THE DAILY EVENING TELEGRAPH-PHILADELPHIA, MONDAY, JANUARY 9, 1871.

Continued from the First Page pany, to the coal operators, and to the workmen themselves.

Nearly all the miners and laborers of the several anthracite cool-failds of Pennsylvania are united in an organization known as the Workingmen's Be-nevolent Association, the avowed object of which is to protect its individual members by securing a uniform rate of wages, based upon and rising and failing with the market price of coal. In the yea isso the three transporting and mining com-panies of the Wyoming and Lackawanna re-gions refused to pay their workmen upon any basis of wages that would be affected by the price of the commodity, and a disagreement be-tween the operators and the workingmen of the Le-bleb region occurring at the same time, the result tween the operators and the workingmen of the Le-bigh region occurring at the same time, the result was the protracted strike of 1869, which continued for five months in the W yoning, Leckawanna, and Lebigh coal fields. Pending this strike the operators and workingmen of the first and second coal-fields agreed upon a basis of wages under which work was resumed in all the regions depend-ing for an outlet upon the roads of this com-pany, and the large tounage of 1869 was obtained. The rate of wages thus agreed upon that year was based upon \$5 per ton of coal at Port Carbon as the minimum price, and recognized the right of the workingmen to be paid upon this \$3 basis, no matter how much lower the market price basis, no matter how much lower the market price of coal would fall. As the supply in 1869 was very much, curtailed by the suspension in the other regions, the price of the coal was high, and the operators, taking advantage of the bileness of their operators, taking advantage of the bileness of their competitors, were enabled to pay wages upon this basis, and realize some profit from their business; but at the opening of trade in 1870, after the com-panies and operators of the other regions had either compromised with their men or accepted the terms of the basis, it became evident that the high rate of wages which prevailed in Schuylkill, North-umberland, and Columbia counties in 1869 could not be nead by the operators for it was well known not be paid, by the operators, for it was well known that if all the coal-fields were producing largely, the average price of coal at Port Carbon would not ex-ceed from \$2.25 to \$2.50 per ton, and that if wages at the \$5 basis of 1562 were paid, the cost of the coal at Port Carbon would exceed the market prace. Under these circumstances the coal operators

ossociation, known as the Anthracite Board of Trade, proposed a new basis for 1870-recognizing \$2:50 as the minimum price of coal at Port Carbon-but the workingmen insisted upon the basis of 1869, netused to accept the proposition, and suspended work. After being idle for four months, and entail-ing a loss upon the members of their association of at least \$1,500,000, and of twice that amount upon the other interests connected with the trade, work ossociation, known as the Anthracite Board of

at least £1,500,000, and of twice that amount upon the other interests connected with the trade, work was resonned on the 1st of August, under a compro-mise basis, which might probably have been ob-tained during the first week of the strike but for the feeling existing between the contending parties. The strike of 1869 in the upper regions enabled the operators of the first and second coal fields to obtain high prices and to pay higk wages, and the suspension of 1870 in the lower coal fields enabled the Wyeming and Luckawanna Companies and the suspension of 1870 in the lower coal fields enabled the Wyeming and Luckawanna Companies and the for consumption that a stoppage of any one large region enables the operators and workingmen of the others to realize large prices for their coal and high wages for the labor, and thus a disposition is engen-dered on the part of those interested in mining to look upon the coal trade as a speculation, in which the unfortunate disagreements between labor and capital in one section may be turned to the profit of both in another, and always at the expense of the public, and ultimately to the injury of every industry connected with the trade. public, and ultimately to the injury of every industry connected with the trade. The controlling power in the Workingmen's Asso-ciation is held by the delegates from the upper coal-

fields, who, by their votes in the general council, are enabled to force a suspension of the first and second coal-fields, the result of which is to raise the price of coal and enable the workingmen represented by the majority to obtain high rates of wages at the exthe majority to obtain high rates of wages at the ex-pense of the idleness and suffering of those repre-sented by the minority. Another great evil results from the attempts of the Workingmen's Associa-tion to enforce the short-sighted policy of raising prices by stopping the production of coal, forgetting that high prices, and uncertainty of supply will drive away buyers, force manufacturers to turn to other fuels, and prevent the natural increase of de-mand which would result from low prices and which would soon supply a certain market for any temporary over-production, There can be but liftle donbt that an organization

like that of the Workingmen's Benevolent Association, acting in each region independently of the other, dealing directly with the representatives of their employers, and in all cases of difference referring to the decision of some disinterested umpire, instead of resorting to a strike, would be produc-

was 17,557 tons, which cost to reroll an average of \$21:20 per ton. The following statement exhibits in detail the number of tons of rails rolled by the com-pany during the last three years, with the quantity of each year's product worn out up to November 50th, 1576, and shows that out of an aggregate of 43,565 tons only 1252% tons, or less than 8 per cent. of the entire amount, has been removed from the road.

Years	1868		1870 Tons.	
Product				
1868-worn out	0 175 994	2% 164%	1%	5 177 M 1,070
Total worn out Per cent	1084	166%	116	1.25214 *029

During the year four more steam colliers have been added to the property of the company -t wo of see to solve the property of the company -t wo of see tons burthen, and two of 1000 tons each -these, together with the two of 606 tons burthen con-structed during the year 1869, represent an invest-ment of \$585,386 30. The entire receipts of the fleet during the year wave Expenses

Balance

The difficulty of obtaining coal freights during the suspension of mining, and the tactward of employ-ing the vessels in a general merchandise coasting trade, together with the costs of remedying several defects in their original construction, so greatly in-creased the expenses that until the end of October the line was in debt. The profits for the single month of November being greater than the credit balance of the entire year, with constant employ-ment during the year in the coal trade between Richmond and one or two Eastern and Southern ports, it is expected that the line will meet the ex-pectations indulged when it was originated, and

become a source of revenue to the Company. The several companies known as the Mahanoy and Broad Mountain Railroad Company, the Mahanoy Valley Railroad Company, the Enterprise Rail-load Company, the Shamokin and Trevorton Rail-road Company, and the Zerbe Valley Railroad Combally, have been merged into one corporation, called the Mahanoy and Shamokin Railroad Company, and the Maranoy and Shamosin Kaliroad Company, and the investments of the company in all these five several reliways now appear consolidated in the Treasurer's general account, under the head of Mahanoy and Shamokin Railroad Company's stock.

