWARE MUTUAL SAFETY INSU- RANCE COMPANY, Incorporated by the Legis- ature of Pennsylvania, 1888.	BROOKLYN
Office, S. E. Corner THIRD and WALNUT Streets, Philadelphia. MARINE INSURANCES	LIFE INSURANCE COMPAN OF NEW YOR
in vessels, cargo, and freight, to all parts of the world.	MUTUAL.
m goods by river, canal, lake, and land carriage, to ill parts of the Union. VIRE INSURANCES	CAPITAL, \$125,000-PAID UP.
on merchandise generaliv, On Stores, Dwelling Houses, Etc.	ACCUMULATION, \$590,0
ASSETS OF THE COMPANY, November 1, 1806. 1100.000 United States5 Per Cent. Loan,	Cash Dividend in 1867, For per Cent.
190,000 United States 6 Per Cent Loan	CHRISTIAN W. BOUCK, President. RICHARD H. HARDING, Secreta
1881 190,000 United States 7 3-10 Per Cent, Loan, Treasury Notes. 125,000 City of Philadelphia Six Per Cent, 136,500'00 125,000 City of Philadelphia Six Per Cent,	E, BRAINARD COLTON, General Agent for Pe
125,000 City of Philadelphia Six Per Cent, Loan (exempta) 54,000 State of Pennsylvania Six Per	sylvania and Southern New Jersey, N. E. corner
Cent. Loan-	SEVENTH and CHESNUT Streets, second story fr office, Philadelphia, Pa.
Cent. Loan. 44,620'00	PHILADELPHIA REFERENCES, Morton McMichael, Mayor.
66,000 State of Pennaylvania Five Per Cent. Loan	Morton McMichael, Mayor. A. B. Cooley & Co., No. 214 Delaware avenue, Wm. H. Gatzmer, President Camden & Amboy R. James Ross Encowden, late Director Mint. 12.2
Moitgage, Six Per Cent. Honds. 20,500'00 25,000 Pennaylvania Railroad, 2d Mort-	Janies Boss Snowden, late Director Mint. [22] A. G. B. Hinkle, M. D., Medical Examiner.
25,000 Pennsylvania Railroad, 184 Moitgage, Six Per Cent, Bonds, gage Six Per. Cent, Bonds, 25,000 Western Ponnsylvania Railroad Six Per Cent, Bonds (Pennsyl- vania Railroad guarantees)	A FEW GOOD SOLICITORS WANTED FOR T CITY OF PHILADELPHIA.
20,000 State of Tennessee Five Per Cent.	ENGINES, MACHINERY, ETC.
Loss         15,000 °00           7,000 State of Tennessee Six Per Cent.         5,040°00           15,000 8:00 Shares Stock of Germantown         5,040°00	FREE PENN STEAM ENGINE A
Gas Company (principal and in- terest guaranteed by the city of	TRACTICAL AND THEORETICAL ENGINEE
7,150 143 Shures Stock of Pennsylva-	MACHINISIS, BOILER, MAKERS, BLAN SMITHS, and FOUNDERS, having for many ye
nia Railroad Company	engaged in building and repairing Marine and Ri Engines, high and low-pressure. Iron Bollers, W
eylvania Rallroad Company 3,850'00 *20,000 So Shares Stock of Philadelphia and Southern Mail Steamship	PENN STEAM ENGINE A BOILER WORKSNEAFIE & LEY FRACTICAL AND THEORETICAL ENGINEE MACHINISTS, BOILER-MAKERS, BLAA SMITHS, and FOUNDERS, having for many y- been in successful operation, and been exclusive engaged in building and repairing Marine and Ri Engines, high and low-pressure, from Bollers, W. Tanks, Propellers, etc. etc., Respectivily offer to services to the public as being this prepared to C
Company 28,000'00 195,900 Loans on Bonds and Mortgage.	Stationary; having sets of patterns of alferent si
1st Liens on City Property 195,800'00	Every description of pattern-making made at abortest notice. High and Low-pressure F
