# Evening Telegraph present an unbroken front. necessity of reopening the subj The articles of all the five branch

(SUNDAYS RECEPTED) AT THE EVENING TELEGRAPH BUILDING,

NO. 108 SOUTH THIRD STREET. Price, Three Cents per Copy (Double Sheet), of Righteen Cents per Week, payable to the Carrier, and mailed to Subscribers out of the city at Nine Dollars per Annum; One Dollar and Fifty Cents for Two months, invariably in advance for the period ordered

FRIDAY, NOVEMBER 8, 1867.

The Proposed Union of the Presbyterinn Churches.

at present sitting in our city the General Union Convention of the Presbyterian Church, the object of the assemblage of which avowedly is to secure the union of all the opposing branches of that denomination. We hope that its object may be successfully accomplished. The division between the New and Old School, and the reform school, and all the other schools of Presbyterians, has long been the subject of keen regret by those who desire to see all working together to forward the influence of the Church. It would seem, from the actions of the wise men of that denomination, that they have not read Æsop's fable of the bundle of sticks, or else they would never have presented each of their feeble schisms separately to be broken by contact with the world. It has long been a wonder to intelligent men why it is that, while professing the most unequalled enthusiasm in their Master's work, the tendency of all denominations is to divide into counter factions, which are not allowed to exist in any secular association. It would, indeed, appear that sinners are wiser in this generation than the children of light; for we do not see political parties, in their struggle for office, cutting themselves up into fragments, with such disregard to power as to make us have a suspicion of treason. Yet this has marked the life of the Presbyterian Church. Doctrines infinitely minute have been the cause of division; details-so trivial and unimportant that, had they occurred in any other association but a Church, would not have merited debate, much less division-have been magnified into rocks on which the society has split. The election of deacons and the power of elders was one of the great causes of the almost fatal separation into the Old and New School Presbyterian Church. These divisions, small at first, have grown with time, until for some years there has been little more union between the two "schools" than either has with the Roman Church. At last, however, the folly, the wickedness of such a sacrifice of the power in their possession to the petty arguing over a small difference, has become apparent, and both the conventions of the divisions adopted resolutions favoring a union on some basis of compromise. And this Convention is the fruit of this desire to secure a united Presbyterian Church. It is, therefore, of great interest to the Church at large, and should receive the sympathy of all those who desire to see the influence of an influential religious

denomination extended. great extent-we may say depends entirelyon the preservation of a spirit of unity and mutual concession among the members. It is vitally important that each should yield his particular theory, in order that a basis generally satisfactory can be secured. And as the Convention was called for the declared object of effecting an union, it seems hardly necessary for us to add our conviction that, if any one is in it who is not in favor of such a consummation, he owes it to himself and the Master he professes to serve to withdraw. without seeking to cause discord. Recognizing the importance of fraternal unity of sentiment among the members, we extremely regret the untoward occurrence of Wednesday afternoon. The circumstances of the case are not laid before the public, and a false impression may be engendered that a serious division exists in regard to the feasibility of a union. The truth is that Dr. Breckinridge, of Kentucky, commenced a speech with denying the possibility of the union of five different branches of the Presbyterian Church, soofling at the object as one so impossible as not worthy of being attempted. In the course of his remarks he stated that not one of the Committee on Union were theologians, and for this statement was very properly called to order by Mr. Stuart, who was acting as President. The Doctor made some quick retort, and was continuing in the same strain, when the President insisted on his desisting, which, after protest, he reluctantly did. It is due to the rest of the Convention to say that they did not appear in the least to sympathize with the course of the reverend gentleman, and seemed much annoyed at the tone which

Looking at the objection urged against the Committee on Union, that none of them were theologians, we fail to see any good cause for complaint. On the contrary, we most heartily congratulate the Convention that its committees are not "theologians." What is meeded at present is not a discussion of the refined subtleties of the faith, nor the views of the members on some obscure passage of St. Paul on the subject of deacons. Men of sound common sense and earnest religious faith are the only ones who can gain the object in view. Pt was the theologians who caused the disunion. It has been their contumacionsness which has kept the breach open; and the most encouraging harbinger that the union is practicable is furnished by Dr. Breckinridge, when he tells us that the men who have the matter in hand are not "theologians." If all the differences between "tweedledum" and "tweedledee" are kept out of the Committee, a plan of union is certain.