A very complete and extensive new iron foundry has been built during the year at Reading, which for very many years to come will supply all the wants the company. Annexed to the report will be found the usual deof the con

tailed statement showing the amount of property added to the capital of the company during the year, and also a statement showing the value of new work charged to income account, as represent-ing the difference between gold and currency upon the amount of the new convertible bonds issued du-

ling the year. Upon the 12th of July last, after a negotiation of many months, the company entered into a lease and contract with the Schuylkill Navigation Company, and took possession of the works and property of the latter company, thus terminating, in a friendly spirit and, it is believed, to the satisfaction of the holders of the securities of both companies, a rivalry that had existed so many years. A full copy of the lease and contract is annexed to the report for the examination of the stockholders. examination of the stockholders. The business of the canal since the date it passed into the control of this company is shown by the Receipts Receipte inclusive. Receipts from water rents from 55,435 36 July 11 to November 30, inclusive.... 20,112-76 -\$443,458.91 Expenses-Repairs.... 85,433-39 Current expenses..... Expenses on landings..... 22,746.11 25,381 34 Net loss in working canal be-tween June 1 and July 11, when under control of the Schuyikill Navigation Company, and accounted for to said company..... 13,147-58 Profit in working Canal six months ... \$296,780-43 Less loss in working line of boats owned by the company..... 40,295-46

matters therein mentioned, and the leases and con-tracts with the Schnylkill Navigation Company, the Philadelphia, Germantown, and Norristown Rati-road Company, the Chestnut Hill Railroad Company, and the Plymouth Railroad Company, are ratified and annewsed and approved.

and approved. 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 pur-DOSC.

Resolved, That the powers and authorities con-ferred upon the Board of Managers by the resolu-tions passed at prior annual meetings be and the some are hereby continued

solved, That a vote of thanks be and the same is hereby presented to the President and Board of Managers for the able manner in which the business of the road has been conducted during the past vear.

The following gentlemen were unanimously elected officers for 1871:--

President-Franklin B. Gowen. Managers-H. Pratt Makean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashhurrt, Charles E.

Treasurer-Samuel Bradford. Secretary-J. W. Jones.

The meeting then adjourned.

CITY INTELLIGENCE.

STATE BEVENUE.

The Revenue Derived from Philadelphia by the State-Its Amount and Source During the Past Five Years.

In the following carefully tabulated statement will be found the principal items of revenue derived by the State Government from the city and county of Philadelphia for the year ending November 30, 1870, in comparison with the figures of the year preceding:-

1870.

Auction commissions	\$14,400.00	\$17,469.77
Anction duties		
Tax on corporation stocks :	way 000 00	041403 14
Banks	54,450 00	71,855 18
Railroads having termini	01,100 00	3.915007.00
in the city	809,998.08	294,540-91
Insurance companies	84,962 00	25,656 27
Passenger railroads	24,599-00	17,730.87
Miscellaneous		7,417:41
Tax on personal property	244,054.00	140.944 47
Tax on Loans :	***,001.00	120,000 21
Treasurer of Philadelphia	64,478 58	92,163-32
Passenger Rallway Co.'s		
Railroads having termini		0,000 04
in the city	32,578.69	77,175-08
in the city Misceilaneous	457-74	8,975.19
Tax on Net Earnings :		
Passenger Railways	12,149.36	10,315.60
Insurance Companies	9,497.61	37,103.84
Miscellaneous	9,108.42	7,275 64
Tax on Gross Receipts :	0,100 30	1,010 01
Railroads having termini		
in the city	229,649 49	211,715.73
Notarieg Public		1,438.90
Tax on Tonnage of Railroads	1,108.08	1,400 00
having terminl in the city.	544 089-08	438,648-99
Tax on writs, wills, and deeds	6,288.15	18,356 84
Tax on city offices	2.817-16	4,141.80
Tax on Collateral Inheritance		113,500.00
Licenses:-	arelene on	110/000 00
Taverns	200,276.66	179,339-21
Retailers		203,952 52
Samples		7,114.00
Theatres, Circuses, and		11418.00
Menageries		475-00
Menageries. Billiard reoms, and Bowl-		110.00
ing and Ten-pir. alleys	636.20	978.50
Peddlers		610.10
Peddlers Brokers	4,448.40	3,789.66
Patent Medicines,	1,737 05	1,865.75
D'stilleries and Breweries.	1,271-75	
Premiums on Charters.	2,897-37	2,760 72
	21001 01	5,083 85
Escheats	116,02	
Accrued interest	110,00	400.00
Totals	288,147.53	\$2,109,590.01
Deduct income from Rail-		
roads having termini in		
the city 1	.118,314 62	1,072,080.69
Net revenue from the city \$1		
	A PAGE PARTY AND	B

Net revenue from the city.\$1,164,832.91 \$1,037,509.32 In the following summary are given the past five years, by way of comparison, the revenue from the sources above enumerated only being included :-

A SPECK OF WAR.

