## THE DAILY EVENING BULLETIN: PHILADELPHIA, THURSDAY FEBRUARY 18, 1864.

Seventeenth Annual Report of the Pennsylvania Railroad Company. OFFICE OF THE PENNSYLVANIA RAILBOAD JON-PANY, PHILADELPHIA, February 15, 1864. To the Stockholders of the Pennsylvania Railroad Company:

6

The following statements will exhibit operations of the Company for the year 1863. The earnings of the Railway between Philadelphia and Pittsburgh during this yea: were Passengers, First Class, \$2,202,778 83

, First One. Emigrants, 72,757 95 - \$2, 275, 536 7 514, 693 1 75.508 20 Expresses under Con-

253, 123 

Line were: For Conduct-ing Trans-portation ...\$1,594,681 27 For New Buildings and Exten-sionsand Exten. sions...... 107, 465 46 \$1,702, 146 73 For Motive For Motive Power..... 1, 612, S7S 91 For New Macuinary. 10, 403 57 For New Loocomotives.. 557,665 54 - 2,211,038 02 For Maintenance of Road..... 1,311,497 15 For New sec-

ond Track and S.dings 214,870 42 - 1.556.367 57 of Cars.... 466,001 ES New Cars ad-Maintenance ded to Stock 727, 308-05 . - 1. 193.309 93

General Expenses..... 117,137 96

equal to \$33,216 per mile of main line of road, (358 miles,) and exceed in the aggregate those of 1862, \$1,587,121 99. This is male up by an increase of \$544,144 58, for passengers and Emigrants— of \$185,299 87 for troops — of \$824 77 for United States mails—of \$933,842 12 for Ordinary, and \$116,276 86 for Express Freights.

86 730,000 2

The decrease occurs in Miscellaneous Receipts of \$143,266 31. The whole number of passengers carried

over the road during the year was 1,707,386, averaging a distance of 64 6-10 miles for each passenger.

The number of tons of freight moved, (including 188,913 tons of fuel and other material transported for the Company,) was 2,451,326, embracing 903,199 tons of Coal.

The increase in the coal traffic is 68,053 tons, and the whole tonnage over that of last year 231,275 tons. To meet this increase of traffic there has been expended for new locomotives, new cars, second track and sidings, &c., \$1, 647,803 04, all of which has been charged to the expenses of operating the road. There was expended for similar objects in 1862, \$1,221,-779 09. ·

The earnings o From Susqueham "Juniata Di "Western D "Miscellane	na Division, - vision, ivision	-	anals we: \$242,146 24,426 9,741 10,841	92 91 29
against \$287,481 The Expenses of larging and Oanals, were For Suscuebany	Maintaining, Operating		<b>\$</b> 287,153	. <u> </u>

1r bable depreciation, estimated to, ether at about 12<sup>1</sup>/<sub>2</sub> per cent. . . . say, Leaving net profits of Lease, The whole receipts of the Company from e operations of its works, including the Phila. delphia and Erie Railroad for the year 1863, were as follows: From the Pennsylvania Railroad \$11,891,412 95

Pennsylvania Canals, Philadelphia and Erie .... Railroad, -

Total Receipts, - - \$12,906,239 40 The net revenues of the Company during - \$12,906,239 40 the past year have been absorbed in the pay-ment of the interest upon its debt-two semi-

annual dividends of Four and Five per centum respectively, and in the construction of the commutation Roads-the Philadelphia and Erie, and the extension of its own line to the Steubenville and Pittsburgh Road, opposite Pittsburgh, second track, increase of Rolling Stock, the purchase of Real Estate for the Road at Pittsburgh and other points, &c. All of these expenditures have been met from the earnings of the Road-an increase of \$252, 360 48 in the debt of the Company, and a sale of less than half a million of the securities received from other Companies. All the Raiload Companies claiming assistance under the Commutation Act have received the amounts that they were respectively entitled to, except the Pittsburgh and Steubenville Line, which has been delayed in its expenditures in consequence of its imperfect rights across the State of Virginia. Since these have been determined, the work has been steadily pushed forward, and will be completed during this year. The expenditures of the commutation fund, as might have been anticipated, has involved the necessity of further advances to complete these lines to points that would render them ser-

