

Receipts and Expenditures

Of Clearfield county, Pennsylvania for the year A. D. 1867.

To amount received from Collectors for 1866 and previous years...

Table with columns for item, amount, and sub-total. Includes entries like 'To amount received from Collectors for 1866 and previous years' and 'By interest on bonds'.

Total, 34,968 03 34,968 03

Relief Fund.

To amount received from Collectors for 1866 and previous years...

Total, 2,979 21 2,979 21

Bounty Fund.

To amount received from Collectors for 1866 and previous years...

Total, 132,250 00 132,250 00

Road Fund.

To amount due townships from last settlement...

Total, 11,900 80 11,900 80

School Fund.

To amount due townships from last settlement...

Total, 12,772 61 12,772 61

CLEARFIELD REPUBLICAN

GEO. B. GOODLANDER, Proprietor. PRINCIPLES—NOT MEN. VOL. 38—WHOLE NO. 2008. CLEARFIELD, PA., THURSDAY, FEB. 28, 1867. NEW SERIES—VOL. 7, NO. 32.

We, the Commissioners of Clearfield county, in the Commonwealth of Pennsylvania, having examined the accounts of D. W. Moore, Esq., Treasurer of Clearfield county, for the year A. D. 1866, do hereby certify that we find the accounts as follows:

The amount due the County to be fifteen thousand and ninety-six dollars and forty-six cents...

HOTEL FOR SALE.

The undersigned, desiring to move to the West, offers at private sale a large two-story FRAME HOUSE, now kept as a Hotel, situated on Main street, in the village of New Millport, Clearfield county, Pa.

VALUABLE REAL ESTATE AT PRIVATE SALE.

THE undersigned, residing in Brady township, now offers one of the best TIMBER and COAL tracts of land for sale in that section of the county.

A VALUABLE FARM FOR SALE OR RENT.

THE undersigned will sell or rent his farm, situated in Marysville, Clearfield county, Pa. on a tract of ONE HUNDRED ACRES, and is well adapted to farming or grazing, and at present is in a good state of cultivation and well watered.

Town-Lots for Sale.

THE undersigned, residing at Glen Hope, offers at private sale, on reasonable terms, SEVENTY-FIVE TOWN-LOTS, situated and being in the new addition made to the village of Glen Hope.

Also, Thirty-Five Acres of Land.

Adjoining the same. All will be sold together or separate, to suit purchasers. Any further information can be obtained by addressing him, at Glen Hope, Clearfield county, Penna., on the 28th inst.

PRIVATE SALE OF VALUABLE REAL & PERSONAL PROPERTY, INCLUDING 3,500 Acres of Timber Land.

THE subscriber, residing at Glen Hope, now offers for sale one of the best TIMBER STANDS for Merchandising and Lumbering in the county, or perhaps in the State. A large DWELLING HOUSE, STORE-ROOM, and all necessary outbuildings attached, together with

Ten Town Lots in Glen Hope.

Also, a LOT CONTAINING TEN ACRES of creek bottom land of the very best quality, on the east side of Clearfield Creek, opposite Glen Hope.

A Tract of 200 Acres of Timber Land.

Heavily timbered with pine timber, situated one and a half miles from Glen Hope, on the turnpike leading to Anasville, about ten acres of which are cleared and under cultivation. The unopened

One-third of 3500 Acres of Timber Land of the very best quality, situated on Clearfield Creek, near the mouth of Whitener Run.

Also, the entire Stock of Store Goods, NEW HAND, CONTAINING DRY GOODS, GROCERIES, HARDWARE, QUEENSWARE, and everything found in a place of general merchandising.

\$500 REWARD will be paid in Green Springs to any person who has used Dr. DUNN'S PILLS for suffering and who has not been cured. Address, D. & DUNN & CO., Williamsport, Pa.

Pennsylvania Railroad.

Twentieth Annual Report of the Board of Directors.

PHILADELPHIA, Feb. 19, 1867. To the Stockholders of the Pennsylvania Railroad Company.

The following statements will exhibit the financial condition of the Company on the 1st of January last, and the earnings and expenses of your Railroads and Canals during 1866:

Table with columns for item and amount. Includes entries like 'To Capital Stock', 'To first and second mortgages', 'To State Loan', and 'To other liabilities'.