The South Street Bridge-The Contractor and his Men Confronted by a Force of Railroad Employes-The Chiefs Under Ball.

The progress of the work on the South Street Bridge, like that on all great improvementsvide the public buildings and the beautifying of South Broad street-is constantly beset with obstacles. The greatest of these to the improvement in question is the pertinacious opposition which the railroad companies show towards it. Their determined obstinacy again cropped out en Saturday atternoon last.

Contractor John H. Murphy ordered a score of laborers to commence digging the founda-tions of the west pler of the bridge, between the tracks of the Junction and Media Railroad Companies, under the construction which the Commission give to the act of Assembly, that it had there the right of way, and that the ground lying between the tracks was not in the possession of the Media and Junction Railroad Company. Just as the men had completed a trench about twenty feet long and two feet deep, they were surprised by the appearance on the scene of about two score of laborers and attaches of the railroad company, and by the brusque an-nouncement from the leader: --"You fellows had better stop, or there'll be trouble." There was a sharp exchange of words, but the bridge-men, in no way infimidated, resumed their work. They were again ordered to cease, the injunc-tion from the chief of the opposition being accompanied by the alarming statement:-"If you don't stop, there will be five hundred boys on Then the railroad men approached to carry the trench by storm. The upraised picks of Murphy's men intimidated them, and they drew back.

At this moment arrived on the scene Charles Pugh, superintendent of the road, and William Atkinson, its supervisor, who com-menced a parley with Murphy, claiming that he was trespassing on the property of the road, and unless he desisted they would have him locked up. Murphy shook his head, and soon after was arrested and taken before Alderman Dougherty. 98.74 55.18 and held in \$1000 bail to answer for a breach of the peace in trespassing on the railroad. Later in the afternoon he had Messrs. Pugh and 56 2 17:41 Atkinson taken in charge, and by Alderman Randall, West Philadelphia, held in \$500 bail each for interfering with the work of the South 63-32 Street Bridge contractor, acting under the 85-55 directions of the commission. The question as to the right of way will this 75:08 week be brought up in court, a decision of which is necessary to the progress of this important 15.60 improvement. Fortunate was it that, under the 03.84 sanguine Murphy and bellicose Pugh and Atkinson, no blood was shed. 15.73

CORPORATION ELECTIONS.

48-99 56-84 1-80 The Annual Meetings of Out Rallroad, Insurance, and Business Associations-The Officers for the Ensuing Year. 00.00

This morning the majority of our steam and city passenger railroad companies, insurance companies, banks, and business associations 89-21 14.00 held their annual meetings, at which, to serve for the ensuing year, they elected officers. The 75-00 new officials are thus announced: -

STEAM RAILBOADS.

Reading Railroad Branches .- At a meeting of the stockholders of the Mahonoy and Sha-mokin, Pine Grove and Lebanon, Allentown, East Mahanoy, Port Keunedy, East Pennsyl-vania and Lorberry Creek Railroad Companies held this morning, at No. 227 South Fourth street, the following officers were elected for the ensuing year: -- President, Frank B. Gowen. Directors, H. P. McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashhurst, and Charles E. Smith.

Lehigh Valley.—President, Asa Packer. Directors, Charles Hartshorne, William W. Longstreth, J. Gillingham Fell, John Taylor Tent 1868. 1869. 1870. Johnston, William H. Gatzmer, David Thomas, Ashbel Welch, Edward H. Trotter, Ario Pardee,

NORTH PENNSYVANIA R. R.

The Annual Report and Election.

The stockholders of the North Pennsylvania R. R. Company held their annual meeting today at noon in the office, No. 407 Walnut street. The eighteenth annual report of the Board of

Directors was submitted, and which shows the operations of the company for the past year. The earnings in the fiscal year ending October

rents, etc..... 9,199.34 \$1,355,508.82 The increase in passengers was......#15,882.85

1841 1881

\$222,777-65

The above sum (\$222,777 68) is the total in crease over the year ending October 31, 1869, and an increase of \$340,114.53 over the year ending October 31, 1868. The expenses for the year for maintenance of ways.

motive power, maintenance of cars, transportation pons, interest on mortgages, ground rents, premium on gold, U. S. and

351,596.85 State taxes.....

Total expenses and interest. \$1,081,572.70 11

The increase over the previous year was on

- interest account...... 75,837'09
- equipment account..... 113,328-39 real estate account..... 138,597 99

Total increase on capital account. \$372,366 65

The bonded debt has been increased \$275,-048.50.

The scrip issued for coupons of 1861 and 1862, amounting to \$248,500, has been redeemed and canceled, with the exception of a balance of \$6887.50 which has not yet been presented for payment.

The 6 per cent. mortgage debt of the com-pany has been reduced during the year, \$25,000, by the purchase and cancellation of that amount of bonds for the sinking fund.

A scrip dividend of 5 per cent. (convertable into the capital stock of the company) has been declared, payable on the 1st of February. The following officers were elected to serve

for the present year :--

President-Franklin A. Comly.

Directors-John Jordan, Jr., J. Gillingham Fell, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, William C. Kent, Charles W. Wharton, Edward Roberts, and Thomas Smith.

BUSINESS AT OUR POST OFFICE DURING 1870. -Herewith we present the reader with a summary of the business transacted at our post office during the past year, under the management of General H. H. Bingham:-

Delivery trips daily, 708: collection trips daily, 873; mail letters delivered, 10,986,045; local letters delivered, 5,167,809; newspapers, etc., de-livered, 4,243,875; letters collected, 14,830,022; newspapers, etc., collected, 1,908,294. The following is a statement of the money

order depariment for the past three years:-

Money Orders issuel. || Money Orders Paid.