Lat us arge the members of the Convention to do all they possibly can to make the Church

necessity of reopening the subject of faith. The articles of all the five branches are identical. On all the cardinal principles they perfectly concur. They hold to the same creed and follow the same tenets. Why then quarrel over the minutize of Church government? Cancel all prejudices, and for the sake of the good of Christianity cease to permit such a positive scandal as a Church professing to work only for the advancement of religion, quarrelling within itself over insignificant details. It makes one doubt the sincerity of the profession of all when they see so little of their declared principles carried into practice. Let us, then, see all barriers thrown down, and one grand unit furnished by the Presbyterian Church-a structure which will resist the charges of all enemies, and be powerful in defending the faith against the assaults of "the world, the flesh, and the devil."

## The Legality of Running the Cars on

Sunday. THE Supreme Court in banc decided that the running of the cars on the Sabbath was not illegal in such a light as to bring it before that Court, and also held that the running was lawful, and not a "breach of the peace." This opinion was delivered by Justice Thompson, Chief Justice Woodward and Justice Read assenting; Justices Agnew and Strong dissenting. An opinion in the case was delivered by Justice Read, and the substance of t we give in brief. Speaking of the law in the case, he says:-

By the act of the 29 Charles the Second, ch. 7. for the better observance of the Lord's Day commonly called Sunday, no tradesman, artificer, workman, laborer, or other person whatsoever, shall do or exercise any worldly labor or work of their ordinary callings upon the Lord's Day or any part thereof (works of necessity and charity only excepted), "under a penalty of five

shillings."
Under this statute, it has been held, a sale of a horse was not void, such sale not being made in the ordinary calling of the plaintiff or his agent; so a contract of hiring made on a Sunday between a farmer and a laborer for a year is valid, and the enlistment of a soldier by a recruiting officer is not within the statute. The recruiting officer is not within the statute. The words "other person or persons" do not include the owner or driver of a stage coach, and therefore their contracts to carry passengers on a Sunday are binding; so an attorney entering into an agreement on Sunday for the settlement of his client's affairs, and thereby rendering himself personally liable, is not thereby exercising his usual calling; and the panalty can only be incurred once on the same day. So a farmer engaged in haymaking on Sunday is not within the statute; nor are railways. "The statutes clearly do not apply to railway companies, so as to render it filegal for them to run trains for the conveyance of goods or passen-gers on a Sunday." Unitty on Carriers, 117. Such was the law of England at the foundation of the Province of Penusylvania by Wil-liam Penn; for although railways were not in existence, stage coaches were, in 1658, in Crom-well's time. Penn's views on the subject of inday are to be found in his works and those Barclay, and were the views of the Society of of Barclay, and were the views of the Society of Friends, who were the early colonists. In the laws agreed upon in England, expression is given to them in the thirty-sixth law:—"That according to the good example of the primitive Christians, and for the ease of the creation, every first day of the week, called the Lord's Day, people shall abstain from their common daily labor, that they may the better dispose themselves to worsnip God according to their understandings."

understandings. In the great law passed at Chester in December, 1682, we find this declaration as to liberty of conscience:—"Nor shall be or she at any time be compelled to frequent or maintain any religions worship, place, or ministry whatever, contrary to his or ner mind; but shall freely and fully enjoy his or her Christian liberty in that respect without any interruption or reflection. But to the end that looseness, irreligion, and denomination extended.

Its success, however, depends, to a very primitive Christians, and for the ease of the creation, every first day of the week, called the Lord's Day, people shall abstain from their usual and common toll and labor. That, whether and common toll and labor. That, whether masters, parents, children, or servants, they may the better dispose themselves to real the Scriptures of truth at home, or to frequent such meetings of religious worship abroad as may beat suit their respective persuasions."

Then came the act of the 22d of April, 1794,

which was passed the year after the yellow fever had devastated our city, and which is the existing law. The first section enacts that any person shall do or perform any worldly employment or business whatsoever, on the Lord's Day, commonly called Sunday (works of necessity and charity only excepted, he shall for every such offense forfeit and pay four

It will be observed that the act of 1682 contained no penalty, which was, however, sup-plied by the act of 1700; but the act of 1705, like the statute of Ch. 2, did not apply to stage coaches or to travellers by public conveyances, and this was the wise and liberal law of the Province under which grew up the usages men-tioned by C. J. Lowrie, in the Com. vs. Nesbit, 10 Casey, 398, and which would be illegal under a strict construction of the act of 1794. In 1779 and 1786 the language was changed, and this accounts for the exception of stage coaches in the provisions of the last-named act.

