PENNSYLVANIA RAILROAD.

The Annual Meeting of the Stockholders of the Pennsylvania Railroad Company-The Report of the Directors-Operations of the Road During the Past

The annual meeting of the stockholders of the Pennsylvania Railroad Company was held this morning in the main hall of the Assembly Buildings, Tenth and Chesnut streets. There were a large number of stockholders in attendance. Hon. Daniel M. Fox presided, and Joseph Lesley, Esq., acted as Secretary.

The Twenty-third Annual Report of the Board of Directors was then read, as follows:-

OFFICE OF THE PENNSYLVANIA RAILROAD CO., PHILADELPHIA, Feb. 12, 1870. To the Shareholders of the Pennsylvania Ratiroad Company:—Your Directors take pleasure in submitting to you the satisfactory results of the operation of your railways for the year 1869, as follows:-

EARNINGS. Passengers \$3,500,071.06 Emigrant passengers. 131,065-98 \$17,250,811.73

EXPENSES. Conducting transportation. \$3,503,792.57

Motive power. 3,679,195.15

Maintenance of cars. 1,464,859.22 Maintenance of road. 3,341,568-10 General expenses.... 213,852-56 \$12,203,267:60

Leaving net earnings for 1869 of \$5,047,544 13 The total amount of revenues compared with last year is:-1869......\$17,250,811.73 1868..... 17,233,497:31 Increase..... \$17,314.42 The changes in the sources of revenue are

Increase.
Regular freights.....\$50,491.58
 Emigrants
 53,831.64

 Mails
 18,980.66

 Express matter
 10,773.33
 \$133,067-21 First-class passengers . \$31,832.88

Miscellaneous sources.. 83,919-91 115,752-79 Increase as above stated..... \$17,314-42. The apparent decrease in first class pas-\$17,314-42 sengers, shown above, is explained by the circumstance that there is included in the earnings of 1868 for military transportation,

earnings of 1868 for military transportation, due in previous years, \$113,433 29-100, whilst the collections from the same source in 1869 were but \$5,655 66-100. By adding this amount to the reported decrease, and deducting the sum from that received in 1868 (\$113,433 24-100), it will have an actual in orease of first class passenger traffic in 1869 over 1868, of \$75,944 75-100. The gross revenues for 1869 are equal to

\$48,186 62-100 per mile of the main line of The whole number of passengers carried in 1868 was 3,747,178, and in 1869, 4,229,363—an increase in the number carried of 482,185,

or nearly 13 per cent. The average distance travelled by each passenger was 34 22-100 miles, being 1 32-100 miles less than in 1868; showing this increase still to be mainly upon the local traffic of the line. The number of tons of freight moved (in-

cluding 410,966 tons of fuel and other mate rials transported for the company) was 4,992,025—embracing 2,329,358 tons of coal. The whole tonnage of your railway exceeds that of last year 270,010 tons, of which increase 264,309 tons is bituminous coal.

The average charge per net ton per mile upon freights during the year was 1 718-1000 against 1 906-1000 cents last year, and per passenger 2 51-100 cents against 2 71-100 cents last year; or an average decrease in freight charges of 9 9-10 per cent., and in passenger charges of 7 4-10 per cent.

The earnings of the Philadelphia and Erie

| Railroad in 1869 were:—| | Passengers | \$672,964*46 | Freights | 2,507,082*93 | Express matter | 31,827*51 | Mails | 24,616*67 | Miscellaneous sources | 26,713*72 Mails.... Miscellaneous sources...

Total (exceeding \$11,000 period were:— Conducting transporta-

Maintenance of way ... 783,415.17

\$2,368,209:13 To which add 30 per cent of earnings, pay-able to the Philadel-phia and Eric Rail-road Company..... 956,009:12

\$3,324,218:25 Showing a loss to this company in opera-

lease (in addition to interest upon the capi-tal invested in rolling \$61,512.96 stock, etc.,) of..... which is \$21,601.69 less than in 1868.

The low rates at which the Philadelphia and Eric Railroad Company is compelled to carry its freights, averaging but 1 4-10 cents per ton per mile, and the small passenger business it can command from the sparsely populated country that its road traverses, added to its greater distances as a through line from Eastern cities to all points in the West, are the reasons that more than 70 per cent. of its receipts are required to meet its working expenses. The operations of this railway during the past year have been carefully and economically conducted by A.