	No. of	Amount.	ount. Year		Amount. 19
1868 1869 1870	13,313 17,898 22,916	\$316,032 43 8+2,950 83 469,569 89	1868 1939; 1870	59,430 76,200 93,855	\$972,133-28 1,209,472-70 1,469,763-70
The	numb	er of lette	re of	o sent	from the

Focht, Whiteacre & Co, vs. William F. Carlin, An action to recover for coal sold and delivered. Verdict for plaintiffs, \$98 92. Howell & Wilson vs. S. Lloyd Weigand. An action to recover for wall paper and sold delivered. Verdict for plaintins, \$81.98. THE GREAT WEDDING CARD DEPOT. The Latest Novelties in Visiting Cards, Antique, Undine, Rose, Silver Grey, Wedding Cards, = That cannot be equalled in style, and very low in price WM: H. HOSKINS. No. 913 ARCH Street. HERIFF'S SALE S By virtue of a writ of fieri facias, to me directed, will be exposed to PUBLIC SALE OR VENDUE, On TUESDAY, Jan. 10, 1871, At 10 o'clock A. M., on the premises, Nos. 222, 224, and 226 RACE Street. THE STOCK AND FIXTURES OF A HAT AND CAP MANUFACTORY. 83 dozen assorted Cloth Hats. 27 dozen assorted Fur Trimmed Caps. 25 dozen assorted Fer Irimited Caps. 25 dozen assorted Scal Caps. 23 dozen assorted Cassimere Caps. 24 dozen assorted Plush and Scal Trimmed Caps. 19 dozen assorted Boys' Fancy Caps. 9 dozen assorted Astrachan Caps. 20 dozen assorted Italian Stitched Hats. 17 dozen assorted Cloth Stitched Hats. 7 dozen arsorted Children's Velvet Turbans. 15 dozen arsorted Italian and Silk Stitch Caps. 25 dozen assorted Italian Caps. 25 dozen assorted Italian Caps. 18 dozen assorted Boys' Straw Caps. 14 dozen assorted Straw Hats and Caps. 9 dozen assorted Plush and Cloth Spanish Caps. 56 dozen assorted Straw Hats. 57 dozen Assorted Straw Hats. 24 dozen assorted Fur Muffs, imported. 56 dozen Shakers' Bodies. 6 dozen Shakers' Bodies. 10 dozen Inet Seal Collars. 93 Nutria Collars. 7 Beaver Collars, 19 dozen assorted Cloth Caps, 21 dozen assorted Cloth Hats, 13 dozen assorted Fur Caps, 12 dozen assorted Fur-trimmed Caps. a dozen assorted Fur-trimme
33 dozen assorted Wool Hats,
Lot of Cap Boxes and Cases,
23 dozen Cloth Hats.
24 dozen Brown Straw Hats. 28 dozen assorted Straw. 14 dozen B. Caps. 5 dozen sample Hats and Caps. 7 dozen sample Caps. 6 dozen sample Hais. 1 dozen M. Pearl Felt. 5 dozen M. Cass. Caps. 6 dozen B. Light Felt Hats. 5 dozen Bors' Fancy Cass. Caps. 7 dozen Bors' Fancy Cass. Caps. 7 dozen Bors' Light Felt Hats. 7 dozen Bors' Light Felt Hats. 7 dozen Bors' Light Felt Hats. 6 dozen Bors' Light Felt Hats. 6 dozen Bors' Felt Fancy Caps. 8 dozen Bors' Black Caps. 3 dozen Bors' Black Caps. 3 dozen Bors' Light Fancy Caps. 8 dozen assorted Man's Caps. 4 dozen Men's Light Felt (aps. 20 dozen assorted Hats and Caps. Lot of Cloths, Cassimeres. Lot of Linings, etc. 6 dozen sample Hais. Lot of Linings, etc. Lot Trimmings. 18 Sewing Machines. 1200 assorted Blocks. Furniture of Manufactory. Also the Office Furniture. Seized and taken in execution, and to be sold by WILLIAM R. LERDS, Sheriff.

a young lady, the facts of which are unfit for publi-

Civil Cases. District Court, No. 1-Judge Thayer.

Alphonse Stephanie vs. The Penn Warchouse Company. An action to recover for a quantity of brandy stored in the warchouse, and not forthcom-ing when called for. On trial.

Court of Common Pleas-Judge Ludlow.

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questions are, of course, to be settled entirely by the operators and the workingmen themselves, but as the frequency of strikes and the uncertainly and irregularity of the supply of coal seriously affects the great manufacturing interests of the Schuyikill valley as well as the traffic o company, the managers have thought it advisable to announce, and they will enforce, such a policy in the adjustment of tolls as will probably prevent the recurrence of any long continued strike in the

