PHILA. AND READING RAILROAD CO. Annual Report of the Board of Managers The Operations of the Rend for the Year 1869-How an Extensive Railrond is Run-What it Costs, Etc.—Interesting Statistics—Election of a New Board of Managers.

At the annual meeting of the Board of Managers and stockholders of the Philadel. phia and Reading Railroad Company, held at the office of the company yesterday at noon, the following annual report, which will well repay perusal, was presented and read, showing the workings of the company for the past year, and its present and prospective condition:-

The managers submit the following report of the receipts and expenditures for the year ending November 30, 1869, with the treasurer's general balance-sheet, exhibiting the financial condition of the Company at that

[Here follow the usual transportation and income accounts, which we omit, as they are

given below in condensed form.] The following tabular statement in detail,

for each branch of traffic, shows the comparative results of the year: 330.835 pass., Merchandise, 1,220,596 tons, 3,574,874 " 6,252,221 29,15 Miscellaneous 107,23 Gross receipts. 88,791.937 Gross expenses, 6,162,511 \$2,629,42 Travel, 435.754 pass., \$1.384,006 Inc., \$196,400 199-10

Mdse, 1 422,738 tons, 1,579,823 Inc., 163,900 116-10 Coal, 4,239,457 tons, 8,346,240 Inc., 2,094,016 33 5-10 29,170 Inc., 20 7-100 69,342 Dec., 37,892 36 3-1 Miscellaneous. \$11,208,381 Inc., \$2,416,444 27 5-10 6.876,313 Inc., 713,892 11 6-10 Gross receipts. Gross expenses, \$4.532,068 Inc., \$1,702,642 64 8-10 Net profits, Gross expenses, including renewal fund, rents of lateral roads, taxes, &c., in the year 1868, were

70 9-100 per cent. of gross receipts.

Gross expenses, including renewal fund, rents of lateral roads, taxes, &c., in the year 1869, were 61 35-100 per cent. of gross receipts. The receipts and expenses per passenger and per ton have been as follows: 1868.

1868.

Per passenger, cost \$1 76 3-10 received \$2 98 5-10 Mdse., per ton, cost 63 9-10 received 1 16 Coal, per tqn, cost 91 6-10 received 1 74 9-10 1869. Per passenger, cost \$1 44 received \$2 71 7-10 Mdse, per ton, cost 51 44 received \$2 71 7-10 Coal, per ton, cost 85 8-10 received 1 15 9-10

The result of the year's business, as condensed from transportation and income account, may be stated thus; Receipts over cost of working the

Add: Balance of interest account, &c., - \$246,085 03 Less less in working the Mahanoy and Broad Mounprise Rathroads in

1863 and 1869, - 179,225 54 65 859 49 -84,393,928 pp From which deduct: Interest on Bonded debt. 433,389 50 Interest on Bonds and Mort-50,922 53 gages, Sinking Funds, 69,600 00 83,846,024 97 Cost of new tracks and sidings, 80.828 68

131,233 74 Cost of new Bridges, - -152,554 34 Cost of new Depots, 141,612 91 Cost of new Wharf at Rich-28,412 37 Cost of new Wall at Sanatoga, 8,628 15 Cost of Widening East Mahanoy Tunnel, 18,925 43 Cost of Extension of Willow 6,905 16 Dividend Fund of 1869, -\$3,276,919 19

Amount to credit of Reserved Fund, 1868, - Deduct Dividend - \$1,921,975 78 January, 1869. \$1,315,267 58 U. S. and State taxes on do. - 101,526 99 ---- 1.416,794 57

Total Beserved Fund, 1869, . Deduct Dividend July, 1869, 5 per U. S. and State \$27,639,619 32-1,381,980 96 taxes on do, -- 141,834.88

\$ 2,258,284 56 There has been declared a Dividend payable in cash on the 17th January, 1870, of 5 per cent. on the preferred and common stock, \$29,023,-U. S. and State taxes on dividend and on excess of net pro-fits overdividends declared, -- 1,634,541 24

Balance of Reserved Fund, - 8623,743 32 The results of the business of the past year, as exhibited by the foregoing tabular statements, cannot but be gratifying to the stockholders.