L. Tyler, Esq., its General Superintendent. In this connection it may be stated that, owing to some errors in the location of this line, but mainly from financial sacrifices incurred during its construction, this railway, with a single track of only 288 miles in length, laid with lighter iron rails, and but partially ballasted, cost the Philadelphia and Erie Company, without any equipment, \$19,759,171.92, whilst the Pennsylvania Railroad, passing over a much more expensive country to build a railway upon, with a double track of 358 miles, laid with heavy iron and well ballasted, including a third or single track of 29 miles between Lancaster and Middletown, and branches to Hollidaysburg and Indiana of 26 miles, in all equal to 771 miles of single railway, exclusive of sidings, is represented by \$21,346,024.56, a difference of less than \$1,600,000 upon the cost of over 265 per cent. more of single track railway.

to show why it is that the shareholders of one of these lines have received regular dividends, while the other line has been unable to earn them.

The carnings of the Pittsburg, Port Wayne, and Chicago Railway, under its lease to this company, for the six months ending Decem-

terest on the bonds of the com-pany, expenses of maintaining the organisation, contribution to sinking fund, etc. etc., amounted

From the Pennsylvania Railroad

4,146,883-23 From the Philadelphia and Erie 3,989,705-29

these lines were:-Pennsylvania Railroad.....\$13,303,267-60 Pittsburg, Fort Wayne, and Chi-cago Railway, including rent, etc. 4,110,087-79 Philadelphia and Erie Rallroad, in-

cluding 30 per cent. due that 3,334,918.25 company..... Total 19,637,573-64 Leaving the net profits from the three

rallways for 1869. rom which deduct dividends declared in May and November, with the taxes thereon.... Balance to debit of \$3,075,643-94 interest account

and discount on bonds.... Due for the lease of the Hairisburg and Laucaster Railroad annual payment to

sylvania on acand principal due upon the purchase of her works between Pittsburg and Philadelphia.

460,000-00 4,559,299:53

888,375-10

135,974 18

Leaving a balance of...... \$463,533-09 In our last annual report the board referred a detail to the railway companies controlled through the ownership of a majority of their shares; and it is unnecessary to again men-tion them, further than to say that they continue to fulfil the objects this company had in view when this interest was acquired, while they yield a reasonable profit upon the capital invested.

The working expenses of the other lines of railway leased by this company, not already referred to—all of which are in Pennsylvania—show a balance of receipts over expenses

The interest held by this company in the Pennsylvania Canal Company is steadily improving in value, and when the enlargement is complete it will become a profitable additional complete it will become a profitable additional complete it will become a profitable additional complete it will be a profitable additional complete it will be a profitable additional complete it will be a profitable and in the complete it will be a profitable and in the company in the comp tion to your investments in other works. Its cost stands upon your books at \$1,101,156.

The coal traffic of this company is gradually assuming large proportions, and already gives to your railway a constant business at rates that yield a very small profit per ton; but on the large amount transported (2,329,358 tons) the net revenue from it is of considerable importance.

Upon the Philadelphia and Erie portion of the company's lines, this traffic is chiefly made up from the transportation of anthracite coal to supply the demands of the oil and lake regions, and amounted in 1869 to 138, 138 tons, exclusive of 167,383 tons that were sent to Western New York via Elmira. Its bituminous coal fields are too far from the lakes to compete upon equal terms with those of Ohio and Western Pennsylvania in the markets of the West. A portion of the bituminous coal fields upon this railway-east of the tributaries of the Ohio-are favorably situated for the Atlantic markets, but they have not yet been developed to any material extent. The demand for bituminous coal of the Allegheny region in the Eastern markets has been confined, until recently, to blacksmiths, but the high price that has prevailed for some years for anthracite coal has caused it to be introduced to a considerable extent for producing steam and the manufacture of iron. From the limited extent of the anthracite fields and the greater cost of mining this variety, it is reasonable to infer that the consumption of the bituminous coals will continue to increase on the seaboard.