In view of the long suspension of the past year. the Stockholders of the road may be congratulated upon the fact that the coal tonnage has been greater than that of any previous year, with the exception of 1869, and that while the charges for transportation upon coal have been less than they have for seven years past, the rates of passenger fares reduced 10 per cent, below what they were in 1860, and the charges upon merchandise freights as low as or probably lower than those of any other road in Pennsylvania, the total expense of operating the road for the year has been but 68 per cent. of the gross receipts, and the net profit has been over three millions of dollars. The entire coal tonnage of the main line for the

year was 3,750,920 tons, and the actual number of tons of coal transported on the main line and branches was 4,633,504, leaving 882,514 as the ton-nage of the branches not included in that of the main line. During the four months ending November 30, the coal tonnage of the road was greater than that of any four months of any previous year. Notwithstanding the reduction of rates and the de-crease of travel and merchandise traffic, which always attend a suspension of the coal trade, the receipts for merchandise, passenger, mail, etc., have been greater during the last year of the Company's been greater during the last year of the Company's existence. The condensed tab'e accompanying this report shows the receipts from these sources for each year since the year 1850, and exhibits the grati-fying fact that they have increased from \$292,227 in 1850 to \$984,388 in 1850, and \$3,072,496 in 1870. During the year the graduation and masonry of the Perklomen Railroad, between Schwencksville and Green Lane, have been completed, the construc-tion of the Perkering Valley Railroad has been

tion of the Pickering Valley Railroad has been pushed rapidly forward, and the whole line will be ready for the superstructure early in June next. The Lebanon and Pine Grove branch has been fin-ished and put into operation; the allentown Rail-road, between Topton and Kutztown, has been com-pleted, and a large amount of work has been done between Kutztown and Port Clinton; the extension of the Lorberry Creek Railroad to the coal openings upon the Fishing Creek estate has been constructed, and a number of branches to new collieries in the other coal regions have been built, all of which are

other coal regions have been built, all of which are expected to be productive during the coming year. The system of railways now controlled and worked by the company aggregates 1168 miles of single track, as shown in detail by the accompanying re-port of the Chief Engineer, and to operate all of these lines, together with the Schuylkill Canal, re-quire the services of a force of over 12,000 employes. During the year new cars and energines to the

During the year new cars and engines to the yalue of \$367,620.04 have been added to the property of the company, and in addition thereto \$224,172.35 has been expended in rebuilding engines and cars, and charged to renewal fund. The rolling stock of the company is now in a very

high state of efficiency. The rebuilding of engines and cars, to take the place of those worn out or destroyed, and the large amount of repairs annu-ally expended on those in use, have kept it, at all times, practically equal to what it was when new. as a very large amount of this equipment has been, during the last few years, paid for out of the surplus carnings of the company, and charged to in-come account as expenses. The amount charged to locomotive engines and cars in the capital account of the company, \$6,082,14977, but very inadequately represents its extent or value. Some idea of the amount of this equipment may be formed from the fact that the rolling stock of the company, if placed in one continuous line upon a track, would form a train of over fifty-live inless in length. To replace this rolling stock would cost at least \$11,500,000, and the following table exhibits a moderate estimate of its present value :--

266 first-class locomotives......\$11,500 \$2,059,000 43 2d, 3d, and 4th class locomo-4,000 170,000

4.4.5	34 A A A A A A A A A A A A A A A A A A A		
3,006	525	5726 eight-wheeled coal cars	
		4437 four-wheeled iron and wooden	
665	195	Cars	
582	175	3831 four-wheeled navigation cars	
1,020	690	1479 eight-wheeled freight cars	
		196 four-wheeled freight cars,	
35	185	average	
\$8.	8,850	101 eight-wheeled passenger cars	
70	1,650		
- 22	and the		
	1,650	43 baggage and express cars	

roadway department, and sundry rolling stock in each as per statement D.....

\$9,445,860

The real estate of the company is worth in cash The real estate of the company is worth in cash at a moderate estimate, fully fify per cent. more than is charged against it, and it is believed that, if a fair inventory of all of the property of the som-pany at its present value was taken, it would show it to be worth fully ten millions of dollars more than the united capital and debt of the company. The united capital and debt of the company.

Proportion of rent from June 1 to November 30, inclusive 268,458-91

\$256.495.00

Net loss charged to profit and loss....... \$11,973-88 The capacity of the canal will be very much in-creased in 1571 by the addition to the transportation stock of over one hundred new boats, which are now being built. When these are added to the num-ber on hand the canal will be fully equipped for a business of 40,000 tons of coal per week. The ca-pacity of the railroad in 1871 will be at least 140,000 tons of coal per week, so that at the opening of the shipping season of 1871 the two lines will be equipped for a coal tonnage of 180,000 tons per week in addition to the merchandise and passenger traffic, and exclusive of the coal tonnage of the laterals, which does not pass over either the main line of relirond of canal. The numerous collieries situated upon the laterals of the company will be able to fur-nish a much larger tonnage. It is a gratifying fact that the consumption of coal in 1870 exceeded that of 1869 by about 2,000,000

With moderate prices and a continuous trade for 1871, it is believed that the market will take fully 1,500,000 tons more than were produced in 1870. The experience of the past year, and the suffering in-curred by the workingmen in consequence of the protracted strike which resulted so disastrously to them, seem to afford some guarantee that the busi-ness of the company will not soon again be sus-pended for any great length of time by similar causes. If a tonnage approximating to the capacity of the avenues of the transportation controlled by the company is furnished, the managers feel conddent that it can be transported at such rates as will secure the market to the transporters without affect-

ing the customary dividend to the stockolders. Upon the first of December, 1870, the railroads and property of the Philadelphia, Germantown and Norristown Railroad Company, the Chesn. Hill Railroad Company, and the Plymouth Railroad Company passed into the possession and control of this company under leases for 999 years, copies of which will be found annexed to this report. For some years the managers have felt the necessity of pro-viding more tracks for the accommodation of the business of the company between Norristown and busidess of the company between Norristown and and Philadelphia, and it was thought better to lease the Philadelphia, Germantown and Norristown Railroad and its branches than to incur the cost of widening the road and laying additional tracks upon the western side of the river. Although the rent paid for these roads is high, there can be but little doubt that the largely increasing local traffic upon them will soon compensate the company for the outlay, while the advantages of securing an outlet for distribution, extending through so great a por-tion of the thickly-settled districts of the city, can hardly be over-estimated.