viceable to the public and profitable to the Company. In pursuance of this plan, the Ebensburg and Cresson Railroad has been ppened to Ebensburg, the Tyrone and Glearield to Phillipsburg, and the Bedford Road to the Southern Turnpike, near Bloody Run. The Bald Eagle Valley and the Western Pennsylvania Railroads have made such progress as o insure their completion before the close of this year,—the first, to the Philadelphia and Erie Railroad at Lock Haven, and the second, to the Allegheny River, opposite Freeport. These lines will not be immediately productive, but it is believed that nearly all of them will eventually yield a direct profit upon the invest-

ments made in their securities. The amount paid for these securities has been charged to Profit and Loss, and the securities placed in the Sinking Fund established for the payment of the Second Mortgage Bonds. The Board has heretofore called the atten tion of the shareholders to the policy of aiding the construction of a branch road from or near Greensburg in a southwestwardly direction. It

still views such an improvement with favor; and, should the citizens of that region embark in the enterprise, as has been proposed. It would recommend that you should extend to it efficient aid.

The expenditures of the Company during the past year, in addition to the interest on its debt, dividends, taxes, and the ordinary disbursements for operating its roads and canals have been \$5,007,621 51, which includes \$1,647,-803 04 expended in the purchase of new cars new locomotives, construction of second track, &c., charged in expenses for opening the Road.

There will be required for similar objects during 1864-if the requisite labor and materials can be obtained for the outlay-as follows For New Locomotives - - \$1,050,000 For New Cars, For Construction of Philadelphia - 1,100,00) and Erie Railroad, For Shops, Engine Houses, and Shop 700,000 -Machinery Philadelphia and Erio

England and this country, soon caused the substitution of an inferior article, which seemed for a time to answer the purpose, but \$127,772 94 which experience has proven to be insufficient to resist the causes referred to, as continually \$45,000;00 operating for its destruction. . A return to the quality of iron originally used on railways, would be the natural remedy for this difficulty, but this will require time, as none of the rail mills have the required furnaces to refine their metal. In Europe this subject has been longer 287,156 52 considered, and the determination appears to be general, to gradually substitute a still more 727,669 93 expensive material, -either a rail made wholly of steel-with a steel head only-or the wearing surface converted into steel after the iron rail is made. The present high cost of rails made entirely of steel, will probably prevent their general adoption, although the rapid destruction at the termini and stations, where the iron rail in some positions does not last six months, will fully justify their introduction. For the purpose of testing the relative value of steel and iron rails in such positions, we have procured 150 tons of rails made wholly of cast steel. A trial is also being made of a rail with a steeled wearing surface passed through the rolls, when drawn from the con-verting furnace, which promises well. It is understood that favorable results have been obtained from rails, the top plate in the pile from which they were made being puddled steel. If the two metals can thus be firmly welded together, this improvement in railway bars will be generally adopted. This is a subject of such great importance to the Company, that it will continue to meet the earnest attention of your Directors, and if necessary to effect the reshould become important to erect works to effect that object, such a policy will be adopted The frequent renewal of rails is not only expen

sive, but it adds to the interruption of the traf tic of the line. It will be seen from the Treasurer's State ment, appended to this Report, that there remains, after paying coupons due January 1st, ult., on First Mortgage Bonds, and setting side \$1,000,000 for a Contingent Fund, to be charged with any extraordinary expenditures on account of accidents from fire. floods, or other casualty, in order that regular dividends

may not be disturbed from such occurrences, a balance to the credit of the Company of \$5,637, 505 80. The Contingent Fund was established chiefly by placing in it the amount claimed by the

State for tonnage duties, which was afterwards commuted into an obligation to expand this sum upon certain railways of other Companies-This fund was to be charged with these disbursements as they occurred, but the increased traffic of the line, in consequence of the closing of the markets on the Mississippi river for Western products, and other causes, seemed to justify the direct charge of these outlays to Profit and Loss, and increase the contributions to this fund to the amount stated, and apply is to the objects and for the purposes already mentioned.

