

To attain high speeds heavy and powerful locomotives must be used, and additional safeguards are required to compensate the increased risk involved. The destructive effects of these heavy machines, moving at high velocities, can be readily appreciated by any one, and it is therefore a matter of surprise that railway managers should persist in this practice. This Company cannot, however, reduce the speed of its trains, or advance its through rates and retain its customers, while its chief competitors continue to insist upon an adverse policy.

The earnings of the canals owned by the Company, for the year 1859, were:

From the Eastern Division,	\$152,871 23
Junata Divisions,	26,824 49
Western Divisions,	15,514 04
From miscellaneous receipts,	2,339 62
	\$197,549 38

The expenses of maintaining the canal for the same period were as follows:

For repairs, renewals and enlargement,	\$140,105 07
For superintendence, collectors, lock tenders, weighmasters, stationery, &c.,	35,347 31
	\$175,452 38

Leaving net earnings of the canals, \$22,097 62

The increase in the canal revenues over 1858 was \$18,449 30, and the increased expenditures were \$51,324 07, embracing the sum of \$24,394 79 expended in the re-erection of a bridge over the Susquehanna river at Clark's Ferry, which had been blown down by a severe storm, and also an expenditure of about \$8000, incurred for steam towage, rendered necessary in consequence of the destruction of the bridge. The remaining portion of the increase of expenses was incurred in deepening and enlarging the capacity of the Eastern Division of the Canal.

The amount of coal transported on the Canals of the Company during the year 1859 was \$915,366 tons, being an increase over the preceding year of 104,634 tons, and the amount of lumber transported was increased from 95,770,453 feet in 1858, to 120,074,675 feet in 1859, giving an average increase of tonnage of about twenty five per cent. The gross revenue of the Canals was not, however, increased in the same ratio as the tonnage, owing to a reduction of tolls rendered necessary in order to retain this traffic in its customary channel.

The enlargement of the Susquehanna and Wyoming Canals, which it is understood will be effected before the opening of navigation in the ensuing spring, will so reduce the cost of transportation on the whole line as to allow a restoration of the tolls to their former limit. It has been the policy of this Company (contrary to public expectation) to cultivate the trade upon their canals and develop the resources of the region of country contiguous to them, in order, if possible, to render them productive property.

These Canals were received from the Commonwealth in a very dilapidated condition; the prism of the canal being so reduced as to scarcely afford more than a depth of three feet of water throughout. The condition of these works render it impracticable for those engaged in transportation on them to contend successfully with the railways for the traffic of the country traversed, and the consequence was, at the time the Company received possession of them, their trade was gradually declining.

Upon the Eastern Division the depth of water has been increased to a minimum of five feet, and the other divisions was to be accommodated, have been restored to their original capacity. No portion of these Canals, except the Eastern division, (of 46 miles in length) is self-sustaining; but it is hoped that the Juniata Division, as far west as Huntingdon, may ultimately be made to produce some net revenue.

The management of the entire line of Canals has been placed under Thomas T. Wireman, Esq., Civil Engineer, who has conducted the affairs in this branch of the Company's service with commendable judgment and economy.

It will be seen from the statement of the Treasurer, annexed to this report, that there has been received from Shareholders, in payment for the Capital Stock of the Company, up to January 1, 1860: \$12,249,125 00

And from loans, &c., 9,307,028 32

Mortgages and Ground Rents on Real Estate, 315,479 11

Amount of bonds due the State of Pennsylvania for purchase of Main Line of Public Works, 7,300,000 00

Balance of interest and dividends due the Stockholders, and State tax on coupons and dividends unpaid, 45,349 63

Balance to credit of Contingent Fund, 406,874 23

Balance to credit of Profit and Loss, after deducting discount on 24 Mortgage Bonds sold during the year, 732,966 39

31,356,832 68

WHICH HAS BEEN EXPENDED AS FOLLOWS:

Cost of Road, including Engineering, Land Damages, Fencing, Machine Shops, Engine Houses, Station and Warehouses, Car Sheds, Water Stations, Foremen's and Tool Houses, and Shop Machinery, between Harrisburg and Pittsburgh; and Station and Warehouses on the Philadelphia Division, 16,904,525 19

Less profits of road after paying interest to Stockholders, up to November 1st, 1855, credited to cost of construction as required by Charter, 589,185 79