Cost, #1,030,552'06.	vania charcoal iron. Forgings of all sizes and kin
Real Estate	Iron and Brass Castings of all descriptions; J Turning, Screw Cutting, and all other work conne- with the above business.
minna on Marine Policies, AC-	Drawings and specifications for all work d at the establishment free of charge, and work g
crued interest, and other debts due to the Company 88,92790 Scrip and Stock of sundry Insu-	anteed, The subscribers have ample wharf-dock room
rance and other Companies, \$5,173. Estimated value	repairs of boats, where they can lie in perfect sar and are provided with shears, blocks, fails, etc.
Cash in Bank \$811.102'28 Cash in Drawer	for raising heavy or light weights. JACOB C, NEAFIE JOHN P, LEVY,
\$1,407,321*36	821] BEACH and PALMER Stree
"This being a new enterprise, the Par is assumed	COUTHWARK FOUNDRY, FIFTH A
aa the market value, Thomas C. Hand, John C, Davis, Edmund A. Seuder, Theophilus Paulding, John R. Penrose, James Traquair, Henry C. Dalieit, Jr., James C. Hand, William G. Boulton, Edward Darlington, H. Jones Brooke, H. Jones Brooke, Jacob P. Jones, Jacob P. Jones, Jones, McIvaine, Senuel E. Stokes, Henry Sioan, Edward Darlington, Jacob P. Jones, Jacob P. Jones, Jacob Risgel, THOMAS C. HAND, President, JOHN C. DAVIS, Vice-President, HENEY LYLBUEN, Secretary. Samuel E. Stokes, Henry Sioan, Edward Darlington, Jacob P. Jones, Jacob P. Jones, Jacob P. Jones, Jones, McIvaine, George W. Bernardon, George W. Bernardon, John S. Yuse, Neeretary, John D. Taylor, John S. Secretary, John D. Taylor, John S. Secretary, John D. Taylor, John S. Secretary, John S. Secret	<ul> <li>WASHINGTON Streets,</li></ul>
1829-CHARTER PERPETUAL	BRIDESBURG MACHINE WOR
Franklin Fire Insurance Co.	No. 65 N. FRONT STREET, PHILADELPHIA. We are prepared to fill orders to any extent for
	Weil-known MACHINERY FOR COTTON AND WOOL MILLS,
OF PHILADELPHIA.	Including all recent improvements in Carding,
OFFICE:	ning, and Weaving. We invite the attention of manufacturers to ou tensive works.
NOS. 435 AND 437 CHENNUT STREET	1) ALFRED JENKS & 80
ANNETS ON JANUARY 1, 18 . 82,553,14613,	STEARNS, WHITNEY & BRIDG
Capital	No. 327 CHESNUT STREET,
Premiums,	Man"*acturers of
UNBETTLED CLAIMS. INCOME FOR 1896, \$27,431'18 \$325,000,	CAST-IRON WATER AND STEAM PIPI
LOSNES PAID SINCE 1829 OVER \$5,500,000.	market rates. Extensive machinery has been pared, and we are how ready to furnish this p any amount at short notice. Also general Ra
Perpetual and Temporary Policies on Liberal Terms	and Steamboat supplies. 22
DIRECTORS, Charles N. Bancker, George Fales,	ROOFING.
Tobias Wagner, Samuel Grant George W. Richards Francis W. Lewis, M. D. Peter McCall,	ROOFING
GEORGE FALES, Itomas Sparka. GHARLES N. BANCKER, President, GEORGE FALES, Vice-President, J. W. MCALLISTER, Secretary protem. [3181231	OLD SHINGLE ROOFS (FLAT OR STEEP) CO ED WITH JOHN'S ENGLISH ROOFING CLA And coated with LIQUID GUTTA PER PAIN'T, making them perfectly water-proof. LR GRAVEL ROOFS repaired with Gutta Percha