From these laws and their exceptions, Justice Read deduces the opinion that the prohibition was not intended to apply to cars or coaches. In regard to the morality of the running of the cars on Sunday, he concludes his lengthy opinion as follows:-

Having established the absolute necessity, in the present state of our city, of passenger rail-ways, and the utter impracticability of doing without them, why should there be one day in seven in which that necessity must cease, and not operate? All that ceases on Sunday is common toll or labor, and the intention is to protect the laboring man, who earns his bread by the sweat of his brow. Besides worship and prayer, there are hours for healthful and innocent recreation. These are protected by the consti-

tutional provision.

We have public squares and a great public park owned by our fellow-citizens, and intended for their benefit and that of their wives and children. Clergymen, lawyers, physicians, merchants, and even judges, have six days in merchants, and even judges, have six days in the week in which they may enjoy all these and other similar advantages, and which they may do so cheaply by means of the passenger railways. The laboring man, the mechanic, the artisan, has but one day in which he can rest, can dress himself and his family in their comfortable Sunday clothes, attend church, and then take healthful exercise; but, by this injunction, his carriage—the poor man's carriage, the passenger car—is taken away, and is not permitted to run for his accommodation. The laboring man and his children are never allowed to see Fairmount Park, a part of his own property.

own property. The cars are required on Sunday to carry perons to and from church, and are not these church-going people entitled to have them? The necessity for this clearly exists on Sunday, and so it does enable persons to partake of the fresh air in the squares and parks, and in the

ountry. But we should not oblige the workingman to onfine himself to his own narrow, stifling com, and forbid him to enjoy the fresh air of eaven. We have three long months of summe which the laboring man cannot escape. Mer

which the isboring man eannot escape. Merchants, manufacturers, lawyers, judges, and physicians run away from them, and even clergymen leave their churches, and go to the seashore or to the mountains, to avoid the torrid months of July and August. Shall not the operative have the poor privilege allowed him of a passenger car on Sunday?

The same necessity exists on Sunday as on any other day, enhanced by the fact that you are preventing thousands from attending houses of religious worship.

I place my opinion, therefore, of the entire legality of running passenger cars on Sunday, on the same footing with the Sunday trains of the steam railroads, as being clearly within the exceptions both of necessity and charity. The mail protects nothing but the mail car on the

no mail at all.

If I conceded the illegality, still it would be clear to me that these plaintiffs have a standing in this Court, and no right to ask for any injunction against these defendants. It is a matter for the Commonwealth alone, "and she has her own chosen officers to protect her own rights, and the rights of the whole community are what constitute public rights, or the rights of the Commonwealth."

of the Common wealth."

I am deeply impressed with the necessity of a proper observance of Sunday as a day of worship and prayer, and of rest from labor; but living under the new dispensation and not under the eld dispensation, I feel no incilnation to large the Lord's Day into a fewick Sale. tion to turn the Lord's Day into a Jewish Sab-

Thus this vexed question is at last settled and even those who were most bitterly opposed to it because they deemed it illegal, can only now assent, when the highest judicial power of the State decides otherwise. It is probable that, as they are lawful, they will be very generally patronized. We may expect to have the benefit of them for the first time on Suuday next, when an opportunity to judge of the workings of the innovation will be afforded. We hope it will occasion no disorder.

What the "City Fathers" Did Yesterday. THE regular Thursday meeting of the Councils of Philadelphia took place yesterday, and the usual business was transacted. By the usual business, we mean three hours of useless discussion, and the voting of a number of bills which the property-holders will next year have to pay. In addition to the standard order of business, the question of the Presidency of Girard College came up. Select Council, by a vote of 11 to 10, adopted a resolution directing the Directors of the Institution to suspend all action in regard to the expulsion of the President until after the Committee of Councils had reported. In Common Council an adjournment prevented a vote being reached; but Mr. R. M. Evans delivered a characteristic speech. He said that "Councils gave the Directors the power to govern the institution, and after the Board has acted it is improper for the Chamber to interfere. The difficulty now is a partisan one, and the gentlemen who complain of the removal of Mr. Smith forget that the Democrats made a clean sweep there, and by partisan means secured the election of Mr. Smith."