16,315,339 37

Cost of Main Line of Public Works purchased from the State of Pennsylvania, 7,500,000 00

Cost of equipment of road, including locomotives, Freight Road and Passenger cars, 2,947,473 23

Cost of real estate of the Company, 1,644,030 62

Cost of telegraph line, 45,264 28

Extension of Pennsylvania railroad to Scrubenville & Pittsburgh railroad, 5,214 09

Total cost of roads and canals belonging to the Company, 28,484,221 59

Amount of stock of the Pittsburgh, Ft. Wayne and Chicago railroad company, 816,050 00

Amount of bonds of municipal and railroad corporations, 46,712 50

Amount of bills and accounts receivable, 805,134 65

Amount of sinking fund, \$482,230 00, less this sum to be paid in instalments of 10,000 a month from income of Road, 204,975 00

277,255 00

Amount of fuel and materials

on hand for shops, repairs of locomotives, cars, and maintenance of Way, 216,549 10

Balance in hands of Agents, 269,941 91

Balance in hands of Treasurer, Dec. 31, 1859, 340,867 93

\$31,356,832 68

There has been charged to construction and shipment account, for the past year, the sum of \$758,547 26, which has been expended in completing the second track from Pittsburgh to Lockport, and Johnstown, in Cambria county, to Barre, in Huntingdon county, leaving a space of 16 5-10 miles to be filled up between Lockport and Johnstown, and of 55 9-10 between Barre and Harrisburg, in all 72 4-10 miles, to complete a line of double track for the entire length of your road. Other portions of this expenditure have been made in extensions of the shops at Pittsburgh and Altoona; the constructions of sidings, warehouses and passenger stations on the line of the Philadelphia Division, (Philadelphia and Columbia Railroad), and in the increase of our car equipment; details of all which will be found in the statement marked B, hereto appended.

These expenditures have in part been met, as well as a payment to the State of \$100,000 on account of the Main Line purchase, by an increase of the funded debt of the Company—the remainder, after providing for the payments due to the Sinking Fund, having been contributed from the profits of the Road.

The erection of a passenger station at Pittsburgh and one at Lancaster, a warehouse at Johnstown, and the extension of the second track from Barre to Petersburg or Huntingdon, as also the cost of reaching a Delaware terminus, will require an expenditure to be provided for in 1860.

The practical working of the road since the purchase of the Philadelphia Division has demonstrated the importance of a change in the distribution of the motive power of the line, which will render necessary the enlargement of the accommodations for it at Harrisburg, and throw out of use the intermediate shops. It is estimated by the General Superintendent that the cost resulting from such an arrangement (and by which the road can be operated in three divisions) would be fully covered by the saving effected in the motive power and transportation departments in a single year.

The Pittsburgh, Fort Wayne and Chicago Railroad Company, which from time to time received pecuniary aid from this Company, has been in operation from Pittsburgh to Chicago during the entire year 1859. Its increased revenues during the period, over those of the preceding year, when we consider the depressed condition of the trade of the north-west, should be deemed quite satisfactory. Had the older portion of the road and machinery been maintained in good, effective condition, the net results upon that road would have been such as to restore confidence in the enterprise. The heavy expenditures on these accounts, however, left but a small amount to be applied to the liquidation of the floating debt, and to meet the advances required for the extension of the line.

This floating debt consisted chiefly of the aggregate of that of the three Companies composing the consolidated line, which at the time of consolidation was much larger than prudence justified. It was carried mainly by hypothecation of its bonds. The protection of these bonds from sacrifice has been the chief difficulty encountered in arranging the indebtedness of that Company.

Under the belief that the floating debt creditors received too much consideration from the Directors, to the injury of the mortgage bondholders, the latter applied to the United States District Court for the appointment of a Receiver. This proceeding was commenced by the Board of Directors, after a change in the officer was agreed upon, and the decree of the Court so arranged as to equitably protect all the interests involved. This decree of the Court protects, as far as practicable, the interests of the Pennsylvania Railroad Company, while it relieves the working of the road from vexatious interruptions from its creditors.