Total Liabilities, 46,134,147 54

By cost of Road and branches from Harrisburg to Pittsburgh, \$12,500,000 00

Four Lots of Ground.

But few properties possess equal advantages as a business stand to this.

Consisting of 112 Acres and Allowance.

Forty-five of which is under cultivation, with wheat and stable thereon, and an orchard of 100 bearing fruit trees; the balance is heavily timbered, at least one-third of it being pine and two-thirds heavily timbered with oak. The whole is bounded with a four-foot vein of coal. This tract is situated within one mile of Luthersburg, ad-

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line over what proved to be an unexpectedly rugged country. The line to Chicago was only saved as an investment, after the failure of the credit of that Company, by much labor and large additional outlays by this Company to secure its completion.

The line to Columbus—which also afforded an equally good connection with Cincinnati at that via Marietta, though leaving a large district of country tributary to another railway—after long delays growing out of a failure to procure adequate legislation in Virginia, has recently been brought into efficient use, and promises satisfactory results.

The eastern end of this line, known as the Pittsburgh and Steubenville Railroad, extending from Pittsburgh to the Virginia State line, was commenced under the patronage of the City of Pittsburgh and Allegheny County, but owing to the absence of any legal right to extend its road to the Steubenville and Indiana Railroad across Virginia, it failed to obtain a credit that would justify any responsible individuals in undertaking its construction.

A contract was entered into by the Pittsburgh and Steubenville Railroad Company, with parties of insufficient capital, for the completion of this line, which, as might have been expected, only resulted in still further embarrassing the condition of the Company by a disproportionate increase of its indebtedness, compared with the work done.

The Shareholders will derive by comparing the above items with their cost, as shown in previous reports, that in addition to the payment of dividends upon your original investment, equal to 46 per cent above legal interest, the cost of your Road from Philadelphia to Columbia has been reduced \$900,000, and from Harrisburg to Pittsburgh, \$6,426,855, from the surplus profits of the Company; and the \$16,603,559 55, is now represented at \$9,271,214 93.

The Sinking Fund, which cost \$1,966,367 68, it is believed is ample, with its accruing income, to take up at maturity the debt of the Harrisburg and Lancaster Railroad Company, and still leave in it all the stocks that it is important that this Company should retain for the security of its traffic.

The Marietta line, which had enlisted the warmest support from the shareholders and merchants of this city, of either of the lines mentioned, became so hopelessly involved that the funds advanced by this Company, for the construction of that part of the road between Marietta and Wheeling, were taken without our assent, to meet its debts incurred upon the line west of that point.

At the commencement of its work, the views of the Company extended only to the construction of a railway between Harrisburg and Pittsburgh. But in operating such a line in connection with the uncertain and frequently adverse management of the Philadelphia and Columbia Railroad, under the State authorities, it became evident that it must fall to meet the just expectations of its projectors, unless an independent connection could be made with its commercial depot, or a lease or purchase of the existing lines effected.

The interest of the Company in the Chicago line has nearly all been disposed of, at a profit to this Company fully equal to its loss upon the Marietta line. But for the timely aid afforded by this Company, it would have proved, as an investment, nearly as unproductive.

The completion of the Columbus route having, in consequence of want of legal authority in Virginia, been thrown into a period of inflated prices, its cost has so far exceeded our anticipations that it will require a long time for it to repay this Company, in direct returns for the outlays incurred. For these expenditures it has received various securities, some of which have been disposed of, and on the remainder there will probably be no loss except a few years of interest, for which the indirect advantages gained by the Company must be its compensation.

The shareholders will perceive, from this resume of the operations of the Company, the extent of the means required, and the labor and responsibility incurred to save the original investments made under your instructions, to build up lines to connect yours with the trade centres of the West—expenditures that were necessary to the success of your own work, but which a few years' earlier commencement of it would have rendered unnecessary, as a tendency of the Western lines would probably then have been towards Pittsburgh.