The attempts of the officers of the Internal Reve-nue Department of the United States Government to collect taxes upon dividends and coupons, since January 1, 1870, for which there was no warrant of law whatever, was promptly resisted by the mana gers, and the State courts applied to for relief. In-junctions were obtained restraining the officers of the United States from attempting to collect the tax, and, upon a test case being made be-fore the United States Circuit Court, a decl-sion was rendered fully sustaining the posi-tion taken by the managers. During the past eight years this company has paid in cash for United states and State taxes over four millions of dollars, of which amount more than one half was paid to the Federal Government for Internal Reve-nue taxes. So long as the law existed the Company paid the taxes with regularity, but when it expired spd an attempt was made to levy taxes to a large amount upon no other warrant than the peremptory order of the Commissioner of Internal Reveaue, the Managers felt it their duty to protect the rights of the stockholders by a resort to the courts. Proceedings have also been taken to recover from

Proceedings tave also been taken to recover from the Government a large amount of taxes paid by the company prior to the year 1865, upon dividends and coupons paid to non-resident allens, which at that date were not taxable. During the last year \$\$4,124'16 of this amount was refunded by the Gov-ernment, and as much more will probably be re-

ernment, and has much more will probably be re-covered during the present year. It is with very great regret that the managers close the report for the year by alluding to the loss sustained by the company in the death of its kate faithful and efficient secretary. Mr. William H. Webb, who died at his residence in Germantown, on the evening of December 23, 1870, in the Soth year of his area. Thereauty workersant with all the 5,160 918 the evening of December 23, 1870, in the 35th year of his sge. Thoroughly conversant with all the details of his office, zealous and prompt in the discharge of his duties, he possessed, to the fullest extent, the confidence and respect of every one connected with the company, while the gentleness of his manners and the blameless purity of his life, exdeared him as a friend to all who knew him. The vacancy occasioned by his death has been filled by the election by the mangers of Mr. J. W. Jones, late purchasing agent and auditor of the company. By order of the Board of Managers. FRANKLIN B. Grown, President. The report was accepted, and, on motion of 2,925 5,260 ,8850 0,950 \$50,000

The report was accepted, and, on motion of . J. Antelo, Esq., the following resolutions were adopted:-

be united capital and debt of the company. The product of the rolling mill during the year the action of the board in relation to the several

F. 6m Rails Oads. Total Revenue 2,283,148 2,109,590 2,165,179 1,910,316 \$1,118,315 1,072,081 1870. \$1,164,833 1,037,509 1869. 1,111,370 1,053,810 1868 997.071 1,003,245959,108 1866. 2,419,357 1,460,249

BANKRUPTCY CASES IN THE DISTRICT COURT OF THE UNITED STATES .- The following bankruptcy cases are on the calendar to be heard on Vednesday, January 11:-Samuel Lindermuth, for cause. Joseph Hoey, for cause. George W. Lewis, for cause. Goline, Nachtel & Co., for cause. James C. Green, for cause. Benswanger Heilburn & Klemm, for cause. Samuel G. Bertolett, for discharge. Arnold, Nusbaum, & Nirdlinger, for cause. Michael Hershberger, for cause. Ambrose & McMahon. Stevens & Smith, for cause. Henry Schmeele, for cause. Albert H. Gilbert, for cause. John B. Cook, for discharge. Arnold, Nusbaum & Nirdlinger. George N. Torrence & Co., for cause. Elijah W. Zeigler, for discharge.

THE FIRE COMMISSIONERS .- The Board of Fire Commissioners are making extensive alterations in the office of the Chief Engineer, southwest corner of Fifth and Chesnut streets. A force of workmen were on hand this morning tearing down the counter in the main office, in order to make more room and provide better accommodations for the members of the board. The floor is to be carpeted and the woodwork painted. A vestibule will be constructed at the rear entrance of the apartment, having two doors, one leading to the main room and the other to the private office back. The commissioners hold another meeting this afternoon for ousiness, at which it is expected a Chief Engli neer will be elected.

ASSAULT AND BATTERY CASES. -James Warren was arrested in Germactown yesterday, for having committed an assault and battery upon a citizen in the Washington Hotel, at that place. James had a hearing before Alderman Thomas, and was held in \$500 ball to answer. R. Bryan was also arrested yesterday, for amusing himself by beating the bar-tender of a tavern at Sixth and Race streets. Defendant had a hearing before Alderman Godbou, and was held in \$400 ball to answer.

THE BEDFORD STREET MISSION .- During the month of December 333 women and 30 children received shelter in the temporary lodging-house attached to the Bedford Street Mission. The Beneficent Building Association has given a second dwelling, rent free, for a temporary lodging-house for men. All that is needed, in order to open this immediately, is a second-hand cooking-stove, which it is hoped some benevolent person will donate.

WIDOW'S NOTICE.-In the Orphans' Court for the city and county of Philadelphia, Mrs. Margaret Schur, the widow of Martin Schur, has given notice that she has filed her petition with inventory and appraisement of the personal estate she elects to retain under the Act of Assembly of April 14th, 1851, and its supple ments, and that the same will be approved by the Court on Saturday, Jan. 14th, 1871, unless exceptions be filed thereto.

STORE ROBBERY .- John Charles, Abraham Chester, and John Hyland were arrested yesterday by Sergeants Gilchrist and Donnelly, of the Seventh district, upon the charge of breaking into and robbing the till of a store at New Market and Green streets, a few nights since. De-fendants were held in \$800 bail for trial. Chester Deand Hyland were put under \$800 additional bail for assaulting the officers concerned in their arrest.