The coal tonnage for the year has amounted to 4,239,457 tons, being 524,772 tons in excess of the amount transported in any previous year, notwithstanding the fact that for six weeks in the months of May and June last, in consequence of a strike in the mining regions, there was an almost entire suspension of shipments of anthracite coal. For the four weeks ending August 5 last the coal tonnage of the road amounted to 513,914 tons, and for a corresponding period ending with November 25 it amounted to an aggregate of 503,755 tons. These figures show that the road is now sufficiently equipped with rolling stock to transport at least one hundred and twenty-eight thousand tons of coal per week, in addition to the large and increasing tonnage of other products and commodities. During the year 1870 it is proposed to add sufficiently to the rolling stock to increase this capacity to at least one hundred and forty thousand tons of coal per week; and judging from the number and ex-tent of new colliery improvements made dur-ing the past year in Schuylkill and Northumberland counties, the productive capacity of the two great coal fields depending upon the road for an outlet will fully keep pace with the

increasing facilities for transportation. A reference to the report of the chief engineer of the Company, herewith submitted, will show in detail the amount of new work completed and in progress during the past The Perkiomen Railroad has been opened from Perkiomen Junction to Schwenksville, a distance of eleven miles, and seven miles in addition-from Schwenksville to Green Lane-are now being constructed. The Colebrockdale Railroad has been completed from Pottstown to Mount Pleasant, a distance of nearly thirteen miles, and it and the Perkiomen Railroad have been leased to and are

now worked by this Company. -The inhabitants of that part of Chester county lying along the waters of Pickering creek having obtained a charter for a railroad

road Company, and having located a road tributary to and intersecting our own, the managers have responded to a request for assistance by subscribing for 1200 shares of their capital stock, and agreeing to guarantee the bonds of the new company to a sufficient amount to construct twelve miles of the pro-posed railroad. This new road, when finished, will be leased by this Company. The Pine Grove and Lebanon Railroad, extending from Pine Grove to the Lebanon county line, has been completed and is now in operation, and the link which connects it with the borough of Lebanon will be finished and opened for business early in the present year.

Upon the 19th of May last a lease of the East Pennsylvania Railroad was made to this Company, for a term of nine hundred and ninety-nine years, at an annual rent of \$78,552, equal to six per cent., clear of taxes, upon the capital stock of the East Pennsylvania Railroad Company. The rolling stock, workshops, materials, real estate, and other property of the latter Company, were transferred to this Company, in consideration of its agreement to pay at maturity, in the year 1888, the bonded indebtedness of the East Pennsylvania Railroad Company, amounting to \$506,900, the value of property so transferred being amply sufficient to cover the amount of bonds thus guaranteed to be paid.

That portion of the Allentown Railroad lying between Port Clinton and Topton, and connecting the main line with the East Pennsylvania road, has been placed under contract. The Shamokin and Trevorton Railroad has been finished and is now in operation, and the extension of the Good Spring Railroad to Brookside, near the Dauphin county line, has also been completed. An extension of the Lorberry Creek Railroad, to develop the southern fork of the western portion of the Schuylkill coal field, is now being constructed.

The map annexed to the report of the chief engineer exhibits the extent, location and connections of all of these several roads, as well as of all other railroads now owned, leased or controlled by this Company, and the tabular statement accompanying the map shows that the aggregate lengths of all of these railroads, including sidings, amounts to 1142 miles of single track road.

As this system of railroads, projected some years ago, approaches completion, there is no reason to doubt the wisdom of the policy which suggested its construction. So far as the roads are located in the coal regions, it will be seen that the effect of their construction has been to render tributary to the main line almost the entire territory of the south-ern and middle coal fields, and if a supply of cars sufficient to carry away the product of the mines is hereafter maintained, and the inducement of moderate rates of transportation offered to the trade, the Company can rely with confidence upon the individual enter-prise and energy of the coal operators as suf-ficient at all times to furnish a large and con-

stantly increasing amount of tonnage.