These expenditures have frequently been referred to by shareholders as unwise, without reflecting that they were the result of their own action, and that the officers of the Company are really the parties to complain of the immense unrequited labor and responsibility they have had to assume

to save the object the Company had in view in making these investments, and in providing the means necessary to effect them. That they have required outlays, to secure the original objects, far exceeding any just expectation at the time they were entered into, is quite true; but this has arisen from the inadequate stock basis furnished by their shareholders for the completion of these works and the subsequent increased cost of building railways. The result, however, we think will justify the policy of this Company.

These extraordinary outlays were commenced while the traffic of this line was comparatively small, and burdened by a heavy impost levied by the State, and assessed upon other competing lines, greatly diminishing its ability to meet these necessary expenditures to ensure the prosperity of the State—and from which burden it was only released upon condition that the Company would apply the unpaid instalments towards the construction of the Millin and Centre County, Bedford, Bald Eagle Valley, Tyrone and Clearfield, Ebensburg and Cresson, Western Pennsylvania and the Pittsburgh and Steubenville Railroads—all improvements within the Commonwealth. The effect of this mandate was the same as that which followed the appropriations made by the stockholders to Western lines, already stated, entailing upon this Company either the loss of the whole investment directed to be made, or advances of the additional amounts required to complete these works.

The Board saw no other alternative but to meet this difficulty by the adoption of a liberal and active policy, and thus bring all of these lines into productiveness as speedily as practicable. The outlays necessary to secure this object, from the causes already referred to, have been very large, but the results have proved much more satisfactory than if the original expenditures had been suffered to remain unproductive, as would have been the case if they had simply fulfilled the requirements of the law. The further extension of some of these lines will still be necessary to enable them to become productive and meet the wants of the districts they were built to accommodate.

We have thus presented to you the extent, and the causes for the unusually heavy expenditures made by this Company on account of its tributaries. Their magnitude has made it necessary, not only to protect the investments made in them, but also to secure the control of other lines important to their success. This policy has eventuated in a system which includes the Philadelphia and Erie and Northern Central Railroads, by which the Company's cars find their way over continuous and unbroken lines, under one control, from Columbus, Erie and Pittsburgh to Philadelphia and Baltimore.

The earnings and expenses of the Pennsylvania Railroad, and the roads worked by it, except the Philadelphia and Erie Railroad, were for 1866 as follows:

Table with columns for item and amount. Includes entries like 'From Passengers', 'From Freight', 'From Expresses', and 'From other sources'.

Total, 16,543,382 84

EXPENSES.

Table with columns for item and amount. Includes entries like 'For conducting transportation', 'For motive power', 'For maintenance of cars', and 'For other expenses'.

Total, 12,790,909 27

RECAPITULATION.

Gross earnings, \$16,543,382 84

Gross expenses, 12,790,909 27

Leaving a balance of, 3,752,473 57

The gross revenue of the line for 1866 is equal to \$46,322 41 per mile of main line road (328 miles), and is less than the aggregate receipts in 1865, \$2,250 66.

The decrease upon passengers and emigrants is \$716,671 54

Upon express, 109,554 63

Upon Government freight, 117,499 16

Making the total decrease \$1,040,225 53; while the increase on U. S. mails was \$2,399 45; on regular freight \$115,728 22, and on miscellaneous \$222,211 61, making the total increase \$74,628 76, showing an aggregate loss over the last year of \$67,296 63.

The whole number of passengers carried in 1865 was 2,861,856, and during the past year, 2,673,568. The average distance travelled by each passenger was 52 miles, and the previous year 71 1/2 miles; this difference being due to the larger amount of through travel and troops in 1865.

The number of tons of freight (including 260,350 tons of fuel and other materials transported for the company) was 3,452,715, embracing 1,413,181 tons of coal. The increase in the coal traffic is 338,424 tons, and the whole tonnage of the road exceeds that of last year, 653,908 tons, nearly 25 per cent.

The earnings of the Company's canals were: from Susquehanna Division, \$252,981 42; Juniata Division, \$35,175 32; Miscellaneous sources, \$10,610 42; total earnings, \$298,767 16—against \$181,015 58 for 1865.

It is believed, that the growing bituminous coal and lumber transportation that may be thrown upon the Pennsylvania Canal, and on near Huntingdon will, upon its enlargement, make it a profitable investment.