It has been the policy of your Board to seek an increase of traffic by securing freight destined to any part of the world, in all cases when they believed they could add to the profits of the shareholders, while they have, with equal care, sought to protect the manufacturing and commercial interests of Philadelphia, whose means have been so liberally embarked in the enterprise, by such differences in her favor in the rates of freight, as were due to the shorter distance it was to be transported to and from the west. More than this could scarcely be asked of this Company, and more, if demanded, would not be permitted by the competing lines of transportation between the east and the west. During the past year the New York Central Railroad Company, in an unreasonable (if sincere) effort to bring the rates to and from New York to the same level with those of Philadelphia and Baltimore, sacrificed hundreds of thousands of dollars to herself and rivals, without attaining her object, beyond temporarily destroying the uniformity of these differences in rates.

It is with feelings of regret that the Board have to record the decease, during the past year, of Benjamin T. Curtis, Esq., elected a Director to represent the interests of the city of Philadelphia. Always prompt, courteous and affable in the performance of his duties, he won for himself the confidence and esteem of his colleagues.

Your Board of Directors refer you to the accompanying report of the General Superintendent, and to those at the heads of other departments of the company's service, as containing much valuable detailed information—quite too voluminous to be embodied in this report.

In conclusion, it is with great pleasure that the Directors record their appreciation of the skill, zeal, and fidelity of the officers to whom the details of the management of the road and canals is more immediately confided.

By order of the Board,  
J. EDGAR THOMPSON, President.  
WM. B. FOSTER, JR., Vice President.

**Junata County.**  
The Millintown Sentinel notices four recent fires in Junata county, by which George Gross, in Lack township, lost a house; Isaac Yohn, of Spruce Hill, and Mrs. McKnight, of Tuscarora, their dwellings; and Barnett Rapp a blacksmith shop.

Died, on the 20th ult., at McAlisterville, Clara Elizabeth, daughter of George F. and Addie D. McFarland, aged about 2 years; on the 6th inst., in Millintown, Isabella, daughter of James and Martha Kirk, aged 7 years; on the 29th ult., in Greenwood township, Granville S. Jeffries, aged 61 years.

**Huntingdon County.**  
Married, at Broad Top City, J. H. Bouser to Miss Jane E. Chilton.

Died, on the 1st inst., in Shireleysburg, Miss Hetty Pope, aged about 21 years; at Conant, on the 29th ult., Dominick Oswald, son of Garvis Reisterer, aged 18 months; on the 3d inst., James Anderson Reed, aged 18 years.

# THE GAZETTE.

## LEWISTOWN, PA.

### Thursday, February 16, 1860.

The subscription of these out of this county to whom this paragraph comes marked, has expired, and unless renewed will be discontinued.

We have also set a limit in Millin county, beyond which we intend no man in future shall owe us for subscription. Those receiving the paper with this paragraph marked, will therefore know that they have come under our rule, and if payment is not made within one month thereafter, we shall discontinue all such.

#### Notices of New Advertisements.

We have received specimen numbers of "Our Musical Friend" and the "Solo Melodist," advertised in another column.

John D. Byler will make a public sale of stock, farm implements, &c., on the 1st March.

An election notice—estate notice—and two auditors' notices are also published.

The second session of the Lewistown Academy will open on the 26th inst. See advertisement.

#### The People's State Convention

Will assemble at Harrisburg on Tuesday next, 22d instant for the purpose of nominating a candidate for Governor, &c. It is to be hoped that from among the candidates presented they will select one for that office who has something more to recommend him than being a mere politician. Honesty, integrity, and other such traits are quite as essential as a knowledge of political economy, and ought in fact to be the rule, instead of, as is too often the case, being the exception in selecting public officers. Considerable discussion has taken place as to the propriety of selecting delegates to the National Convention by this body, many contending that it ought to be done by districts; but for our part we can see no objection to the convention making the selection, and thus presenting a united delegation to that convention.

#### Proceedings of Congress.

In the formation of committees, Speaker Pennington has proved himself to be bold and liberal. Pennsylvania will be well cared for by the Committee of Ways and Means, Mr. Sherman being warmly in favor of such protection to her interests as will be permanent, and the majority of the committee entertain opinions in sympathy with him. Mr. Gilmer of North Carolina, goes to the head of Committee on Elections, one of the most important in the whole list; Mr. Etheridge, of Tennessee, on Indian Affairs, another leading committee. Hickman, as chairman of the Judiciary; Corwin, as chairman of the Committee on Foreign Relations; Millard, of Pennsylvania, on Patents; Colfax, of Indiana, on Post Offices and Post Roads; Grow, of Pennsylvania, on Territories; Stanton, of Ohio, on Military Affairs; are all capital selections, and give assurance of a vigorous and practical session.