In the first place, the speaker makes a remarkable assertion. The Councils have lost all power over the Di ectors. The Chambers cannot interfere, whatever the Directors do. Suppose that they should see fit to destroy the College, or to close it for six months without cause, or to charge board for all the boys admitted, could not Councils interfere? It is absurd to claim that the power to direct the Directors does not ultimately reside in Councils. They could not empower the Board to do an illegal act, and the moment the Board attempts such, they exceed their delegated power, and it is not only the right. but also the duty of Councils to interfere. So far as the statement that the election of Mr. Smith was a partisan one is concerned, it is simply false. The old Board, knowing that it had no power to remove President Allen for political reasons, adopted the expedient of reducing his salary. The end was the same, although in one case the way was a legal and in the other an illegal Mr. Allen resigned, and there was a vacancy for months, and finally Major Smith, without having anything to do with the creation of the vacancy, accepted the office. His retention at present is not on political grounds in the least. The five Republican dailies all oppose his removal as strongly as the two Democratic ones. We are demanding justice, and not political favor; and as Major Smith is not a Democrat, there can be no sense in the cry of politics. But even if he was, and he did his duty in his office, we would be opposed to the rude expulsion which has been coarsely ordered by a bare majority of the Board. The speech of Mr. Evans, if it was not convincing was sufficiently long to send the question over until next week.

-Among the appropriations made was one of "\$300 for analyzing a child's stomach." It seems to us that this is a rather dear price for such an investigation. If a physician could get a few children's stomachs a year to analyze, he would have quite a comfortable income.

Also, \$3250 for the expenses of the special committee to receive "Generals Sheridan and Hancock," which, upon investigation, turned out to be only for General Sheridan, as General Hancock paid all his own expenses. We would like to have the items for such an exorbitant charge. Three thousand two hundred dollars is really enormous for the bills of, three men for two days and a half.

The trifling sum of \$14,500 was appropriated for the fees of the District Attorney for one year, and \$10,500 for those of the Clerk of Quarter Sessions. These sums really "o'ertop the infinite."

Mr. Evans submitted an ordinance requiring passenger railroad cars to have guards on the front platform, to prevent persons getting on or off at that end of the car. This movement is a good one. The recent case in court, in which a boy was killed by standing on the front platform and being dragged off by a brick-pile, is a fearful evidence how necessary such a reform is. In connection with the same case Mr. Wagner submitted a resolution looking towards the removal of brick piles in our principal streets. As both these questions were of practical importance, and really demanded by the condition of the city, they were immediately-referred to a Committee, from whose scrutiny it is improbable that they will ever emerge. All appropriations are passed immediately, without items or examination, but necessary laws are sent to committee, and in these graveyards they too often frequently repose forever. But then Councils are careful bodies, and do not wish to act precipitately!

\$10.000 TO \$30,000 TO BE MADE ON three days, from 3 to 5, at oh state, on a patent. Apply for No. 33 N. WINTH Street.

### DIVIDENDS.

THE CONSOLIDATION NATIONAL The Beard of Directors have this day declared dividend of SIX PER CENT. payable on demand clear of taxes.

COMMONWEALTH NATIONAL BANK. The Directors have this day declared a dividend of FIVE PEA CENT., clear of taxes, payable on

GIRARD NATIONAL BANK .-PHILADELPHIA, November 3, 1861.
The Directors have decrared a dividend of SIX PER CENT, out of the profits of the last six m talks, payable on demand, clear of United States tax, 11 5 6t

W. L. SCHAFFER, Cashler.

THE PHII ADELPHIA NATIONAL PHILADELPHIA, November 4, 1887.

Directors have declared a dividend of NINE CENT. clear of taxes, payable on demand.

6t B, B. COMEGYS, Cashler.

The Board of Directors have this day declared a dividend of FIVE Park CENT, for the last six months, clear of taxes, and payable on demand.