The new roads constructed and secured outside of the coal fields, are either important links in, or feeders of, the line of road extending from Harrisburg to Allentown, now owned or controlled by this Company, over which passes a very large amount of traffic be tween New York city and the west; or are designed as tributaries to the main line, especially valuable as contributing a large supply of iron ore for the use of the furnaces along the road.

Next in value to the coal traffic, the iron interests of the Schuylkill Valley claim the attention and deserve the protection of the Company; and the wisdom of the policy which for the past few years has been securing an unfailing supply of iron ore for consumption along the main line of the road will be fully justified by future results. The Lebanon Valley branch, the East Pennsylvania Railroad, the Reading and Columbia Railroad and the Colebrookdale Railroad drain regions containing inexhaustible supplies of iron ore; limestone of the best quality is found in great abundance along the line; in the rich agricultural valleys of Montgomery, Berks, Chester, Leba-non and Dauphin counties labor will at all times be found as abundant as in any other portion of the State; anthracite coal of the very pest description for smelting, puddling and heating purposes will always be as plentiful as in any other region; and it is believed that there is not at present in Pennsylvania any other locality possessing greater advantages for the manufacture of iron than the valley of the Schuylkill.

The rolling mill of the Company at Reading has turned out during the last year 17,037 tons of finished rails, of which amount but two and a half tons have been worn out and removed from the track. Out of the 8971 tons of rails made at the Company's mill and laid in the year 1868, one hundred and eighty tons have up to this time been taken up and returned for re-rolling. While the rails thus manufactured have cost the Company an average of less than the current market price, the result in their wear, when subjected to the test of our large tonnage, proves the superiority of their construction.

During the last year two steam colliers of about 600 tons burthen each have been built for the Company, and are now engaged in transporting coal from Richmond to eastern ports. Four others, two of 1000 tons burthen and two of 800 tons each, are now under contract, and will be placed in the trade early in the present year.

A large amount of real estate has been bought during the year, principally situate at Richmond and on Willow street, in the city of Philadelphia.

During the year just closed rolling stock of the value of \$1,162,286 53 has been added to the property of the Company, as follows: 1054 eight-wheeled cars, built by the Company, 10 first-class engines, built by the

Company, -Work on one engine, built by the 116,762 00 Company,

10 first-class engines, bought of M.
Baird & Co.,

152 cars, bought of East Pennsylvania Railroad Co.,

14 first-class engines, bought of East
Pennsylvania Railroad Co., 4.151 6 140,500 00

The statements accompanying this report will show the details and extent of property acquired by the Company during the year; of the entire amount of which \$3,170,042 05 has been added to capital account, \$569,105 78 has been charged to income account, and the balance will be found included in the items embraced under the head of assets in the trea-

surer's general account. It was originally designed to pay for a pro-portion of this new work with the plain six per cent. bonds of the Company, and during the early part of the year the contractors of several of the branch roads received the amounts of their monthly estimates in such bonds. It being discovered, however, that the necessities of the contractors frequently compelled them to sacrifice these securities at less than their proper value, it was thought advisable to pay all work in cash, and to furnish the means to do so by a loan to be negotiated by the Company itself. Since the first of June, therefore, all payments to contractors have been made in cash, furnished temporarily out

company known as the Pickering Valley Rail- | of the dividend fund. To reimburse this fund, and at the same-to provide means to prosecute the new work and to supply additional rolling stock during the years 1870 and 1871, the managers have negotiated, at par, without commissions, a loan of \$5,000,000 of seven per cent. coupon bonds, dated January 1, 1870, payable in twenty years, one-half convertible at the option of the holder into stock at par at any time after issue; and the other half convertible at par at any time after the 1st of January, 1872. Of this loan the sum of \$1,500,000 will be issued to replace that amount of the past year's earnings used for construction of new work; \$2,000,000 will be furnished and expended during the year 1870, and the remaining \$1,500,000 during the year 1871, for new rolling stock and for the completion of work now in progress or contemplated to be placed under construction; and hereafter the earnings of the Company can be appropriated to the payment of semi-annual cash divi-

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To any of the stockholders who may be disposed to complain of the increase of the capital stock of the Company during the last seven years, it will be a sufficient answer to say that the tonnage, gross receipts and net profits have increased in a far greater proportion than the united capital and debt of the Company, and that the result of the expenditures upon which the increase of capital was based has been to secure perpetually a great and ever-increasing tonnage for the road.