JRANCE COMPANIES.	RAILROAD LINES.
OKLYN	SOUTHERN AND
NSURANCE COMPANY OF NEW YORK	SOUTHWESTERN FREIGHTS.
UTUAL.	The Virginia and Tennessee
ACCUMULATION, \$500,000	Air-Line Railway
ividend in 1867, Forty per Cent.	IS NOW OPEN ITS ENTIRE LENGTH.
N. W. BOUCK, President. CHARD H. HARDING, Secretary. ARD COLTON, General Agent for Penn Southern New Jersey, N. E. corner o and CHESNUT Streets, Becond story from leiphia, Pa. <b>ADELPHIA REFERENCES.</b> Utchael, Mayor. & Co., No. 214 Delaware avenue, smowten, late Director Mint. [220] Inkle, M. D., Medical Examiner. OD SOLICITORS WANTED FOR THE CITY OF PHILADELPHIA.	This Company will issue THROUGH BILLS OF LADING from Philadelphis to PETERSBURG, RIGH- MOND, DANVILLE, LYNOHBURG, LIBERTY, BU- FORDS, SALEM, DURLIN, WYTHEVILLE, SALTVILLE, BRISTOL, JONESHORO, GREENVILLE, NEW MARKET, KNOXVILLE, CLEVELAND, DALTON, CHATTANOGGA, NASHVILLE, ATLANTA, ROME, DECATUR, TUR- CUMBIA, CORINTH, GRAND JUNCTION, MEM- PHIS, and ALL INTERMEDIATE POINTS, SUARANTER- ING FIXED RATE PER 100 FOUNDS, ACTUAL WEIGHT, MARK EACH PACKAGE "VA. AND TENNESSER
DENN CODIN PROTECTION	LINE," and ship at Broad and Cherry Street Depot of P. W. & B. R. R. CO. BLANK DRAY RECEIPTS
F ENN STEAM ENGINE AND OILER WORKS-NEAFIE & LEVY L AND THEORETICAL ENGINEERS, TS, BOILER-MAKERS, BLACK- not FOUNDERS, having for many year ccessful operation, and been exclusively mulding and repairing Marine and River th and fow-pressure, fron Boilers, Water pellers, etc. etc., Fespectrally offer their the public as being fully prepared to con- ngines of all sizes, Marine, River, and having sets of patterns of alferent sizes.	AND STENOIL PLATES furnished from the Com- PANY'S OFFICE. C. E. DILKES, Agent, 4 18 thatu61] No. 411 CHESNUT Street. C. E. EVANS, General Eastern Agent. DENNSYLVANIA CENTRAL BAILBOAD.
Eaving sets of patterns of ulfierent sizes, d to execute orders with quick despatch, ription of pattern-making made at the sizes. High and Low-pressure Fine, id Cylinder Boliers, of the best Pennsyl- oal iron. Forgings of all sizes and kinds, irass Castlings of all descriptions; Roli rew Cutting, and all other work connected yee business. and specifications for all work done lishment free of charge, and work guar	SUMMERTIME, TAKING EFFECT APRIL, 28, 1867. The trains of the Pensayivania Central Railroad leave the Depot. at THIRTY-FIRST and MARKET streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chee- nut and Walnut Streets Railway run within one square of it. On sundays-The Market Street cars leave Front and Market Streets thirty-five minutes before the denority of each train.
ribers have ample wharf-dock room for oats, where they can lie in perfect sarety ovided with shears, blocks, falls, etc, etc, teavy or light weights. JACOB C. NEAFIE, JOHN P. LEVY, BEACH and PALMER Stree	Sleeping Car Tickets can be had on application at the Ticket office, No. 631 Chesnut Street, also at the Depot. Agents of the Union Transfer Company will call for and doliver bagages at the Depot. Orders left at No. 631 Chesnut atreet, or No. 1 South Eleventh street, will receive altendion. TRAINS LEAVE DEPOT, VIZ.:=
MEREICE, WILLIAM H. MERRICE JOHN R. COPE. VARK FOUNDRY, FIFTH AND INGTON Streets, PHILADELPHIA. MERRICK & SONS, GINEERS AND MACHINISTS, e High and Low Pressure Steam Engines isometers, Tanks, Iron Boats, etc. of all kinds, either iron or brass. ne Roofs for Gas Works, Workshops, and ations, etc. id Gas Machinery, of the latest and most construction. scription of Plantation Machinery, and , and Grist Milis, Vacuum Pans, Open ins, Defectators, Filters, Pumping En-	Mail 17alb
ts for N. Billeux's Patent Sugar Bollin. Nesmyth's Patent Steam Hammer, and & Woolsey's Patent Centrifugal Suga achine. 630	Cincinnati Express
ESBURG MACHINE WORKS OFFICE, No, 55 N. FRONT STREET, PHILADELPHIA. repared to fill orders to any extent for our RY FOR COTTON AND WOOLLEN MILLES, Il recent improvements in Carding, Spin- verving. e the attention of manufacturers to our ex- cas. ALFRED JENKS & SON, NS, WHITNEY & BRIDGES, . 327 CHESNUT STREET, Man <sup></sup> acturers of	Pholi Accommodation, No. 3
IRON WATER AND STEAM PIPE also Fittings for the same, at the lowest tes. Extensive machinery has been pre- we are now ready to furnish this pipe to nt at short notice. Also general Railroad boost supplies. 223 3m	On and after Wednesday, May 1, 1867.