N. C. MUSSELMAN, Cashler. THE MANUFACTURERS' NATIONAL

The Board of Directors have this day declared a Dividend of FIVE PER CENT., payable on demand clear of United States tax.

11.5 6t M. W. WOODWARD, Cashier. KENSINGTON NATIONAL BANK PHILADELPHIA, Nov. 5, 1887.

Directors have this day declared a Dividend of The Directors have this day declared a Divident of THIRTEEN PER CENT., payable on demand, clea of tax. [1156] WILLIAM MCCONNELL, Cashler.

MECHANICS NATIONAL BANK. PHILADELPHIA, Nov. 5, 1867.

The Board of Directors have this day declared a dividend of SIX PER CENT., payable on demand, free of cares.

J. WIEGAND, JR., 115 6t.

FARMERS' AND MECHANICS'
NATIONAL BANK.
PHILADEMPHIA, Nov. 5, 1887.
The Board of Directors have this day declared a dividend of SIX PER CENT., payable on demand, clear of United States tax.
11 5 6t
W. RUSHTON, JR., Cashier.

## BARCAINS! BARCAINS

Nearly Three Hundred Thousand Dollar Worth of Elegant Imported

DRY COODS.

That Must be Sold Immediately.

Silks, Shawls, Cloths, and Dress Goods

IN LYERY VARIETY,

# EDWIN HALL & CO.,

NO. 28 SOUTH SECOND STREET,

Invite the attention of ladies to their immense SIOCK OF GOODS now selling at such prices as cannot fail to give entire satisfaction to pur-

This large stock MUST be closed out, and the public can depend on bargains in new and fashionable goods.

A CARD .--- EDWIN HALL & CO., No. 28 South SECOND Street, respectfully inform their customers and the public that they have arranged with their Salesmen and Salesladies to be at the Store in time to commence Business at Eight o'clock in the Morning.

This is rendered necessary in consequence of the number of persons who have been daily in attendance to make purchases, and have not been able to get waited upon, and which will afford them a greater opportunity to make their selections.

## F NE FRENCH VELVET CLOTHS. AT REDUCED PRICES.

EDWIN HALL & CO.,

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Invite the attention of Ladies to their stock of FINE VELVET CLOTHS. THE BEST GOODS IN THE MARKET.

The Colors are:-Beauti ul Shade of Purple. Beautiful Shade of Blacks. Beautiful Shade of Browns. Beautiful Shade of Whites. Brown and Black Mixed Do.

# ARCH STREET.

CRIFFITH & PAGE. NEW AND DESIRABLE

GOODS FOR HOUSEKEEPERS

FINE

SWISS CARVED BRACKETS,

WALNUT

BOOK-SHELVES AND LADDERS

DHILADELPHIA STEAM PASTE COMpany's Floor Paste Manufactory, back of No. is
FETTER Lane. Bookbinders, Paper Box Makers.
Trunk Makers, and all who want a superior article of
Paste CHEAP, will find it to their interest to use it.
Sold in large or small quantities.

500 MILES OF THE

# UNION PACIFIC RAILBOAD,

Running West from Omaha Across the Continent,

Are Now Completed.

The Union Pacific Railroad Company have built a longer line of railroad in the last eighteen months than was ever built by any other Company in the same time, and they will continue the work with the same energy until it is completed. The Western Division is being pushed rapidly eastward from Saoramento by the Central Pacific Company of California, and it is expected that

THE ENTIRE GRAND LINE To the Pacific will be open for business in 1870, More than one-third of the work has already been done, more than one-third of the whole line is now in running order, and more laborers are now employed upon it than ever before. More than

FORTY MILLION DOLLARS IN MONEY Have already been expended by the two powerful companies that have undertaken the enterprise, and there is no lack of funds for its most vigorous prose oution. When the United States Government found it necessary to secure the construction of the Union Pacific Railroad to develop and protect its own in terests, it gave the companies authorized to build it such ample ald as should render its speedy completion beyond a doubt. The available means of the Union Pacific Ballroad Company, derived from the Government and its own stockholders, may be briefly summed up as follows:-