A railroad company owning a properly-constructed and well-equipped line of road, connecting two large cities, and relying for its business solely upon the traffic interchanged between the termini of its line, might reasonably expect to earn enough money annually not only to declare a fair dividend to its stockholders, but, in addition thereto, to enlarge its supply of rolling stock, so as to meet the wants of its increasing business without add ing to its debt or capital stock; and such a result would properly be accepted by its stockholders as an evidence of prosperity and financial strength. But in the case of this Com-pany, engaged in developing an area of territory embracing two distinct coal-fieldsone of sixty miles and the other over thirty miles in length—where every valley required a new railroad, and where the increase of tonnage incident to the opening of the new laterals has been so great as to require at times an annual expenditure for additional rolling stock of over a million of dollars, it was necessary to resort to either of the following plans in order to accomplish the desired result:

First. To charge such high rates for tolls and transportation as would have enabled the Company to earn money enough, after payments of cash dividends, to supply the funds required for improvements.

Second. To increase the debt of the Company by loans made to finish the new work;

Third. To increase the capital stock, either by stock dividends paid in lieu of earnings diverted to improvements, or by receiving additional subscriptions to stock, issued to furnish the necessary funds for new construc-

The first of these plans could not have been seriously thought of for a moment. Although excessive rates of charges might result in a temporary advantage, they would not only have proved in the end destructive to the Company, but would have been manifestly unjust to the public. Of the remaining two plans the latter was thought the wiser, and it was considered best to devote the earnings of the Company to the construction of new improvements and the building of new rolling stock, and to issue to the shareholders stock dividends in lieu of the money.

During the last seven years the capital of the Company has been increased by stock dividends, in all, - -\$12,869,670 77 From the above deduct the amounts based upon the

purchase of bonds by the sinking funds, - - 1,685,811 71 \$10,688,859 06

This sum of \$10,683,859 06 of aggregate stock dividends has, however, been issued as the representative of \$17,597,258 74 of actual net earnings invested in permanent improve-ments—the difference of \$6,913,399 68 having been, from time to time, charged to income account, so that the increased capital stock should represent the property upon which it was based at a gold standard of value; and in conformity to this conservative rule of the Company, as a five per cent. stock dividend was paid last July, and an issue of \$608,800 of the plain six per cent. bonds was made during the year, there has been charged to income account out of the net earnings of the past year the sum of \$569,105 78.

The managers regret to announce that the health of Mr. Charles E. Smith, the late president of the Company, became so seriously impaired that in April last he felt obliged to resign his position, in order to visit Europe, with the hope that a year's relaxation from the cares of business would effect a cure. During his absence, at his request and that of the managers, Mr. Franklin B. Gowen, who has been for several years one of the counsel of the Company, consented to accept the presidency, and was accordingly elected to that office by the Board upon the 28th of April

By order of the Board of Managers. FRANKLIN B. GOWEN, President.

Philadelphia, January 8, 1870. At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company, held January 10, 1870, the following resolutions were adopted:

1. Resolved, That the report of the Board of Managers, this day presented and read, be, and the same is hereby approved, accepted and adopted.

2. Resolved, That the Board of Managers be, and they are hereby authorized, at their discretion, to carry into effect any of the measures proposed in their report, and, if in their opinion needful, to enter into any contracts or agreements for that purpose.

3. Resolved, That the powers and authorities conferred upon and granted to the Board of Managers by the resolutions passed at prior annual meetings, be, and the same are hereby 4. Resolved, That a vote of thanks be, and

the same is hereby, presented to the President

of the Board of Managers, for the able manner

in which the business of the road has been conducted during the past year. At the annual meeting of the stockholders of the Philadelphia and Reading Railraad Company, held January 10, 1870, the following gentlemen were unanimously elected officers

FRANKLIN B. GOWEN. MANAGERS. H. Pratt McKean, J. B. Lippincott, A. E. Borie, John Ashhurst, R. B. Cabeen, Stephen Colwell. TREASURER. SAMUEL BRADFORD.