Upon the main line of your railway and its branches, the movement of anthracite coal is yet inconsiderable, whilst the transportation of the bituminous has been large for the manufacture of gas for Eastern cities and the other purposes already mentioned. This material exists in inexhaustible quantities along the whole line of your railway from the summit of the Allegheny to its western terminus, and in the Broad Top Mountain (already extensively developed) south of Huntingdon. A branch from the main line at Tyrone to the town of Clearfield cuts the Allegheny coal-field, and upon this mining is now carried on to a large extent, whilst another branch also extends from the same point to Lock Haven on the Susquehanna river. From Altoona a branch extends to Hollidaysburg and Newry, a distance of nine miles. The last two mentioned, in connection with a portion of the main line, traverse the valley at the base of the Allegheny Mountains for seventy miles, commencing on the west branch of the Sus quehanna river, and afford ample opportuni-ties to develop this whole region by short branch lines into the coal-fields at their summit wherever desired. In this valley and in the mountains and valleys that lie on its eastern border, there is an abundance of ore easily mined and of a quality that will make the best quality of iron—already celebrated for its strength, and found to be superior to any other in the manufacture of cannon. The proximity of these ores to coal and limestone gives to this region advantages for the manufacture of iron in all its varieties and uses, a claim equal if not superior to that of any other—which advantages will doubt-less be improved by capitalists, and thus largely increase the population upon your line and its local traffic—the most reliable

The original policy of this company was to reach the traffic of the Northwest, West, and

Southwest by assisting the construction of tributary lines leading to the markets of these sections, but not to control their management beyond the State of Pennsylvania. With this object in view, it gave to the Pittsburg, Fort object in view, it gave to the Pittsburg. Fort Wayne, and Chicago Railway Company, at several periods of its extremest need, large advances to complete its line and preserve its property to its shareholders, under written pledges that its Eastward business should follow the direction which prompted and justified this company in granting the assistance so carneatly solicited. Under the conviction that this agreement was ample, it so earnestly solicited. Under the conviction that this agreement was ample, it was not believed that further protection to your interests in the Northwest was either desirable or important. The rapid growth of this section of the country, however, placed that company, in a few years after its completien, in a condition of great prosperity. It then, unmindful of its former obligations, endeavored to seek other Eastern connections that it could control through this company, at all times, gave to its business the same at all times gave to its business the same rates per mile that it charged upon its own

line, upon both passengers and freight. Extensive surveys were accordingly made of the regions east of Pittsburg by that company to find a suitable line for this object, followed by material pecuniary advances to a reillest company to the company to a railway company whose road it was proposed to use as a part of this rival route to the East; but during the progress of these movements, an effort was inaugurated by the Eric Railway Board to absorb not only the Pittsburg, Fort Wayne, and Chicago line, but nearly all the Western connections of the Pennsylvania Railroad Company, which only failed from a misapprehension of the terms of the law under which they proposed

terms of the law under which they proposed to accomplish their object, and subsequent adverse legislation procured by the President of the Fort Wayne Company.

In view of these extraordinary movements, it became evident to your board that this company must depart from the policy that had heretofore governed it, and obtain direct control of its Western connections. Negotiations were accordingly opened with the tiations were accordingly opened with the directors of the Pittsburg, Fort Wayne, and Chicago Railway Company, who had also be-come apprehensive (under the vicious system that had been developed in New York, by which stock and bondholders of railways and their agents sold their proxies to vote at the elections of the company, without any regard to the interests involved in the issue), that their own work might fall into hands whose object would be to seriously impair the permanent interests of their constituents.

After a lengthened negotiation with the directors of that company, a lease was agreed upon, and this company entered into possession of the Pittsburg, Fort Wayne, and Chicago Railway on the 1st of July last. The terms of this lease, which gave to the shareholders 12 per cent. on their capital, were at the time considered very onerous, and only justified by the circumstances already referred to. The results of its operation, however, for the first half year, notwithstanding a diminished revenue of \$304,595.30, compared with that of the same months in 1868, have, through a vigorous retrenchment of expenses left a net profit of \$36,794.43 over all out-lays, including the semi-annual contribution of \$52,050 to the sinking fund.

For these favorable results the company is much indebted to the energetic and economi cal administration of its affairs by J. N. McCullough, Esq., its General Manager.