THEFT OF A MIRROR .- John Curtin is the name of an individual who, at 10 o'clock on Sunday morning, was found in an alley near Tenth and Bainbridge streets, having in his possession a large-sized mirror, which had been stolen from a residence on Konaldson street, below South. Curtin was taken into custody, and was held for a further hearing by Alderman Bonsall.

HEAVY ICE .- The ice in the Delaware this morning is very heavy, and greatly interferes with navigation. The city ice-boats are hard at work.

William L. Conyngham, Edward Roberts, William A. Ingham.

Pennsylvania and New York Central.- President, Robert H. Sayre; Directors, C. F. Welles, Asa Packer, William W. Longstreth, Charles Hartshorne, Robert A. Packer, Victor E. Piollet, Garret B. Linderman, J. H. Swoyer, John J. Taylor, Robert Lockhart. John W. Hollinback,

William H. Sayre, Jr. Chester Valley.-President, John F. Gilpin Secretary and Treasurer, William H. Hopkins; Directors, Coffin Colket, Charles E. Smith, Franklin B. Gowen, H. P. McKean, R. B. Cabeen, A. E. Borle, William H. Holstein.

Little Schuylkill Navigation, Railroad and Coal Company.-President, John F. Blandy; Managers, Adolph E. Borie, Alexander J. Derbyshire, Samuel J. Reeves, Daniel R. Bennett, Joseph H. Trotter, Samuel F. Ashton.

STREET PASSENGER RAILROADS.

Second and Third.-President, Robert F. Taylor. Directors, Israel Peterson, John P. Steiner, Benjamin F. Huddy, William Anspach, Andrew J. Holman, William Eisenbrey, M. Hall Stanton, Alexander M. Fox, George M. Freeman, John Risenbrey, Jr., Joseph H. Dalles, Pearson S. Peterson.

INSURANCE COMPANIES.

Enterprise .- F. Ratchford Starr, President; Thos. Enterprise.—F. Ratchford Starr, President; Thos. H. Montgomery, Vice-President; Alexander W. Wister, Secretary; Jacob E. Peterson, Assistant Secretary, F. Ratchford Starr, Nalbro' Frazier, J. M. Atwood, B. T. Tredick, George H. Stuart, J. H. Brown, J. L. Erringer, James L. Claghorn, William G. Boulton, Charles Wheeler, Thomas H. Mont-somery James M Aertsen Directors Y G. Boulton, Charles Wheeler, Thomas I gomery, James M. Aertsen, Directors. Y

Provident Life and Trust .- Joshua H. Morris, Richard Wood, and William Hacker, Directors.

Hand-in-Hand Life .- President, N. Rittenhouse; Vice-President, Joseph Collins; Secretary, Robert M. Foust; Directors, N. Rittenhouse, Joseph Collins, Robert M. Foust, Joseph Beckhouse, Philip Gillenger, Henry C. Oram, Adam Warthman, George W. Michener, Christo-pher H. Miller, John Forman, John P. Trau, and Henry 8, Tarr.

Insurance Company State of Pennsylvania. Directors, Henry D. Sherrerd, Charles Mac-alester, William S. Smith, George H. Stuart, Samuel Grant, Jr., Thomas B. Watson, Henry G. Freeman, Charles S. Lewls, Edward C. Knight, John B Austin, Christian J. Hoffman, Richard Dale Benson, George H. Colket. Union Mutual.—For three years, Richard S.

Smith, Charles Wheeler, S. Delbert, Sol. Town-send, John Moss, Lemuel Coffin, J. H. Tilge, R. D Howard. For two years, Alexander E. Fer-gueon and Paul Pohl, Jr. For one year, C. Hieskell and D. W. Chambers.

Fame.—Directors, Charles Richardson, Wil-liam H. Rhawn, William M. Seyfert, John F. Smith, Robert Pearce, John Kessler, Jr., George A. West, Nathan Hilles, John W. Everman, Edward B. Orne, Charles Stokes, and Mordecal

MISCELLANEOUS.

Buzby.

Continental Hotel Company.-Managers, John Rice, Joseph B, Myers, Daniel Haddock, Jr., James H. Orne, and John C. Hunter.

Philadelphia and Lancaster Turnpike Com-pany. – President, Eppingham Perot. Mana-gers, H. J. Williams, James T. Morris, Joseph P. Smith, Horatio C. Wood, Cadwallader Wickersham, Alexander Biddle, Joseph L. Perot, Edwin W. Lehman, and Jacob W. Long and William B. Brinton, of Lancaster. Treasurer, Joseph Perot.

DANGEROUS CHARACTERS .- About 10 o'clock on Saturday night two men known as "Snoots" McConnell and "Fo" Murphy committed a mur-derous assault and battery upon Officer McDer-mott, of the Eighteenth district, at Richmond and Somerset streets. They beat him in an outrageous manner, inflicting injuries of a serious character. The assailants were arrested, and committed by Alderman Neill to await the result of the injuries of the policeman. McConnell and Murphy have only recently been dis-charged from "Moya," where they were confined for having assaulted the same officer about a year since. They say that if they are again released they will kill McDermott.

FIRE.—About half-past 1 o'clock this morn-ing, a two-story brick building at Eighth and Monntain streets, occupied as a distillery by Jacob Ellenger, was totally destroyed by fire. The property was owned by Dr. Knorr. The loss will amount to about \$3000.

number of letters, etc., sent from Philadelphia post office during the year 1870 was 24,869,723. The number of stamps and stamped envelopes sold at the post office during the year reached in value the sum of \$687,114 93.