A special dispatch to the New York Tribune of Friday last, from Washington, says a personal difficulty happened after the adjournment of the House, on that day. As Mr. Hickman was returning home through the capitol grounds, he was overtaken by Congressman Edmondson, of Virginia, who upon approaching him called out, and drew back his hand to strike. Mr. Clingham, who was accidentally passing, hastened up and seized his arm, when Edmondson struck at Hickman with his left hand, knocking off his hat, but doing him no injury. The whole affair was instantaneous, and surprised Mr. Hickman. Mr. Breckenridge, who came up, took him away, and the scene ended. The alleged provocation for this attack was a reflection upon Virginia contained in a recent speech of Mr. Hickman's, in which he charged that seventeen men and a cow had frightened the State. It was a cowardly and low attack of Edmondson.

The House of Representatives promptly passed a bill making appropriations for the post office department, but on motion of Mr. Toombs of Georgia, disunion democrat, an amendment was added abolishing the franking privilege and restoring newspaper postage throughout, which will probably delay the passage of the bill. This man defeated the post office bill last year, and we have no doubt is solely actuated by a desire to embarrass the government and people so as to further the schemes of the southern traitors.

#### CLINKERS IN STOVES.

Persons troubled with clinkers adhering to the lining of their stoves or furnaces may be interested in knowing, says the Scientific American, that by placing a few oyster shells in the grate, while the fire is ignited, the clinkers will soon become loosened so as to be readily removed without the danger of breaking the lining. We have tried this remedy; and while the chemical action is involved in mystery, it accomplishes the result to our satisfaction.

As a matter of general interest we publish in to-day's paper the annual report of the Pennsylvania Railroad Company, with the exception of that part relating to the Delaware terminus.

Stephens and Hazlett were recently tried at Charleston, Va., and both convicted as participants in the Harper's Ferry affair.

#### LOCAL AFFAIRS.

##### HOUSES OF ILL FAME.

Our citizens will bear us witness that even in the face of great evils we have ever endeavored to uphold the majesty of the law, in all instances pointing to it as the proper remedy for abating nuisances; but there seem to be some cases, as all who have ever listened to a trial in our court for keeping disorderly houses, &c., will admit, in which, while no one doubts the guilt of the parties, conviction seems almost impossible. This idea has undoubtedly pervaded the minds of many frequenters of these places, and in more than one instance led them to injure the buildings which in their better moments they considered as agents in their moral degradation. A case of this kind occurred on Saturday night last, when an unknown party stoned a building across the creek and also did some injury on Third street to houses of the same character. Now if it be true, as we have heard it stated, that one physician has at the present time thirteen cases, including a number of boys, of loathsome disease, who can wonder at such results? It is true, it may be said they have no business at such haunts, but it is also true that property-holders have no business to rent houses, either directly or indirectly, to those who are notoriously known as women of ill-fame. In this respect they owe a duty to society, and especially to those who have sons and daughters, which if they fail to perform, all equitable right on their part to the sympathy of the public ceases if their property sustains injury.

The following is a tabular statement, as returned to the Board of Revenue Commissioners, of the amount at which all the real and personal property, offices and posts of profit, professions, trades and occupations, and all other matters and things made taxable by the laws of this Commonwealth for all State and county purposes whatever, were valued and assessed, in Millin county for the past year:

Township	Real Estate	Personal Property	Mortgages, &c.	Furniture	Aggregate	Tax	Pleasure Carriages	Stocks, &c.	Occupations	County Tax	No. of Voters	Gold Leases	Other	Occupations, &c., taxed 1 per cent.	State Tax
Lewistown	\$81,700 00	87,700 00	2,870 00	\$1,800 00	\$173,170 00	10,000 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00
Greenfield	31,700 00	37,700 00	1,200 00	800 00	71,400 00	4,000 00	40 00	40 00	40 00	40 00	40 00	40 00	40 00	40 00	40 00
Orion	30,000 00	35,000 00	1,000 00	600 00	66,600 00	3,500 00	35 00	35 00	35 00	35 00	35 00	35 00	35 00	35 00	35 00
Orion	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
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Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
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Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
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Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00	17 00
Waynesburg	15,000 00	17,000 00	500 00	300 00	32,800 00	1,700 00									