The loss in the gross receipts of this railway occurs mainly at Chicago, and is, to a considerable extent, due to the low rates upon west-bound traffic that prevailed from the beginning of the lease to near the close of the season. The low price of grain, and the bad condition of the common roads leading to railway stations in the West, have been the chief cause of the falling off in the receipts of the line during the past few months. The business of this railway must, however, continue to increase with the advance in population and wealth of the section of country it accommodates, and we believe that its lease will prove a judicious operation for the com-

The same reasons that induced this company to become the lessee of the Fort Wayne line, prompted the Pittsburg, Cincinnati and St. Louis Railway Company, in which this company holds a majority of its shares, to take at an earlier period a lease of the lines owned by the Columbus, Chicago and Indiana Central Railway Company. The results of this lease have not proved so satisfactory. The railway was found, contrary to expectations, to be, to a considerable extent, in an unfinished and dilapidated condition, defierent in depot accommodations, with a limited rolling stock largely out of repair, and shops entirely inadequate to place this machinery in good order. These deficiencies had to be supplied, and in the meantime its road and rolling stock could only be placed in condition for economical service at great extra

Upon a representation of these facts to the company, modifications in the lease have been made by it, which will, it is believed, render it acceptable to the lessees and to this

company, their largest stockholders. These several arrangements still left our connections with Cincinnati, the great trade centre of the Southwest, incomplete, the business with which has been steadily increasing since the termination of the late war. To perfect these the Pittsburg, Cincinnati, and St. Louis Railway Company has also agreed upon a lease with the Little Miami Railroad Company of their line, through whose railroad our connection with Cincinnati will be made, thus enabling this company to participate in the growing prosperity

of that city. The connections of your line with St. Louis, the great city of the Mississippi valley, are now complete by way of Crestline, and nearly so upon the shorter and more direct route through Columbus, Indianapolis, Terre Haute, and Vandalia. With these arrangements, all of which will be perfected this year, we will limit our extensions, unless some overruling necessity should require us hereafter to go further. We have no interest in any line beyond the Mississippi river.

Unwilling as we have been to enter upon this policy, a careful review of the subject since its adoption leaves no doubt as to its wisdom, under the circumstances that have been developed within the past eighteen

months. This company has not attempted, neither does it propose, to absorb the natural connections of either of the trunk lines. There is business sufficient to give to each of these companies ample revenues to meet the interest upon any reasonable cost of their works, if equitable rates between the shipper and railway company are at all times preserved, without a resort by one line to take from another by reduced charges business which it

These facts are referred to at this time only on show why it is that the shareholders of one of these lines have received regular diviends, while the other line has been unable to earn them.

business of your road. Your railway is therefore not dependent upon its through traffic for its support, although this item is important and necessary to the interests which brought it into existence. secure the professed object in view. They have not infrequently been commenced to influence the market price of the shares of the company, in disregard of its permanent interests, with a view to benefit the stock speculations of its managers or their friends; and at other times from the recklessness of a sub-agent, which his superiors refuse to correct or to acknowledge, but more frequently with the unreasonable expectation of gaining some advantage over a rival interest.

There has been much complaint by the public in consequence of the higher charges made by many railway companies for short

made by many railway companies for short than long distances. In this policy, to a limited degree, these companies for obvious reasons are fully justified; but in many cases this practice has been carried to an unwarrantable extent. The rule that has governed this companies and to share a lo any interthis company is, not to charge to any inter-mediate point a greater rate than is required to one at a longer distance. Under this rule, which we think entirely defensible, the ave-rage charges for the through and local busi-ness per ton per mile passing over your line

nees per ton per mile passing over your line are nearly equal.

The Pennsylvania Railroad Company was organized mainly with a view to promote the commercial and manufacturing interests of the city of Philadelphia and the interior of the State, and its management has kept these objects steadily in view, giving at all times to this city the differences in transportation to and from the West, due to its geographical position. This policy has had a marked influence in developing the manufacturing industry of the city, but it seems only to have preserved its commercial interest from retrograding. With a view to sustain and promote this interest, every effort has been made by this company to reduce the local made by this company to reduce the local expenses on produce at Philadelphia, that necessarily occur in its transfer at seaports, to minimum; but the pecuniary and shipping facilities required to second these movements and retain the business of the West at this city until forwarded to its destination appear to be deficient, and in consequence the larger share of it, notwithstanding these advantages, passes on to New York. The directors, recognizing the importance to the interests of this company of building up the business of this part will character to the interests of this part will character to the interests of this part will character to the interests of this part will character to the interest of this part will character to the interest of this part will character to the interest of the part will character to the interest of the part will character to the interest of the part will be a part will b this port, will cheerfully unite in any reasonable plan by which this object can be secured.