The Sinking Fund established for the pay ment of the Second Mortgage Bonds of this Company, and those of the Harrisburg and Lancaster Railroad Company, the payment of which it has assumed, amounts to \$1,451,315 12. The securities placed in this fund have been so fortunately selected that they are now worth considerably more than twice their cost, and without further additions-except the Bonds of the Commutation Roads (since placed to this account),-it will be sufficient to pay, at maturity, with its own accumulations, the Bonds for which it was created.

The semi-annual payment to the State of \$250,000, for the interest, and towards the principal of the purchase money for the Main Line, will extinguish the debt due to the Commonwealth before it falls due. By continuing to pay this sum out of the revenues of the Company as heretofore, there will remain no other debt unprovided for, except the First Mortgage of \$5,000,000, which can be continued

operations of the road, the shareholders are refeired to the reports of Enoch Lewis, General Superintendent; W. H. Wilson, Chief Engineer, and J. P. Laird, Superintendent of Mo tive Power, &c., of the Pennsylvania Railroad, and to the report of Joseph D. Potts, General Manager of the Philadelphia and Erie Railroad, and to that of T. T. Wierman, Chief Engineer of the Canals of the Company. By order of the Board,

J. EDGAR THOMSON, President. THOMAS A. SCOTT, HERMAN J.LOMBAERT, Vice Presidents.

DRY GOODS. PARIS PRINTED CHINCZES, PARIS PRINTED PERCALES,

Of Rich Designs and Colorings CURWEN STODDART & BROTHER. URWEN STODDART & Discond stree Nos. 450, 452 and 454 North Second stree above Will

BaLMORAL SKIRTS, In New Deligns for Spring, Closing out Dark Colors, at \$2 00, \$2 25, 82 50, \$2 75 an

and \$3 i0. OURWEN STODDART & BROTHER, Nos. 450, 452 and 454 North Sec

HEAVY 4-4 SHIETING LINENS, FIFTY CENTS. CURWEN STODDART & BIOTHER, Nos. 450, 452 and 454 North Second street, above Willow.

Bove W FIANOY DRESS SILKS, 56 CENTS. Fancy Drass Silks, 56 CENTS.

FANOY DRESS SILKS, 56 CENTS. Fancy Dress Silks, 62½ Cents. Fancy Dress Silks, 75 Cents. Fancy Dress Silks, 87½ Cents. We have lots of the above which are arranged to close out rapidly. CULWEN STODDART & BROTHER, Nos. 450, 452 and 451 North Second street, fei7-3t DWIN HALL & CO., No. 25 S. SECOND street, are now opening new goods in every

eet, are now opening new goods in

Percale Rotes, new designs, new pools in the Percale Rotes, new designs, Organdies and Jaconets. Splendid quality and styles of Grenadines. Fine Black Alpaca Mohairs. Fine all wool lie Laines, beautiful shades. New styles of Dress Goods of various kinds. Colored Alpacas and Poplins. New goods opening delity. fe15

OPECIAL NUTICE TO THE LADIES. The CHEAPEST SILKS in the Market. 500 yards neat plaid India Silks at \$100 per yard 200 yards black and while India Silks, at \$1 pr yd 300 yards black and white India Silks, at Si pa ya. 600 yards brown and white India Silks, at Si pa yd. 100 yards blow and white India Silks, at Si par yd. 400 yards blow and white India Silks, at Si pr.yd. They make the most serviceable dress a lady can wear They are selling very fust. Call and ex-amine them before the assortiment is broken. At JCHN H. STOKES'S, 702 Arch street.

MARSEILLES QUILTS-Of the quality, at moderate prices

MARSEILLES QUILTE-Of fine quality, at moderate proces. Good Blankets in large sizes. Sheeting Muslins, of every width. Several grades of Tickings TABLE DAMASKS.-Power-loom Table Lines, damsek pattern. Power-loom Table Lines, dice patters. Bleachen Table Damasks and Cloths. E-4 Bleached Damask, S' U, a burgain. Fine Towels. Napkins, Nursery Dispers. Ballardvale Flannels. 62% to 51 per yard. New York Mills Williamsvilles, Wamsutas. Richardson's Shirting and fronting Lines.