32, 33, 4, 5, 35, 6 (10, 7, 8, 9, 10, 11, 12 P. M.
 Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M.
 1, 2, 3, 4, 43, 6, 65, 7, 8, 9, 10, 37 P. M.
 The 820 Down Train and 23, and 55 Up Trains will not stop on the Germantown Branch.
 ON SUNDAYS.
 Leave Philadelphia 93 A. M. 2, 7, 103 P. M.
 Leave Germantown 84, A. M. 16, 95 P. M.
 CHESNUT HILL RALLROAD.

OFING. Leave Philadelphia 55 A. M. 2, 7, 10% P. M. Leave Germanlown 85 A. M. 2, 7, 10% P. M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3%, 5%, 7, 9, and 11 P. M. Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 140, 340, 540, 640, 340, and 1040 P. M. ON SUNDAYS. Leave Philadelphia 9, 4, M. 2 and 7 P. M. Leave Chesnut Hill 750 A. M. 1140, 240, and 925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 1140 A. M. 1%, 3, 4%, 5%, 6%, 8705, and 11% P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M. 1%, 3, 4%, 6%, and 8% P. M. Leave Philadelphia 9 A. M. 6 and 9% P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M. 1%, 3, 4%, 6%, and 8% P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M. 1%, 3, 4%, 6%, and 8% P. M. Leave Philadelphia 9 A. M. 6 and 9% P. M. Leave Norristown 7 A. M. 2% and 7% P. M. Leave Norristown 7 A. M. 2% and 1% A. M. 1%, 3, 4%, 6%, and 1% P. M. Leave Manyonk 670, 7%, 8, 20, 9%, and 11% A. M. 2, 1%, 6%, 400, 9 P. M. ON SUNDAYS. Leave Philadelphia 9. A. M. 5% and 7% P. M. Leave Philadelphia 9. A. M. 5% and 1% A. M. 2, 1%, 6%, 400, 9 P. M. ON SUNDAYS. Leave Philadelphia 9. A. M. 5% and 7% P. M. Leave Philadelphia 9. A. M. 60 and 9% P. M. Leave Philadelphia 9. A. M. 6% and 1% A. M. 2, 1%, 6%, 400, 9 P. M. W. S. WILSON, General Superintendent. 430 Depot, NINTH and GREEN Streetz, DEDOL NINTH and GREEN Streetz, GLE ROOFS (FLAT OR STEEP) COVER

managers of transportation companies know that tair and equal rates are in the long run most productive to themselves and most satis-factory to the public; and in the absence of all testimony to sustain charges of discrimination against this Railroad Company, we cannot believe that its very able officers are guilty of a practice at variance with the well-established principles of the business over which they preside.

becond. In regard to Free Passes .- Passes of this kind are issued to some extent by the railroad companies of this country, and the issue within strict and narrow limits is justifiable; but the practice, when carried beyond such limits, is improper and unjust. The granting of free passes to all the members of our City Councils is of permicious tendency, and ought to be abolished. That the issue of such passes has been heretofore too much extended by this Railroad Company is shown by the fact that the Directors themselves became aware of the evil; and on the 9th of January last, at a meeting of the Board, passed a resolution "to decline to issue free passes, except for purely charitable purposes, and such others as in the opinion of the President may be absolutely required by the interests of the Company;" and we hope that the President will carry out this resolution in its

letter and spirit. Third. Of "Private Freight Expresses."-There are no expresses of the kind, or with this title, on the roads of this company; but there are "Fast Freight Lines;" one on the Pennsylvania Central Railroad, known as the "Union Line," and another on the Philadelphia and Erie, called the "Empire Line," both of them owned by incorporated companies, and running