In our last annual report the diversity of railway guages between the East and the West was alluded to. Since that period all of your immediate Western connections have reduced the guages of their lines from 4 feet 10 inches to 4 feet 9½ inches, which, when their machinery is adapted to it, will be further reduced to 4 feet 9 inches—the present guage of the Pennsylvania Railroad.

Since your last meeting the State of Pennsylvania has cancelled and disposed of its lien upon the Philadelphia and Erie Railroad to the Allegheny Railroad Company, accepting therefor a second lien upon the line that the company is building between the Philadelphia and Erie Railroad and its present and the company is present and the company is building between the Philadelphia. and Erie Railroad and its present road, at the mouth of the Mahoning; the bonds given to the State being guaranteed by the several railway companies over whose lines the traffic of the new road is to pass to Philadelphia and Pittsburg, thus insuring to the Common-wealth the ultimate payment of its original claim of three and a half millions of dollars, and at the same time enabling the Allegheny Valley Railroad Company to develop, more promptly than it otherwise could have done, a section of the State that is rich in minerals and other products-all of which will remain undeveloped until this highway is con-

The location of this line has not yet been completed, but the character of the country, as shown by recent surveys, will render the construction of a railway costly. This route generally known as the "Low Grade Line between the East and the West, the construction of which will seen be required to accommodate the increasing tonnage between these sections. Its gradients against the heavy traffic may be confined within eleven feet per mile. About a half of a million of dollars have already been expended upon its graduation, and its total cost is estimated at about \$5,500,000.

The Directors take pleasure in again expressing the obligations of the company to its General Superintendent, E. H. Williams, Esq., and two assistants, John A. Wilson, Chief Engineer, and A. J. Cassatt, Superintendent of Motive Power, for their careful and judicious management of the interests committed to their charge.

Respectfully submitted. By order of the Board. J. EDGAR THOMSON, President.

The Treasurer's report was then read, exhibiting in detail the same facts set forth in the report of the Board of Directors.

On motion of George J. Derbyshire, the reports of the President and Secretary were adopted unanimously.

Mr. Solomon W. Roberts offered the following:-

Resolved, That the thanks of the stock holders of this company are hereby cordially extended to the Board of Directors of the company; also to the President, J. Edgar omson; to each of the Vice-Presidents; to the heads of the general departments, and to all their subordinates, for the integrity, ability, and great success with which they have conducted the business of the company during the past year.

The resolution was unanimously adopted, and the meeting then adjourned.

CITY ITEMS.

AT TOWER HALL AT TOWER HALL THAN ANYWHERE ELSE. No. 518 MARKET STREET.

JEWELBY,-Mr. William W. Cassidy, No. 13 B. Second street, has the largest and most attractive assortment of fine Jewelry and Silverware in the city. Purchasers can roly upon obtaining a real, pure article, furnished at a price which cannot be equalled. He also has a large stock of American Western Watches in all varieties and at all prices. A visit to his store is sure to result in pleasure and profit.

DRY FRET.—The most effectual way of guarding one's health is to keep the feet dry, and that can only be done by the use of India Rubber Overshoes, and se the inclement season is upon us, we would advise our readers to buy none but the best quality, which can only be had at GOODYEAR'S Headquarters, No. 308 Chesaut street, south side, Philadelphia,

DISCONTINUED.—The use of the dirty, hair staining preparations, since the introduction of Phalon's VITALIA, OR SALVATION FOR THE HARE. With marvellou precision it produces the exact shade of color desired and is literally transparent and undefiling. Seld by all druggists and fancy goods dealers.

HALLET, DAVIS & CO.'s NEW OBGAN-PIANOS, 'o-called on account of their unusual singing qualities, are giving the most perfect satisfaction, and are the favorite instru-ments. Warerooms No. 227 Chesnut street.

PARHAM New Family Sewing Machines on terms to suit all, at No. 704 Chesaut street.