The earnings of the Philadelphia and Erie Railroad, in 1866, were: from passengers, \$686,021 78; from freight, \$1,744,299 16; from express matter, \$26,941 43; from mails, \$18,591 96; from miscellaneous sources, \$10,584 86; total receipts, \$2,541,051 79; total expenses, \$2,519,713 33—a loss to this Company in operating the line of \$278,061 54.

This loss is largely to be attributed to the bad condition of the older bridges erected by the Philadelphia and Erie Railroad Company over the Susquehanna, and the unfinished character of the work generally, upon the whole line.

The passenger travel has fallen off during the year, in sympathy with that of nearly all of the other railways of the country. To this general depression, this line has also been added to it, the loss of travel from the decay of the speculative excitement of the oil region, while the train accommodation has to be maintained.

The tonnage of the Philadelphia and Erie is mostly made up of cheap products, that can only be moved at low rates of transportation, which, under the existing condition of the business of the country, are inadequate to meet the cost of their movement at the percentage stipulated in the lease of the road. This traffic has been quite irregular during the past year, though in the aggregate it has largely increased over that of 1865, and must continue to grow with the increase of the population of the region traversed, while the relative transportation expenses can only be reduced by this enlargement of its business and a fall in the prices of labor and materials.

Arrangements are being made to increase the business of the road by the establishment of a line of steamers between Erie and the other lake ports, under the patronage of this Company, with anticipations of successful results.

The future of this great work is very encouraging, but its traffic, as in all other similar projects, will require the application of capital and time to develop. The transportation facilities are ample for the accommodation of all the business that can be offered to it during the present year.

The demands upon your Treasury, during this year, in addition to the ordinary expenditures for operating the road, will be about the same as estimated for 1865. To the completion of the Connecting Railway, and the increase of facilities for business upon the West Pennsylvania and Pittsburgh and Columbus lines, there will be added the extension of the Tyrone and Clearfield Branch to the town of Clearfield, near the centre of the great lumber and coal region of the Alleghenies. A number of improvements upon the Main Line, heretofore deferred in consequence of the high rates of wages and material, will not admit of further delay; while the road between Lancaster and Philadelphia, located before the successful application of locomotive steam power upon railways, requires extensive alterations in its alignment, to place it in harmony with the other portions of your railway.

Your Directors have alluded in previous reports to the rapid destruction of iron rails, and the increased cost of replacing them, under the frequent interruptions to the workmen from the numerous trains now passing over the line. Every effort to materially improve the quality of the iron to meet the wants of the augmenting traffic of the trunk lines having heretofore failed, attention was directed to the introduction of steel rails, and with a view to test their efficiency, the President, while in England, in 1862, ordered a few hundred tons for trial. These proved so satisfactory that larger importations have been made of Bessemer steel rails, which have entirely confirmed our expectations of success. The cost of steel rails is at present about twice the price of the best iron rails, while their durability is fully eight times greater. It is considerably believed, however, that with enlarged works, increased knowledge of theories required to produce the best quality of this metal, and greater experience in its production, they will be successfully manufactured at home and the price very largely reduced. At present the demand is equal to the supply, and prices are maintained. To avoid the heavy annual outlays that a change from a cheap to a dearer material would necessarily entail upon your revenues, it is to continue for the present to re-roll the worn-out rails, and replace the annual wear with steel rails. The general introduction of steel rails is now wholly a commercial question, in which the cost of the increased capital required for their purchase becomes the chief impediment to their general adoption. While the business of a line is small, it will still be economy to use iron rails, at an ordinary rate of interest upon capital, until the cost of producing steel is reduced to its minimum. When this result is accomplished, the general public will be materially benefited by the reduced cost of transportation which the introduction of steel rails will enable railway Companies to afford.

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The Company has also laid 500 tons

of rails the wearing surface of which had been "steeled" by Dodd's process. The increased durability imparted to the rail by this process will probably extend its life threefold, while its additional cost thus prepared is about 25 per cent. From the result of our experience it would seem that rails so treated will prove a valuable article as an intermediate between steel and ordinary iron rails.

The Directors have given to the subject of establishing a line of steamships between this port and Europe, committed to them at your last annual meeting, all the consideration which its importance required; and they have not yet arrived at a satisfactory conclusion as to the best means of effecting this desirable object. Proposals have been asked until the first of May next, by public advertisement, of those engaged in this business to establish such a line, under concessions, and a subsidy to be paid by this Company during the continuance of the contract.