ACK SILKS.-Just openra marked low. Spring Delaines and Prints. Mode Alpacas, choice shades. Printed Brilliants and 4-4 Fancy Shirtings. For COOPER & OONARD, fet S. E. corner Ninia and Harket. 104 164 S. E. corner Ninik and Harket. T. SIMPSON'S SONS, 923 AND 924 PINE and Street-Would respectfully call the attantion of purchasers in general to itse Large and Ohoke. Stock of Worked Lace Curtains, purchased last year at Auction in New York. Also, Embroidered Muslin Curtains and Embroidered Muslin for Cur-tains by yard or piece, which will be disposed of at prices much less than present value to pur-chasers, viz:

At prices much less than present value to pur-chasers, viz: Bich Vestibuls Lace Curtains, \$4 00 per pair, Rich Vestibuls Lace Curtains, \$5 00 per pair. Pretty siyles Window Lace Curtains, \$6 50 per pair. Three Different Loss and Styles Bich Designs Muslin and Lace combined, \$10 00 marmair.

SPECIAL NOTICES.

BRECIAL NOTICES. FIFTEENTH WARD-AVOID THE BRAFT. -An adjourned meeting of the citizens of the Fifteenth Ward will be held at the Baptist Chapel, corner of EIGHTEENTH and SPKING GARDEN, on THURSDAY EVEN. ING, 18th inst., at so clock. Those citizens of the Ward who have as yet con-tributed little or nothing towards the object that concerns them so much, are warned that but welve days remain for exertion towards filling up our quoid, as all bount's and credits of usen en-listed termin ate positively on the last day of Feb-ruary. G. A. HOFFMAN, Secretary. G. A. HOFFMAN, Secretary. BES.-FIFTH. WARD BOUNTY-FUND HEADQUARTERS, 406 WALNUT street. Ome Hours from 11 to 3. The Trasurer is new Daying TWENTY FUND US HEADQUARTERS, 400 WALKOI SUBS. Office Hours from 11 to 3. The Trinsurer is new paying TWENTY-FIVE DOLLARS WARD BOUNTY, Cash in hand, to ALL VOLUNTEERS, duly credited to the Fifth

Ward. Three hundred men will be taken at once. The Divisiok Collecting Committees meet every MONDAY and THURSDAY EVENINGS, at 7% o'clock, at 212 South FIFTH street, to make re-turns to the Treasurer and transact business gencrally.

E C. KNIGHT, Treasurer. Attest-John J. FRANKLIN, Sec Attest-John J. FRANKLIN, Sec'y. 1615-6; THE FRANKLIN INSTITUTE.—A Stated Meeting of the Institute will be held on THURSDAY EVENING, the 18th instant, at 6 o'clock. Members or others having new inven-tions to exhibit are requested to send them to the Hall, No. 15 South SEVENTH Street, during the atternoon.

itternoon. A discussion on Fan Blowers will take place. fel7-216 WM. HAMILTON, Actuary.

OFFICE PENNSYLVANIA RAIL ROAD COMPANY, PHILADELPHIA, Feb ruary 15, 1664 - NOTICE TO STOCKHOLDERS.

NOTICE TO STOCKHOLDERS. The Aunual Election for Directors will be held on MONDAY, the Seventh day of March, 1864, at the Cffice of the Company, No. 233 Sonth THIRD Street. The pells will be open from ten o'clock A. M., until six o'clock P. M. No chart of shares transferred within Sixty days preceding the election will entitle the holder or holders thereof to yote. EDMUND SMITH, fel7\_tmb7

1917-tmh7 MEBUANTILE LIBRARY — The ad-JOT iourned annual meeting of the Stockholders to consider the proposed alteration of the Charter, and oth r business will be held on WEDNESDAY EVENING, Feb. 23, at 74 o'clock. JOHN LAEDNER, Jr., 1917-716 PENNSYLVANIA BALL DOCK

feit-ris PENNSYLVANIA EAILEOAD COM-DEPANY. - TREASURER'S DEPART-MENT, PHILADERFHIA, TEER'S DEPART-TRA DIVIDEND OF FIFTEEN DOLLARS upon each Share of the present Capital Stock, as resistered on the boo; sof the company this day. The said Extra Dividend to be payable in Stock of the Company, at its par value of Fifty Dollars per shares, the shares to be dated May 2, 1861, and to be entitled to dividends payable in November next, a:d thereafter, as the present stock of the company.