1. -- United States Bonds, Having thirty years to run and bearing six per cent. currency interest, at the rate of \$16,000 per mile for 517 miles on the Plains; then at the rate of \$48,000 per mile for 150 miles through the Rocky Mountains; then at the rate of \$32,000 per mile for the remaining distance, for which the United States takes a second lien as security. The interest on these bonds is paid by the United States Government, which also pays the company one-half the amount of its bills in money for transporting its freight, troops, mails, etc. The remaining half of these bills is placed to the company's credit, and forms a sinking fund which may finally discharge the whole amount of this kep. The claims against the Government since April of the current year amount to four and one-half times this interest,

2.--First Mortgage Bonds. By its charter the Company is permitted to issue its own First Mortgage Bonds to the same amount as the bonds issued by the Government, and no more and only as the road propresses. The Trustees for the bondholders are the Hop. E. D. Morgan, U. S. Senator from New York, and the Hon. Oakes Ames, Member of the U.S. House of Representatives, who are respansible for the delivery of these bonds to the Com pany in accordance with the terms of the law.

#### 3.-- The Land Grant.

The Union Pacific Railroad Company has a land grant or absolute donation from the Government of 12,300 acres to the mile on the line of the road, which will not be worth less than \$1 50 per acre at the lowest

4 .-- The Capital Stock.

The authorized capital of the Union Pacific Ballroad Company is \$100,000,000, of which over \$5,000,000 have been paid on the work already done.

#### THE MEANS SUFFICIENT TO BUILD THE ROAD.

Contracts for the entire work of building 914 miles of first-class rallroad west from Omaha, comprising bracing every expanse except surveying, have been made with responsible parties (who have already finished over 500 miles) at the average rate of sixtyeight thousand and fifty-eight dollars (\$68,058) per mile. This price includes all necessary shops for con struction and repairs of cars, depots, stations, and all other incidental buildings, and also locomotive, passenger, baggage, and freight cars, and other requisite rolling stock, to an amount that shall not be less than \$5000 per mile. Allowing the cost of the remaining one hundred and eighty-six of the eleven bundred miles assumed to be built by the ; Pacific Company to be \$90,000 per mile, The Total Cost of Eleven Hundred

Miles will be as follows:-014 miles, at \$68,058 .... ...\$62,205,012 lss miles, at \$90,000 .. ... 16,740,000 Add discounts on bonds, surveys, etc .... Amount.

As the United States Bonds are equal to money, and the Company's own First Mortgage Bonds have a ready market, we have as the Available Cash Resources for Building

Eleven Hundred Miles:-United States Bonds ... First Mortgage Bonds .... ... 29,328,000 Capital Stock paid in on the work now done. 5,869,757

Land Grant, 14,089,000 acres, at \$1', 0 per acre. 21.120,00 The Company have ample facilities for supplying any deticlency that may arise in means for construc tion. This may be done wholly or in part by addi-

tional subscriptions to capital stock.

Active inquiry has already been made for a portion of these lands, and arrangements are now proposed to offer a part of them for sale. While their whole value will not be available for some years to come they will remain a very important source of ravenue to the Company. The lands of the Illinois Central Ra Iroad Company are selling at from \$6 to \$12 per acre, and other land-grant companies in the West are receiving equal prices for similar properties.

#### PUTURE BUSINESS. The most skeptical have never expressed a doubt

that when the Union Pacific Railroad is finished, the immense business that must flow over it, as the only railroad connecting the two grand divisions of the North American continent, will be one of the wondars of railway transportation; and as it will have no competitor, it can always charge remunerative rates-The Pacific Mail Steamship Company, of New York, is now running a regular line of its spiendid steamers between San Francisco and China and Japan, which is doubtless the ploneer of other lines that will traverse the Pacific Ocean laden with the teas, spices, and other products of Eastern Asia. Excepting some very heavy or bulky articles of comparatively low values, shortness of time decides the direction of freights, and most of these cargoes will find their natural transit over the Union Pacific Railroad, It is quite within bounds to say that its traffic will be limited only by the capacity of the line, and that no other road will find a double frack so necessary, California and Oregon must not only be supplied with means of transport for their passengers, mail, treasure. and other freights, but the inhabitants of Dakotah, Celorado, Utah, Idaho, and Montana will communi cate with the older States almost entirely by this road. It will be the avenue to all the great mining district, which is only waiting this ready means of communication to receive a population that will develop its vast mineral and other resources, and which, of tiself, would furnish ample business for a ratiway

FARRINGS FROM WAY BUSINESS.