to and from Western States. These lines own the cars used by them—more than two thousand in number. Their average haul of each ton of freight during the year 1866, without transchipment or breaking bulk, was nearly one thousand miles, and their cars are run, not only over the Pennsylvania Central. run, not only over the Pennsylvania Central, but over about four thousand five hundred miles of other roads, whose own equipment is hardly sufficient for their ordinary business; and, therefore, the additional equipment fur-nished by these "Fast Lines" brings over the said roads to the Peunsylvania Central much freight which it could not get without such

additional freight cars. The statements of the President and other officers of this Company in regard to the said lines, given in answer to interrogotories put by us, have been fully confirmed by a mass of testius, have been fully countimed by a mass of testi-mony taken by the committees of the Pennsyl-vania State Legislature. The said statements and testimony show conclusively that these fast lines are at this time, and have been since their establishment, a direct and positive benefit to the Pennsylvania Railroad Company, because the Company has be means of them remained this Company has by means of them regained freight which had been lost by the prior establishment of similar "fast lines" on other com-

peting roads. The Committee wasgalso instructed to examme to what extent the officers and employes of this company are interested in these lines-and we have accordingly made inquiry, and have learned that neither the President, Vice-Presidents, nor any of the Directors have any peconiary interest therein. These officers have the control of this mat-ter, as they have of all other matters relating to

ter, as they have of all other matters relating to this Company; and they can exclude these lines at short notice from their roads, as ap-pears from the original contract between said lines and the Pennsylvania Central, which has been read by this Committee. One of its condi-tions is that the Pennsylvania Central, by giving six months' notice of the intention so to do may six them terminate the contract to do, may at any time terminate the contract. Some of the subordinate officers of this Com-

some of the subordinate oncers of this Com-pany own, in the aggregate, a small percentage of the stock of said lines; but your Committee cannot believe that these officers control the Company they serve; nor can the Committee perceive how the rights and interests of the

TTERUS CONTRACT

ALL REPORTED TO AND A

our city and State, we do now recommend to the shareholders of this Company the acceptance of the report of the Directors, and the adoption of the resolution appended thereto. The undersigned, having finished the work committed to them, submit this report of it to the stockholders, and ask to be discharged. (Signed)

2000	ISBAEL H. JOHNSON,	
	JOHN C. DAVIS,	
	ALAN WOOD,	
	WILLIAM P. CRESSON,	
100	CHARLES WHEELER.	
pril	29, 1867.	

Philadelphia, Ap The resolution submitted by the Hon. Isaac Hazlehurst, accepting the act of the Legislature, approved March 22, 1867, and authorizing the Board of Directors to increase the capital from time to time, in accordance therewith, was adopted by the following stock vote:-In favor of the resolution, 127,630 shares, representing \$6,381,590, and against their adoption 2319 shares, representing \$115,950.

LUMBER.	
1867SELECT WHITE PINE BOARDS AND PLANK. CHOICE PANEL AND 1st COMMON, 16 eet long. 44, 54, 64, 2, 25, 3, and 4 inch WHITE PINEL AND 1st COMMON, 16 eet long. 44, 54, 64, 2, 25, 3, and 4 inch WHITE PINE. PANEL PATTERN PLANK, LARGE AND SUPERIOR STOCK ON HAND.	ΔG
1867BUILDING! BUILDING LUMBERI LUMBER! LUMBER 44 CAROLINA FLOORING. 54 CAROLINA FLOORING. 54 DELAWARE FLOORING. 54 DELAWARE FLOORING. 64 DELAWARE FLOORING. 64 DELAWARE FLOORING. 65 DELAWARE FLOORING. 70 DELAWARE FLOORI	N G
1867CEDAB AND CYPEES LONG CEDAR SHINGLES. SHORT CEDAR SHINGLES. COOPER SHINGLES. FINE ASSORTMENT FOR SALE LOW. No. 1 CEDAR LOGS AND POSTS.	N. CA
1867LUMBER FOR UNDERTAKERS RED CEDAR, WALNUT, AND PINE	Of a
1867ALBANY LUMBER OF ALL KINDI ALBANY LUMBER OF ALL KINDS BEASONED WALNUT, DRY POPLAR, CHERRY, AND ASH, OAK FLANK AND BOARDS, MAHOGANY, ROBEWOOD, AND WALNUT VENEERS.	dre The Fu Th
1867CIGAR-BOX MANUFACTURERS CIGAR-BOX MANUFACTURERS, EPANISH CEDAR BOX BOARDS.	Jol
1867SPRUCE JOIST! SPRUCE JOIS FROM 14 TO 22 FEET LONG, SUPERIOR NORWAY SCANTLING, MAULE, BROTHER & CO., 11 22 Cmrp No. 2500 SOUTH STREET,	S
F. H. WILLIAMS,	(P)
LUMBER MERCHANT, SEVENTEENTH AND SPRING GARDEN STREETS OFFERS A SUPERIOR STOCK OF	an
BUILDING LUMBER AND HARD WOODS 4 8 tmwim] Suitable for the Spring Trade.	rin
J. C. PERKINS, LUMBER MERCHANT. Successor to B Clark, Jr., NO. 324 CHRISTIAN STREET. Constantly on hand a large and varied assoriment of Building Lumber.	THEFTA PT