INDEPENDENCE SQUARE .-

Percente that hallowed ground! Porbear, Degenerate sons of worthy sires; have ye no honor Lett! Is patriotism dead! the spirits of those Noble men who dedicated that spot to Laborty and the people, will rise and— Scornfully drive ye, as the Holy One drove

From the sacred temple the worshippers of Mamma Prices for Fine Fashionable Clothing the same as before CHARLES STOKES.

No. 834 CHESUUT STREET.

BEFORE purchasing, call and examine the Parham New Family Sewing Machine. Salestroom No. 704 Chesinut street. Every machine warranted.

RUBBER OYERSHOES AND BOOTS for Men. Women, and Children, can be had at retail at the very lowest prices, Goodyear's manufacture, old stand, No. 308 Chesnus

MONTHLY, Parliam Sewing Machines sold on menthly instalments at No. 704 Cheenut street. SINGER'S FAMILY SEWING MACHINES,
Ten dollars cash.

Balance in monthly instalments.
O. F. DAVIS, No. 810 Chesnut street, PILES.—Dr. W. A. McCandless, No. 1926 Spring Garden street, given his entire time to the permanent cure of Piles. Best city reference given.

CLOTHING FOR PHILADELPHIANS. CLOTHING FOR CAMDENITES. CLOTHING FOR MANAYUNKERS. CLOTHING FOR GERMANTOWNERS. CLOTHING FOR LANCASTERIANS. CLOTHING FOR HARRISBURGERS. CLOTHING FOR JERSEYMEN. CLOTHING FOR PENNSYLVANIANS. CLOTHING FOR DELAWARIANS. CLOTHING FOR STRANGERS. CLOTHING FOR FRIENDS.

CLOTHING FOR EVERYBODY. CLOTHING FOR FULL-GROWN MEN. CLOTHING FOR YOUNG GENTLEMEN. CLOTHING FOR THE LITTLE PROPLE. CLOTHING FOR LESS MONEY THAN ELSI

CLOTHING, FOR STYLE UNSURPASSED. CLOTHING, FOR CHEAPNESS UNEQUALLED.

WANAMAKER & BROWN,

OAK HALL

S. E. Corner SIXTH and MARKET Streets.

NE A BREER BERD.

DAY—Webster.—At Webster Place, Marshfield, Mass., on Wednesday, February 2, by Rev. William E. Morgan, D. D., Rector of St. Thomas' Church, New York, James Geddes Day, Esq., of New York, to Caroline W. Webster, daughter of Fletcher and Caroline Webster, and granddaughter of Daniel Webster.

HOFINS—TAYLOR.—On the 10th instant, by William Suddards, D. D., Mr. G. F. A. Hoffins, of Camden, N. J., to Miss Callie Taylor, of this city. MCKENZIE—BRATTY.—On the 5th of January, 1870, by the Rev. A. M. Jelly, William McKenzie to Matilda Bratty, all of Philadelphia.

BUCKWALTER.—Suddenly, on the evening of the 12th instant, David BUCKWALTER, in the 62d year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral, from his late residence, No. 634 N. Seventh street, on Thursday afternoon at 1 o'clock. To proceed to Laurei Hill

Cemetery.

Castin.—Suddenly, on the 12th instant, Daniel, son of Daniel and Elizabeth Casiin, in the 18th year of his age.

The relatives and friends of the family are invited.

to attend the funeral, from the residence of his parents, No. 5% S. Kighth street, to-morrow (Wednes-day morning) at 8% o'clock. Services at St. Mary's, and interment at Cathedral Cemetery. ELLIOTT.-On the 11th instant, GRORGE ELLIOTT,

The relatives and friends of the family, also Richmond Lodge. No. 220, A. Y. M.; Shackamaxon Lodge, No. 343, I. O. of O. F.; Anthracite Lodge, No. 52, K. of P.; also the members of the School Board, Eighteenth Section, and employes of the P. and R. R. R. Co., are respectfully invited to attend the funeral, from his late residence, corner of Huntingdon and Salmon streets, on Thursday afternoon, at 1 o'clock, without further notice. To proceed to Hanover Street Vault. Hanover Street Vault.

HILLS,-Suddenly, on the 11th instant, JAMES B. Hills, in the 22d year of his age.