stock Certificates for the extra dividend will be delivered on and after May 2, 1854. fel6-tmbl THOS. T. FIRTH, Treasurer.

fold-tmbi THOS. T. FIRTH, Treasurer. PITTSBURGH, FORT WAYNE AND CHICAGO BAILWAY COMPANY, Office of the Secretary, PITTSBURGH, Pa., February 12th, 1664. The annual meeting of the Stock and Bondhold-ers of this Company, for the Flection of Directors, and such other businees as may come before it, will be held at the Office of said Company, in the city of MARCH, A. D. 1861, at 10 A. M.

of MARCH, A. D. 1861, at 10 A. M. The Stock and Transfer Books of the Company, at their Office in the city of Pittsburgh, and at their Transfer Agency in the city of New York, will be closed on the 1st day of March, at3 of clock, P. M., and remain closed until the 17th day of March thereafter. W. H. BARNES, felSimal? fel51ma17 Secretary.

DELAWARE MINING CO. OF MIUH-DELAWARE MINING CO. OF MIUH-BIGAN.-Notice is hereby jeven, that an Installment of One Dollar per Share of the Capital Stock in the Delaware Mining Company of Alica-igan, has this day been called by the Board of Di-r ctors of said Company, No. 326 WALNUT Street, Philadelphia, on or before the 1st day of March 1664. Interest will be charged on all Installments after the same shall have become due. By order of the Board of Directors. S. M. D 347, Secretary.

THILAD ELFAIA AND READING RAILROAD COMPANY, OFFICE NO. 97 SOUTH FOURTH STREET, PHILADELPHIA, December 2, 1853.

December 2, 1853. Dividend of SEVEN PER CENT., clear of this (company, will be closed on THUESDAY, 17th instant, and re-opened on TUESDAT, Jannary 19, 1854. A Dividend of SEVEN PER CENT., clear of Shile tax, has been declared on the Common Stock. Jayable in Common Stock on and after 31st Decem-ber next to the hole or thereof as they shall start.

registered on the books at the close of business on A Dividend of THREE AND A HALF PER

A Dividend of THREE AND A HALF PER OENT., clear of all State tar, has been declared on the Preferred Stock, payable at each or Common Stock, at the option of the helder, on and aft.? the Sist of December area, to the Stockholders, as they shall stand registered on the books at the close of business on the 17th inst. He'ders of cortificates which have been dis-charged from this office, or either of the Transfor Agencies; are particularly requested to have them duly registered on the Transfor Books to walch they have been transferred, prior to the 17th inst. Stockholders whose names are registered on the New York Books will be paid at the Farmers' Loan and Trust Company, and those whose hames are registered on the Bocton Books will be paid at the office of Messers I. E. Thayer & Booher. de3 S. BRADFORED. Transforr.

purpose. In a few days notice will be given when and how

recruits in new organizations and veteraus re-en-listing in the field can receive their bowniy. By older of the Commission. ja4 if SAMUEL C. DAWSON, Secretary.

OFFICE CITY BOUNTY FUND COM-MIISSION, No. 412 PRUNE street, De-

Ann Copeland, A. Emslie and J. New

S. M. DAY, Secretary. Dated PullADELPHIA, Feb. 15, 1804. fel6-tmb15

Dated PHILADELPHIA, Feb. 15, 1804. 1916-tmal9 PHILADELPHIA AND BEADING Railroad Company, Office 27 South Fourth Streat. PHILADELPHIA, Septemeer 3, 1863. DIVIDEND NOTICE. -The following named persons are exitided to a Bividend on the common stock of this Company. The residence of several of them is unknown, and it is therefore necessary that the Certificates of Stock should be presented or calling for thes Intwidend. or calling for the Dividend. S. BRADFORD, Treasurer. fel, m, th-6t\* S. BBBLE GALLS, BTOCHHOLDERS' BAHES. ISamnel T. Harrison, Mrs. Mary Els Timothy O. Boyle, Clement Biddle,