SECRETARY.

WILLIAM H. WEBB.

RAILROAD LINES. Rading Railroad.—Great Trunk Link from Philadelphia to the interior of Pennaylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas.

WINTER ARRANGEMENT

WINTER ARRANGEMENT
Of Passenger Trains, December 29, 1862.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.

At 720 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 625 P. M.; arrives in Philadelphia at 925 P. M.

MORNING EXPRESS.

At 815 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Finetsove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carhsle, Chambersburg, Hagerstown, etc.

Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 720 A. M. train connects at READING with East Pennsylvania Rallroad trains for Allentown, etc., and the 815 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Comberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.
Leaves Philadelphia at 820 P. M. 107 Reading.

AFTERNOON EXPRESS.

Leaves Philadelphia at \$20 P. M. 107 Reading.
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.
POTTSTOWN ACCOMMODATHON.

Leaves Pottstown at 645 A. M., stopping at intermediate stations; arrives in Philadelphia at 970 A.

M. Returning, leaves Philadelphia at 400 P. M.; arrives in Pottstown at 615 P. M.

READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 540 A. M. and Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 1020 A. M.

Returning, leaves Philadelphia at 445 P. M.; arrives in Reading at 740 P. M., and at Pottsville at 930 P. M.

P. M.
Trains for Philadelphia leave Harrisburg at 3-10 A.
M., and Pottsville at 0 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 9-05
P. M., and Pottsville at 2-45 P. M., arriving at Philadelphia at 6-45 P. M.
Harrisburg Accommodation leaves Reading at
7-15 A. M., and Harrisburg at 4-16 P. M. Connecting
at Reading with Afternoon Accommodation south
at 6-25 P. M., arriving in Philadelphia at 9-25 P. M.
Market train, with a passenger car attached, leaves Market train, with a passenger car attached, leaves Philadelphia at 12:30, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

phia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at S A. M., and
Philadelphia at 3.15 P. M. Leave Philadelphia for
Reading at S A. M.; returning from Reading at 4.25
P. M.

CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P.M. trains from Philadelphia, returning from Schwenksville at 8:05 A.M. and 12:45 M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points

Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 700 and 11 00

A. M. YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimora, etc.

nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M., and 12:20 noon, passing Reading at 7:20 A. M., and 2:00 P. M., arriving at New York 12:05 noon, and 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. and 2:30 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 7:30 A. M. and 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M. from Brookside at 4 00 P. 7-15 A. M. and 5-05 P. M.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and Intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52 50 each, for families and

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-

twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Phaadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Eroad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 6 A. M., and for the principal stations only at 2.15 P. M.

FREIGHT TRAINS leave Philadelphia dafly at 425 A. M., 12.20 noon, 5 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect best

points beyond.

BAGGAGE —Dungan's Express will collect baggage for all trains leaving Phiadelphia Depot.

Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

WEST CHESTER AND PHILADELPHIA RAILROAD. W RAILROAD.
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7.45 A. M., 11.00 A. M.,
2.30 P. M., 4.15 P. M., 4.40 P. M., 6.15 and 11.30 P. M.
Leave West Chester from Depot, on East Market
street, at 6.25 A. M., 8.00 A. M., 7.45 A. M., 10.45 A.
M., 1.55 P. M., 4.50 P. M., and 6.55 P. M.
Train leaving West Chester at 8.00 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 4.40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester dia, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. [C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

Leave Philadelphia for West Chester at 8-30 A. M. and 900 P. M.

Leave West Chester for Philadelphia at 708 A. M.
and 400 P. M. WILLIAM C. WHEELER,

ERIE EXPRESS leaves Philadelphia.
Williamsport Williamsport ...

arrives at Erie.

ELMIRA MAIL leaves Philadelphia...

Williamsport ...