THE FIREMEN OF MANAYUNK .- Since the passage of the Paid Fire bill the Manayunk Fire Company has persisted in running out their apparatus when no alarm was given. On the evening of the 5th inst. they ran down Main street to Wissahickon, and thence to Hippel's lane. Police Lieutenant Kelly having received instructions that in case they ran out to arrest some of the parties, he set about capturing the director, and this he did on Green lane. The prisoner was held in \$300 bail to keep the peace by Alderman Dehm. On Sunday after-noon Policemen Welsh and Ballister, who were concerned in the arrest of the director were set upon by some of the firemen. A man named Andrew Rowley held Policeman Welsh, while another named Enos beat him with a blackjack. Rowley and Enos were arrested. At the time bail was refused for the appearance of the offenders as Welch was represented to be in a critical condition. To-day bail in \$1000 was accepted and the defendants were released from custody.

ASSIGNMENT IN BANKRUPTCY .- William K Pease, Esq., gives notice that in the District Court of the United States for the Eastern District of Pennsylvania, in the matter of Cornelius J. Johnson, a bankrupt, he, as the assignce of the bankrupt, has filed his petition asking for his discharge, and that the same will be heard by the Court on Wednesday, January 11, 1871.

AN OLD OFFENDER .- Ellen Hanlon, an old offender, was arrested in St. Patrick's Church, at Twentieth and Locust streets, yesterday, during divine service, for picking a lady's pocket. She was arrested by Policeman Glenn, of the Fifth district, and after a hearing before Alderman Morrow was committed for trial.

SUDDEN DEATH,-A woman named Cone secured lodgings at the house No. 524 Hurst street on Sunday night. She appeared to be in a very feeble condition. She retired at an early hour and was found dead in bed this morning. Death resulted from natural causes. The Coruner, however, was notified.

ACCIDENT .- A middle-aged man named Campbell was admitted to the Pennsylvania Hospital at a late hour last night, suffering from severe injuries received by falling on the ice at Gray's Ferry read and Christian street,

AN ADJOURNED session of the Circuit Court of the United States, for the Eastern District of Pennsylvania, will be commenced on January 12, 1871, and continue from day to day until the cases continued from the October list are disposed of.

SINKING OF A CANAL BOAT .-- The canal boat G. B. Souder, loaded with coal, sunk in the Delaware at Laurel street wharf about 2 o'clock on Sunday morning. The accident resulted from a leak caused by the ice in the river.

REV. C. M. BUTLER, D. D., Rev. Richard Newton, D. D., and Rev. M. A. De Wolfe Howe will address the Sunday-school Association meeting at the Church of the Eplphany, Fifteenth and Chesnut streets, this evening.

LEGAL INTELLIGENCE.

Acquitted of a Serious Charge

Court of Quarter Sessions-Judge Finletter. This morning Mr. Charles A. Pettit was tried upon This morning Mr. Gnaries A. Pettit was tried upon the charge of perjury. On the part of the prosecu-tion it was alleged that the defendant was sued in a civil court for the purchase of a house in Ninth street that he had purchased and upon his first affidavit of defense was about to have judgment entered against him for its insufficiency, but then he filed a supple-mental affidavit, setting forth that the consideration was the cause the house was used mental adidavit, setting forth that the consideration was illegal because the house was used for agambling-hell, of which fact he was ignorant at the time of the purchase, and upon this latter affidavit a trian was awarded. The matter contained in this affidavit was alleged to be false, but there was no proof whatever to sustain this allegation, and the jury, without requiring any evidence from the defense, rendered a verdict of not guilty. A End Case.

A Bad Case.

Court of Quarter Scations-Allison, P. J. This Court is to-day occupied with the trial of James Hassen, charged with violating the person of

Philadelphia Sheriff's Office, Jan. 2, 1871.

THE STRONGEST AND BEST-SE-CURED, AS WELL AS MOST PROFITABLE INVESTMENT NOW OFFERED IN THE MAR-RET.

7 PER CENT. GOLD First Mortgage Bonds, Coupon or Registered, and free of U. S. Tax,

PRINCIPALIAND INTEREST PAYABLE IN GOLD,

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Burling on, Cedar Rapids, and Mia ... sota R. R. Co.

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The bonds are issued at \$20,000 per mile against the portion only of the line fully completed and equipped.

The greater part of the road is already in operation, and the present earnings are largely in exces of the operating expenses and interest on the bonds, The balance of the work necessary to establish through connections, thereby shortening the distance between St. Paul and Chicago 45 miles, and 90 miles to St. Louis, is rapidly progressing, in time for the movement of the coming grain crops, which, it is estimated, will double the present income of the read.

The established character of this road, running as it does through the heart of the most thickly-settled and richest portion of the great State of Iowa, together with its present advanced condition and large earnings, warrant us is unhesitatingly recommending these bonds to investors as, in every respect, an undoubted security. A small quantity of the issue only remains unsold, and when the enterprise is completed, which will be this fall, an immediate advance over subscription price may be looked for.

The bonds have fifty years to run, are convertible at the option of the holder into the stock of the Company at par, and the payment of the principal is provided for by a sinking fund. The convertibility privilege attached to these bonds cannot fail to cause them, at an early day, to command a market price considerably above par. U. S. Five-twenties at present prices return only 41/2 per cent. currency interest, while these bonds pay 9% per cent, and we regard them to be as safe and fully equal as a security to any Kallroad Bond issued; and until they are placed upon the New York Stock Exchange, the rules of which require the road to be completed, we obligate ourselves to rebuy at any time any of these boads sold by us after this date at the same price as

realized by us on their sale, All marketable securities taken in payment free of commission and express charges.

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PHILADELPHIA. Of whom pamphlets and information may be ob-191

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