## MILITARY NOTICES.

MILITARY NUTICES. DANA TROOP AGAIN IN THE FIEL., -TWENTY ABLE BOJHED MEN wanted it ofill the Troop. This Troop will be hand-somely equipped and attached to the Twenty-first Pennsylvania Cavairy, Col. WM. H. BOYD Commanding. The highest Bounties given and paid as scon as mustered. Recruiting Offices Southwest corner Sixth and chestnut strivets, and Orleans House, 531 Chestant street below Sixth. EB. J. LEVY, 1st Lieutenant, 21st Pa. Cavairy United States Mustering Offices ! Capitain, R. W HAMMELL : Lieutenant, A. T. OLARK; 2d Lieutenant, A. J. BAIR. VOLUNTEERS will please take notice that the undersigned is prepared to pay at the OUS-

The undersigned is prepared to pay at the OUS-TOM LOUSE the Ward Bounty of TWENTY, FIVE LOLLARS to all who may be assigned to the Fourteenth Ward. WM. B. THOMAS, file 316 Treasurer, Fourteenth Ward.

to the Fourteenth Ward. WM. B. THOMAS, <u>148</u> 30 Treasurer, Fourteenth Ward. <u>HEADQUARTERS FOR DRAFTED MEN</u>, 1200 WALNUT street-PHILADELPHIA, Feb. J. 1800. **BECRUITS FOR HANCOCK'S CORPS.** The Contributors to the Coal Bounty Fund have authorized me to pay the sum of Five Dollars for every recruit received for the old Philadelphia. Regiments belonging to the Second Army Corps. This sum will be paid on the delivery of the re-cruit at the BROAD and OHERRY STREET HOSPITAL. and will continue up to the 20th inst, of until 2,500 men are received. Recruits will be credited to the particular Ward selected by themselves.

The Regiments for which Recruits and required are the 60th, 71st, 72d, 106th, Sist and 116th Cenna.

Volunteers. Yolunteers. The attention of all recruits and recruiting agents is called to the matter. JOHN GIBBON, Brg. Gen. Vols. At a meeting of the contributors to the Oal Bounty Fund, held February 1st, 1864, it was *Betolved*, That the balance of hee fund be applied to the filling up the Philadelphia Regiments of the Second Army Corps. Arm y of the Potomac. Brig. Gen. JOHN GIBBON was authorized to disburse the fund for that purpose. 1613-645 R. W. RATHBUN, Sec.

LEGAL NUTICES.

INCLUSION NOTICES. IN THE DISTRICT COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. JAMLS HOUSE vs. The Barge called the T. F. Waite, Cornelius Vielie, owner. March T., 1854, No. 8. Attachment sur Libel. Stipulations in SI.500.

S1,500. To all whom it may concern. By virtue of the above Writ of "Attachment sur Libel," to me directed, issued out of the said Court, I have at-tached the barge "T. F. Waite," of New London, in the State of New York, of which Jefferson Clark was late Master.

In the State of New 1016, of Which Jetterson Clark was late Master. The said Barge will be sold for the payment of debts contracted for, work and labor done, and materials found and furnish-d in parily reolack-icg, recaulking and refastening the Said Barge, and otherwise laboring to make her seaworthy; unless the owner, consignee, commander, or some perron in their behalf shall appear and pay the same, or otherwise obtain the discharge of the said Barge within three months from the date of this notice.

All persons having liers for any debts contracted

All persons having liers for any debts contracted as a cressid *i* re required to file the same within three months from the date hereof or be debarred from prosecuting their claims uncer the abyve wit of atta.hment. JOHN THOMPSON, Sheriff. PHILADELPHIA, Feb. 11, 1864. fell-thötig AND COUNTY OF PHILADELPHIA. In the matter of the Estate of MOSES T. JOHN-SON, a minor.