Williamsport ... " Williamsport..... 600 P. M.
arrives at Lock Haven... 7-20 P. M. MAIL TRAIN leaves Erie. Williamsport. l leaves Erie. 8 40A.

"Williamsport. 9-25 P.
arrives at Philadelphia. 6-20 A.
ESS leaves Erie. 4-00 P.

"Williamsport. 8-30 A. arrives at Philadelphia. 6-90 A.
ERIE EXPRESS leaves Erie. 400 P.
"Williamsport. 8-30 A.
"Arrives at Philadelphia. 12-45 P.
ELMIRA MAIL leaves Lock Haven. 8-00 A.
"Williamsport. 9-45 A.
"Arrives at Philadelphia. 6-50 P.
BUFFALO EXP. leaves Williamsport. 12-25 A.
"Harrisburg. 5-20 A.
"Arrives at Philadelphia. 9-25 A.
"Express East connects at Corry, Mail East at Co

Express East connects at Corry, Mail Hast at Cerry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.

ALFRED L. TYLER, General Superintendent.

1869. FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

**PROM WALNUT STREET WHARF.*

At 6-30 A. M., via Camden and Amboy Accom... \$2-25 At 8 A. M., via Camden and Amboy Express... \$-20 At 6 P. M., via Camden and Amboy Express... \$-00 At 6 P. M., for Amboy and intermediate stations. At 6-30 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 13 M., 2, 3-30, and 4-30 P. M., for Trenton.

At 5 and 10 A. M., 18 M., 2, 5 30, and 5 30 7. And 11 30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 5 30 and 10 A. M., 12 M., 5 30, 4 30, 6, 7, and 11 30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.

The 11 30 P. M. line leaves Market Street Ferry, (upper side).

(upper side).

At 7:30 A. M., 9:30, 3:30, and 5 P. M. for Trenton and Erisel, and 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 9:30 and 5 P. M. for Morrisville and At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:45 A. M., 2:30, 6, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tucony, Wissinoming, Bridesburg, and Frankford, and at 9:30 P. M. for Holmesburg and intermediate stations.
FROM WEST PHILADELPHIA DEPOT.
Via Connecting Railway.
At 7, 9:30 and 11 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, 32:56.
At 11:30 P. M. Emigrant Line.

\$8 25.
At 11 30 P. M., Emigrant Line. Fare, \$2.
At 7, 9 30, and 11 A. M., 1 20, 4, 6 45, and 12 P. M.,
for Trenton.
At 7, 9 30, and 11 A. M., 4, 6 45, and 12 P. M., for At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torrescale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:20 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Owego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

screnton, strongsburg, water Gap, School, stain, etc.

A. 730 A. M. and 330 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc. The 330 P. M. Line
connects direct with the train leaving Easton for
Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. from West Philadelphia Depot and 5
P. M., from Kensington Depot, for Lambertville and
intermediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS.

PROM MARKET STREET PERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2-15, 3-50, 5, and 6-30 P. M., and on Thursday and Saturday nights at 11-30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2-15 and 6-30 P. M. for Lamberton and Mediord. Medford.
At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cooks-At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3 30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.
TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 19, 11, 12 A. M., 1, 2, 3½, 3¾, 4 05, 4 25, 5, 5¾, 6, 6½, 7, 8, 9-20, 19, 11, 12 P. M. Leave Germantown at 6, 6 58, 7 14, 8, 8 20, 9, 10, 10 50, 12 A. M., 1, 2, 3, 3 50, 4 14, 5, 5 16, 6 16, 7, 8, 9, 10, 11 P. M. 11 P. M.
The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10%

P. M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% P. M. P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9-20, and 11 F. M.

Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 3%, 5-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9-15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 9-25 P. M.

Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 1005, and 11½ P. M.
Leave Norristown at 540, 625, 7, 7%, 850, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9½ P. M.

The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane, The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M.
Leave Philadelphia at 9 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7%, 9, and 1105 A. M., 1%, 3, 4, 4%, 5%, 6%, 805, 1005, and 11½ P. M.

Leave Manayunk at 610, 665, 7%, 810, 920, and 11½ A. M., 2, 3%, 5, 6%, 820, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and 7½ P. M.