It will be gratifying to shareholders to learn from a careful examination made of the statistics of the freight business of the Company, that of the 3,186,359 tons of freight carried over the road during the past year, only 158,204 tons of through freight has passed from points east of Philadelphia to and from Pittsburgh and the West, 61,862 tons and from Baltimore, while 330,550 tons of through freight have been carried to and from Philadelphia and the West. The remainder, 2,635,274 tons was local traffic of the State, between local stations, and from them to and from Philadelphia and Pittsburgh. Philadelphia, therefore, in addition to the large local traffic mentioned above, enjoys one hundred per cent. more of the through traffic transported over the line than New York, Providence, Boston, and all other points on the Atlantic seaboard combined east of Philadelphia.

Since your last annual meeting, the Superintendent of Motive Power and Machinery, (J. P. Laird, Esq.) resigned his position, and the Board has appointed as his successor, R. E. Hicker, Esq., who for many years had been connected with the active management of Western railways, and he will no doubt make a successful manager of the important department committed to his charge.

Reformation of William Wirt.

A TRUE INCIDENT IN HIS HISTORY. The distinguished William Wirt, within six or eight months after his first marriage, became addicted to intemperance, the effect of which operated strongly on the mind and health of his wife, and in a few months more she was numbered with the dead. Her death led him to leave the country where he resided, and he moved to Richmond, where he soon rose to distinction. But his habits hung about him, and occasionally he was found with jolly and frolicsome spirits in bacchanalian revelry. His true friends expostulated with him, to convince him of the injury he was doing himself. But he persisted. His practice began to fall off, and many looked on him as on the sure road to ruin. He was advised to get married, with a view of correcting his habits. This he consented to do if the right person offered. He accordingly paid his addresses to Miss Gambia. After some months' attention he asked her hand in marriage, she replied—"Mr. Wirt, I have been well aware of your attentions for some time back, and should have given you to understand that your visits and attentions were not acceptable, had I not reciprocated the affection which you evinced for me. But I cannot yield my assent until you make a pledge never to taste, touch, or handle any intoxicating drinks." This reply to Wirt was as unexpected as it was novel. His reply was that he considered the proposition as a bar to all further consideration on the subject, and he left her. Her course towards him was the same as ever—his resentment and neglect.

In the course of a few weeks he went again and solicited her hand. But her reply was, her mind was made up. He became indignant, and regarded the terms she proposed as insulting to his honor; and vowed it should be the last meeting they should ever have. He took to drinking worse and worse, and seemed to run headlong to ruin. One day, while lying in the outskirts of the city, near a little grocery, or grog shop, dead drunk, a young lady, whom it is not necessary to name, was passing that way to her home, not far off, and beheld him with his face upturned to the rays of the scorching sun. She took her handkerchief with her own name marked upon it, and placed it over his face. After he had remained in that way some hours, he was awakened, and his thirst being so great, went into the little grocery and grog shop to get a drink, when he discovered the handkerchief, at which he looked, and the name was on it. After pausing a few minutes, he exclaimed—"Great God! who left this with me! Who placed this on my face?" No one knew. He dropped the glass exclaiming—"enough! enough!" He retired instantly from the store, forgetting his thirst, but not his debauch, the handkerchief, or the lady, vowing, if God gave him strength, never to touch, taste, or handle intoxicating drinks.

To meet Miss G., was the hardest effort of his life. If he met her in her carriage, or on foot, he popped around the nearest corner. She at last addressed him a note under her own hand, inviting him to her house, which he finally gathered courage enough to accept. He told her if she still bore affection for him, he would agree to her own terms. Her reply was—"My conditions are now what they ever have been." "Then," said Wirt, "I accept them."

They were soon married, and from that day he kept his word, and his affairs brightened, while honors and glory gathered thick upon his brow. His name has been enrolled high in the temple of fame, while his deeds, his patriotism and renown live after him with imperishable lustre. How many noble minds might the young ladies save, if they would follow the example of the heroine-hearted Miss G., the friend of humanity, of her country, and the relation of La Fayette.