While the through butness of the Company will be amply remunerative, it is still in the future, but the ocal business on the part of the road in operation has been most satisfactory.

During the quarter ending July 31, an average of

305 suffes of the Union Pacific Rallroad was in opera-

7	
ž.	tion. The Superintendent's report shows the fellow-
	DARWING COUNTY
	Pascongers, Preight, Telegraph, and Matis \$72,2755'54 Transportation of Contractors' Materials and
	2000 979,253-41

\$1,00E,008-06 EXPENSES. Fuel, Repairs, Offices, Conductors, Trains, NET EARNINGS to balance. 607,606 00 Total .. -81,208,038 96 The net operating expenses on the commercial business for the quarter were \$237,950-50, count for the commercial burness atands as follows: Expenses 277,966-50

Not Profit .... 91'5,759'04 The amount of Bonds the Company can issue on 325 miles, at \$18,000 per mile, is \$5,200,000. Interest in gold, three months, at 6 per cent., on this sum, is \$78,000; add 40 per cent, premium, to correspond with currency earnings, is \$109,200-showing that the not earnings for this quarter were more than four times the interest on the First Mortgage Bonds on this length of

THE FIRST MORTGAGE BONDS, Whose principal is so amply provided for, and whose

interest is so thoroughly secured, must be classed among the safest investments.

THEY PAY SIX PER CENT. IN GOLD And are offered for the present at NINETY CENTS ON THE DOLLAR, and accrued interest at Bix Per Cent, in currency from July L.

Many parties are taking advantage of the present high price of Government stocks to exchange for these Bonds, which are over is per cent, cheaper, and at the current rate of premium on gold pay

#### Over Nine Per Cent. Interest.

Subscriptions will be received in Philadelphia by DE HAVEN & BROTHER, No 40 B. Third street. WILLIAM PAINTER & CO., No. 35 S. Third street J. E. LEWARS & CO., S. Third street THE TRADESMEN'S NATIONAL BANK.

In Wilmington, Delaware, by

R. R. ROBINSON & CO. And in New York at the Company's Office, No. 26 NASSAU Street, and by the CONTINENTAL NATIONAL BANK, 7 Nassau at-CLARK, DODGE & CO., Bankers, 5 Wall st.

JOHN J. CISCO & SON, Bankers 20 Wall st. And by the Company's advertised Agents throughout the United States, of whom maps and descriptive pamphlets may be obtained on application. Remit. tances should be made in dralts or other funds par tu New York, and the bonds will be sent free of charge by return express.

October 28, 1867.

NEW YORK

GLOBE

MUTUAL LIFE INSURANCE COMPANY. NEW YORK.

JOHN J. CESCO, THEASURER.

PLINY FREEMAN, President.

LORING ANDREWS.
JUHN A. HARDENBERGH, Vice-Presidents. HENRY C. FREEMAN, Secretary,

CANH ASSETS .... 81,000,000

ORGANIZED JUNE, 1864. ALL POLICIES NON-FORFEITABLE, PRE-MIUMS PAYABLE IN CASH. LOSSES PAID IN CASH. IT RECEIVES NO NOTES; AND GIVES

By the provisions of its Charter, the entire surplus belongs to Policy Holders, and must be paid to them to Dividenda, or reserved for their greater security. Dividends are made on the contribution plan, and paid annually, con mencing two years from the date of the Policy.

It has atready made two Dividends, amounting to \$102,600.00,

An amount never before equalled during the first three years of any company, FREE PERMISSION GIVEN TO TRAVEL IN THE UNITED STATES AND EUROPE AT ALL SEASONS OF THE YEAR, NO POLICY FEE REQUIRED. FEMALE RISKS TAKEN AT THE USUAL PRINTED

BATES, NO EXTRA PREMIUM BEING DEMANDED. Applications for all kinds of Policies, Life, Ten Year Life, Endowment, Term, or Children's Endowments taken, and all information cheerfully afforded

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Union Pacific Railroad Co., We publish below the terms upon which they may now be exchanged at the office of the Agents oft h

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WM. PAINT LE &CO., NO. 26 SOUTH THIRD STREET. We make the exchange to day (November 7), and pay a difference as follows;-On \$1000 of Five-Twenties, of 1862. ...8159-75 18t-00

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