Leave Philadelphia at 7% A. M., 1%, 6, and 9% P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia at 7% A. M., 4% P. M.

Leave Philadelphia at 7% A. M., 4% P. M.

W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD,—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVA-NIA, SOUTHERN AND INTERIOR NEW YORK, BULLEYALO, BOCHESTER, NIA SUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect November 22, 1862.

Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:—

At 8 '00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Nisgara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9 '45 A. M. (Express) for Bethlehem, Easton, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroad, New Jersey Central and Morris and Essex Railroad, At 1 '45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scrantoh, and Hazleton.

At 5 00 P. M. fer Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8 48 A. M., 245 and 4 15 P. M.

For Fort Washington at 7 30 and 10 45 A. M., and
11 30 P. M.

For Abington at 1 15, 5 20, and 8. P. M.

For Lansdale at 6 20 P. M.

Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot. and Mauch Chunk.

From Bethichem at 9 A. M., 2·15, 4·46, and 8·25 P.M. From Doylestown at 8·35 A. M., 4·30 and 7·05 P. M. From Lansdale at 7·30 A. M. From Fort Washington at 9·25, 10·35 A. M., and

S-10 P. M.
From Abington at 2-35, 6-45, and 9-20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Doylestown at 2 P. M.
Boylestown for Philadelphia at 7-00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

Il 1 ELLIS CLARK, Agent.

W EST JERSEY RAILROADS.

COMMENCING TUESDAY, SEPTEMBER 21, 1869.

Leave Philadelphia, foot of Market street (Upper Ferry). Ferry), at 5°15 A. M., Mall, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations.

8°15 P. M., Mall, for Cape May, Millville, Vineland, and way stations below Glassboro.

8°30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5°30 P. M., Woodbury and Glassboro accommodation.

tion.

Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 328 South DELAWARE Avenue.
Commutation tickets at reduced rates between

Commutation access at reduced rates between Philadelphia and all stations.

EATRA TRAIN FOR CAPE MAY.

(SATURDAYS ONLY.)

Leave Philadelphia, 8-15 A. M.

Leave Cape May, 1-10 P. M.

WM. J. SEWELL, Superintendent.

September 16, 1809.

A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS, No. 201 MORTH WHARVES No. W NORTH WATER STREET, PHILADRIPHIA, S MA

AUDTION SALES. M. THOMAS & BONS, NOS. 189 AND 161

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
No. 529 CHRSINUT Street, rear entrance from Minor.

HANDSOME WALNUT HOUSEHOLD FURNITURE,
Elegant Mirrom, Fire-proof Safes, China and Glassware, Fine Engravings, Elegant Parior and Chamber Suits, Brussels and Ingrain Carpets, Show-cases, Deaks and Office Furniture, very fine Buggy, Elegant Side-Boards, Extension Tables, etc.

On Wednesday Morning,
January 12, at 10 o'clock, at the auction rooms, by catalogue, a large and very excellent assortment of new and second-hand household furniture, etc.

VERY FINE BUGGS.

Also, a very fine top buggy, entirely new, with guarantee.

HISTORICAL ENGRAVINGS

Also, a set of six old and fine oneravings, illustrative of the wars of Alexander the Great, gray rare, 110 M THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street, rear entrance No. 1107 Sanson street,

HOUSEHOLD FURNITURE, INGRAIN AND VENE TIAN CARPETS, MATTRESSES, BED CLOTH-ING, ETC.

ING, ETC.

On Wednesday Morning.

Jan. 12, at 10 o'clock, at No. 1017 Shippen street, by catalogue, will be sold, the household furniture of a family declining housekeeping, comprising walnut chamber and cottage furniture; ingrain and Venetian carpets; mattresses and bed clothing; chins, glassware, cooking utensils, etc.