The relatives and friends, and the Blessed Virgin Sodality of St. Patrick's; also the Rittenhouse Association, are respectfully invited to attend the faneral, from the residence of her father, Michael Hill, No. 2005 Lombard street, on Wednesday morning at St. Coleck % o'clock. KING .- On the afternoon of the 14th instant, FRAN-

King.—On the afternoon of the 14th instant, Francis King, in the 68th year of his age.

Midanulla.—On the 13th instant, Ellen, wife of James McAnulla, in the 30th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from her hushand's residence, No. 1308 Catharine street, on Wednesday morning at 8 o'clock.

Wednesday morning at 8 0 clock.

TAYLOR,—On the 14th instant, CHARLES TAYLOR, in the 69th year of his age.

The relatives and male friends are respectfully inatted to attend his funeral, from his late residence, No. 211 Jacoby street, on Thursday morning next at 10 o'clock. To proceed to Monument Cemetery. WEAVER, -On the 19th instant, JOHN M. WHAVER, in the 2rd year of his age, son of John P. and Catha-rine S. Weaver.

The relatives and friends of the family are respect-

fully invited to attend the funeral, from the residence of his parents, No. 1332 Haines street (first below Girard avenue, between Twelfth and Thirteenth streets), cn Wednesday next at 3 o'clock P. M. To proceed to Monument Cemetery. WESTCOTT.—On Sunday, the 13th instant, Caro-INE C., wife of Gideon G. Westcott, in the 61st year

of her age.

Funeral from the residence of her son, No. 428 S.
Fortieth street, on Wednesday afternoon at 1
o'clock.

MOURNING DRY GOODS.

BLACK BAREGE HERNANIS

JUST OPENED.

OUR SPRING STOCK OF ALL WIDTHS AND QUALITIES OF

Black Barege Hernanis.

BESSON & SON. Mourning Dry Goods House, No. 918 CHESNUT Street.

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MCCXXVIII —I WOULD REdertakers that, in order to meet the increased demand for
my patents BURIAL CASKETS, I have taken the large
Factory at

No. 1998 BURIAL Factory at No. 1228 BIDGE AVENUE.

With my enlarged facilities, I am now prepared to seply promptly all orders in city or country.

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SHEPPARD,

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ARE OFFERING Extraordinary Bargains

Table Cloths, Napkins, Doylies, Table Linens, Towels, Towelings, Etc.

French, Belgian, Barnsley, Scotch and Irish Sheeting, and Pillow-Case Linens.

4-4 FRENCH AND RICHARDSON'S IRING LINENS, in fine, medium, and heavy makes of all grades for general family and ladies' use.

EMBROIDERED PIANO AND TABLE COVERS, BLANKETS, FLANNELS, QUILTS, AND COUNTERPANES.

ALSO, VERY RICH, NEW AND BLEGANT LACE AND NOTTINGHAM CURTAINS, WINDOW SHADES, ETC. ETC.

ALSO,

NEW WELTS, PIQUES, WHITE GOODS, AND STAPLE EMBROIDERIES OF NEW AND BEAU-TIFUL STYLES, THE LARGEST ASSORTMENT WE HAVE EVER OFFERED; PRINTED PER-CALES, New and Riegant Patterns, Fast Colors.

ALL THE BEST MAKES OF DOMESTIC MUS-LINE AND SHEETINGS at WHOLESALE PRICES.
SPECIAL ATTENTION IS INVITED TO A NEW MAKE OF HEAVY MUSLIN, WHICH FOR MANY PURPOSES IN THE FAMILY WILL BE FOUND VERY VALUABLE. MANUFACTURED EX-PRESSLY FOR OUR TRADE.

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1870.

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BLACK SILKS.

Good Black Silks for \$1.50. Rich Gro Grain Black Silks at \$1.62. Heavy Gro Grain Black Sliks at \$1 75. Very Rich and Heavy Gro Grain at \$2. Magnificent Quality for \$2-25, \$2-50, and \$3. The very best for \$3.25, \$3.50, and \$4. Blues, Greens, Browns, Modes, Queen's Greys,

etc., for \$2. Paisley and Broche Shawls. REDUCED TWENTY-FIVE PER CENT. A fresh importation of BAJOU'S KID GLOVES.

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