INCOME OF THE COMPANY. Amount of cash premiums received after deducting returned premiums. Amount of premium notes taken by the Company for inland risks. Amount of premiums earned Amount of interest money received from investments of the Company. Amount of all other income. 58,276-19 3,885 71

\$6,800\*0

62.299 86

\$68,599\*

have not been settled.

unpaid

### EXPENDITURES OF THE COMPANY.

77,998.44 expenses

# SABINE, DUY & HOLLINSHEAD,

NTS AND ATTORNEYS FOR PHILA-DELPHIA, [4 6 fmw3t

. 300 WALNUT St. IRARD FIRE AND MARINE NSURANCE COMPANY, (No. 639)

E. COR. CHESNUT AND SEVENTH STS.

PHILADELPHIA. ITAL AND SURPLUS OVER \$300,000. INCOME FOR 1866, 8103,934. Losses Paid and Accrued in 1866,

847,000,

DIRECTORS. mas Craven, man Sheppard, n Supplee, n W. Claghorn, a W. Claghorn, a W. Claghorn, b Supplee, construct and the state of the state

ganized to extend the benefits of Life Insurance

ROWLAND PARRY, Actuary.

bis Company, in addition to the security arising in the accumulation of premiums, gives the insured advantage of an actual paid-up Capital. ALL E PROFITS OF INSURANCE ARE DIVIDED ONG THE INSURED. To Policies and Endowments in all the most ap red forms. JOSEPH B, TOWNSEND, Legal Adviser.

granted on favorable terms. [1 21fmwan

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COM FANY-Incorporated 1825-Charter Perpetual—No, 500 WALNUT Street, opposite Independence Square. This Company, favorably known to the community for over forty years, continues to insure against loss or damage by hire on Public or Private Buildings, either permanently or for alimited time. Also, on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms. erms. Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss. hen to of loss. Daniel Smith, Jr., John Deverenz, Alexander Benson, Issac Haslehurst, Thomas Bobbins, Daniel Haddock, Jr. DANIEL SMITH, Ja, President, WILLIAM G. CROWELL, Secretary 830 8 80

WILLIAM G. CROWELL. Secretary 800 PHENIX INSURANCE COMPANY OF PHILADELPHIA. INCORPORATED 1864-CHARTER PERPETUAL, No. 224 WALLNUT Sirect, opposite the Exchange. In addition to MARINE and INLAND INSUE-ANCE, this Company Insures from loss or damage by FIRE for liberal terms on buildings, merchandise, furniture, etc., for limited periods, and permanentily on buildings, by deposit of premium. The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid. DisterCons. M. B. Mahony John L. Hodge, M. B. Mahony, Dohn T. Lewis, William S. Grant, Robert W. Leaming, D. Clark Whatton Bamuel Wilcox, Secretary. ARMUEL WILCOX. Secretary.