The furniture is nearly new, purchased within the last-slity days. CONGERT HALL AUCTION ROOMS,

HANDSOME ROSEWOOD PIANO, ELEGANT Plush Parier Furniture, Library and Drawing-room Suits, Chamber Sets in Walnut, Oiled and Varnished; Cottage Chamber Furniture, Brussels and Ingrain Oarpets, Mattreses, Reds, Venetian Blinds, Glassware, China Dinner and Tea Ware, Handsome Sideboard, Large Walnut Bookoases, Chairs in Cane Seat and Stuffed, Towel Racks, Hat and Umbrella Stands, Extension Dining Table, Mirrors, Richan Utomails, etc. On Thursday,
January 18, at 1036 o'clock, by estalogue, at the snotion rooms, No. 1219 Chessuitaireet, the entire household furniture, planu, carpets, etc., removed to the store for convenience of sale.

The goods were in use but a short time, and equal to now in every respect.

BY B. SCOTT, JR., AUCTIONEER, NO. 1117 CHESNUT Street. (Girard Row.)

CARD—Persons wishing to contribute to our sale of this week will please send in their paintings immediately, in order to have them in the catalogue. BY BARRITT & CO., AUCTIONEERS.
OASH AUCTION HOUSE. [11 247
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 221 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

C. D. McCLEES & CO., AUCTIONEERS LIPPINCOTT, SON & CO., AUCTIONEERS,

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD

AFTER S P. M. SUNDAY, NOVEMBER 14, 1869.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut streets, or No. 116 Market street, will receive attention.

Mail Train. S'00-A. M
Paoli Accommodat'n. 10-30 A. M., 1-10-and 6-50 P. M.
Fast Line and Eric Express. 11-50 A. M.
Harrisburg Accommodation. 2-30 P. M.
Lancaster Accommodation. 4-10 P. M.
Parkesburg Train. 5-30 P. M.
Cincinnati Express. 8-00 P. M.
Cincinnati Express. 8-00 P. M.
Eric Mail and Pittsburg Express. 9-45 P. M.
Accommodation. 12-11 A. M.
Pacific Express. 12-00 night.
Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock-Pacific Express leaves daily. Cincinnati Express daily, except Sunday. All other trains daily, except Sunday. TRAINS LEAVE EPOT, VIE :-

cally, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 118

Market street.

TRAINS ARRIVE AT DEPOT, VIZ.;
Cincinnati Express. 3:10 A. M.,
Philadeiphia Express. 6:30 A. M.,
Philadeiphia Express. 6:30 A. M.,
Paoli Accommodation, 8:20 A. M., 3:40 and 6:25 P. M.,
Parkesburg Train 9:10 A. M.,
Parkesburg Train 9:10 A. M.,
Erie Express 12:55 P. M.,
Erie Express 12:55 P. M.,
Southern Express 7:00 P. M.,
Lock Haven and Elmira Express 7:00 P. M.,
Pacific Express 4:25 P. M.,
For further information, apply to
JOHN F. VANLEER, JR., Ticket Agent,
No. 116 MARKET Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Bargage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value will be at the risk of the owner, unless taken by special contract.

by special contract.

EDWARD H. WILLIAMS,

General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains
will leave Depot corner Broad street and Washing
ton avenue as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted)
for Baltimore, stopping at all regular stations
Connecting with Delaware Railroad at Wilmingto)
for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted), for
Baltimore and Washington, stopping at Wilmingtot
Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 4:00 P. M. (Sundays excepted),
for Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elkton, North-East, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11:30 P. M. (daily), for Baltimore
and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton,
North-East, Perryville, Havre-de-Grace, Perryman's,
and Magnolia.
Passengers for Fortress Monroe and Norfolk will
take the 19:00 M, train.

WILMINGTON TRAINS.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:30 and 8:16 A. M., 1:30, 4:16, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 8:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:36 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express; 7:25 P. M., Express; SUNDAY TRAIN FROM BALTIMORE, Leaves Baltimore at 7:35 P. M., stopping at Mag-

Leaves Baltimore at 7 35 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elston, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

H. F. KENNEY, Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.

WINTER ARRANGEMENT.

On and after MONDAT, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek Railroads:— Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 430 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 230 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 540 A. M., 925 A. M., and 235 P. M.

On Saturday the 235 P. M. train will leave at 430 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,

111 President and General Superintende