## INSURANCE COMPANY OF

Arthur G. Coffin, Famuel W. Jones, John A. Brown, Charles Taylor. Ambrose White, Richard D, Wood, S. Morris Waln, John Mascor, Martin Weilan, S. Morris Waln, John Mascor, Martin Weilan, S. Morris Waln, John S. Secretary. Milliam Veian, S. Morris Waln, John S. Secretary. Milliam Veian, S. Morris Waln, John S. Secretary. Milliam Veian, ARTHUR G. COFFIN, President.

CHARLES PLANT. Secretary. W 11.LJAM BUEHLER, Harrisburg, Pa., Central Agent for the State of Pennsylvania. 125

PROVIDENT LIFE AND TRUST COMPANY

George L. Harrison.

NORTH AMERICA.

Arthur G. Coffin, Ge

OFFICE, No. 232 WALNUT ST., PHILADELPHIA INCORPORATED 1794. CHARTER PERPETUAL.

CAPITAL, \$500,000. ANNETS, JANUARY 8, 1867, \$1,763,267'38,

INSUBEN MARINE, INLAND TRANSPOR-TATION AND FIRE RISKS.

hich amount not \$5000 remain unpaid at this date 0,000,000 of property has been successfully insured als Company in thirteen years, and Eight Hun-Losses by Fire promptly paid.

RICT ECONOMY IN MANAGEMENT

OVIDENT LIFE AND TRUST COMPANY

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OLD SHINGLE ROOFS, FLAT OR STEEF COVERED WITH GUTTA PERCHA BOOF ING-CLOTH, and coated with LIQUID GUTTA PERCHA PAINT, making them perfectly water

LEAKY GRAVEL ROOFS repaired with Guta **1.EAKY GRAVEL ROOFS** repaired with Guta Percha Paint, and warranted for five years. **1.EAKY SLATE ROOFS** coated with Liquid Gutta Percha Paint, which becomes as hard as slate. For **TIN**, **COFFER, ZINC**, and **IRON ROOFA** This Paint is the *nc* plus ultra of all other protection. It forms a perfectly impervious covering, completely realists the action of the weather, and constitutes a thorough protection against leaks by rust or other-whe. Price only from one to two cents per square fool.

TIN and GRAVEL ROOFING done at

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Girect route to Bethlehem. Allentown, Mauch Chunk, Hazieton, White Haven, Wilkeebarre, Mahanoy City, and all points in the Lehigh, and Wyoming coal regions. Tesenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets. WINTER ARRANCEMENT. MINE DAILY TRAINS. On and after TUESDAY, January 1, 1867, Passenger trains leave the New Depot, corner Berks and Ameri-can streets, daily (Sundays excepted), as follows:— After the New Depot, corner Berks and Ameri-can streets, daily (Sundays excepted), as follows:— After the New Depot, corner Berks and Ameri-can streets, daily (Sundays excepted), as follows:— After the New Depot, corner Berks and Ameri-tans treets, daily (Sundays excepted), as follows:— After the New Depot, corner Berks and Ameri-tans treets, daily (Sundays excepted), as follows:— After the New Depot, corner Berks and Ameri-tans treets, daily (Sundays excepted), as follows:— After the New Depot, corner Berks and Ameri-tans treets, daily (Sundays excepted), as follows:— After the New Depot, corner Berks and Ameri-tan Stations on North Pennaylvanis Hairoad for Allentown, Catasangua, Sistington, Mauch Chunks, Weatherly, Jesnesville, Hazleton, White Haven Wilkesbarre, Kinceton, Pittston, and all points if Lehigh and Maina..., Railroad, for Mahanoy City and with Catawis-a Railroad, for Rupert, Danvill Milton, and Williamsport. Arrive at Mauch Chunk at 1706 A. M., at Wilkesbarre at P. M., is Mahanoy City at 27. M. Passengers by the train can take the Lehigh Valley train, passing Bethlehem at 1850 P. M., to a Easton and points on New Jersey Central Rail-road to New Yor. At 10 A. M.—Accommodation for Doylestown, stop-fing at all intermediate stations. Passengers for Wilke grove, Hatbord, reading for Mashing-take at 10 Bethley train to Teaston, reading their at 10 Bethley train to Teaston, reading their at 45 P. M.—Accommodation for Doylestown, stop-ford, making close connection at Bethlehem with Lehigh Yalley train for New Hope. At 75 P. M.—Accommodation for Doylestown, at a stationes on

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