In the matter of the Estate of MUSES 1. 504. SON, a minor. The Auditor appointed by the Court to audit. settle and adjust the second and final account of MARY JOHNSON, Guardian of MOSES T. JOHNSON, a minor, and to make distribution of the balance in the hands of the accountant, will meet the parties interested for, the purposes of his appointment, on MONDAY, February 22d, 1861, at 4 o'clock, P. M., at his office, No. 113 South FIFTH street, in the city of Philadelphia. FIFTH street, in the source of MUSES Auditor.

fe9-in, th, s, 5th Auditor. TN THE COURT OF COMMON PLEAS\_IN DIVORCE of December Term, 1863; NO. 21.-COLCORD vs. OOLCORD\_Sir: You will please notice as Rule on the part of the libellant to show cause why a Divorce in the above case should not be decreed; returnable to SATURDAY, February 20th, 1661, at 10 A. M., personal service having failed on account of your absence. Yours respectfully, WM. M. GALLAHER, [fe8-m, th, 4:\*] To AUSTIN N. OOLCORD, Respondent.

WHEREAS, LEITERS TESTAMENTARY Wupon the Estate of ELIZA HAMILTON, de-ceated, have been granted to the undersigned, all persons indebted to said estate are requested to make payment, and those having claims against the same, to present them to GEORGE HALL. Examiner

GEORGE HALL. Executor, 257 Madison street.

New goods opening daily. fel5 100 PIEUES OF SI FANUY SILKS. Black and Wnite, Brown Plaids. India Plaid Silke, SI per yard. S5 Best Black Silks. Moire Antiques Best Goods. Foulards, newest styles. Friendly Foulards. EYRE & LANDELL, Fourth and Arch surgets.

Richardson's Shirting and fronting Linens. BLACK SILKS.-Just opened a large lot,

of Bosts quence of abandonment of Canal, above Blairsville, - - -40,396 51

For Western Division,

including purchase

- 362,374 32

vision, - - - - \$159,556 98

For Juniata Division, 162,420 83

Showing a loss on the Canals, during 1863, of - - - - \$75,217 80 The Expenditures in 1862, for same object,

were \$258,091 56—showing an increase of \$104,282 76 during the past year.

The enlargement of the Canal will be completed by the opening of navigation in 1865, from Columbia to the Millerstown dam, on the Juniata, a distance of fifty-nine miles. Above that point, the locks will only be enlarged as require rebuilding, until there is a reducthev tion in the price of materials and labor. At the Millerstown dam, the railway and canal are close to each other, affording every requisite facility for transhipment of freights from the Road to canal, and giving a full opportunity to test the capabilities of the latter work for the cheap transportation of heavy products. The Western Division of the Canal, which has been a source of continued expense to the Company may be abandoned upon the extension of the Western Pennsylvania Railroad to the Allegheny Valley Railroad. The whole income of the canals from the

first of August, 1857, when they came into possession of the Company—six years and five months—amounted to \$1,393,196 11, all of which has been appropriated to their maiatenance and improvement, except the sum of \$97,396 21, an amount about sufficient to meat the expenditures upon them previous to the resumption of navigation in the Spring. The Ganal Department will then start with an enlarged canal upon its Eastern Division, and a portion of the Lower Juniata, and with nearly the whole line cast of the mountain regenerated. In its present condition, this portion of the property of the Company may safely be esti-mated as worth \$1,500,000, and should, hereafter, return at least an interest of six per centum per annum upon that sun. The Philadelphia and Erie Railroad Wai not

opened throughout its length, as anticipated, by the first of January last, owing to circumstances which that Company could not control. This Company has promptly supplied it with all the capital needed for the construction of the road, but the requisite labor could not be obtained. The completion of the line may, obtained. The completion of the line may, however, be confidently expected in July next. The revenue derived by this Company under its lease; from those portions of the Philudel-phia and Erie Railroad delivered to it, have fally sustained the estimates of the Board on sub-mitting the contract with that Company for your confirmation. They are, for the year 1863, as follows :

From Passengers. - \$275,604 20 "Troops. " Freights. -383,234 53 Packages and " Express Freights. 11.800 53 Mails. -" Miscellaneous Sources. The Expenses during the same time were : \$727.669 93 For Conducting Trans-portation. \$109,624 28 For Motive Power. \$7,835 84 For Maintenance of 87,835'84 For Maintenance of 127,379 33 Cars. 11,756 58 For Thirty per cent. due on Lease to meet interest on Bonds, 218,300 93 554,893 99 Sc. Which is chargeable with the in-the states on the Rolling Stock, Shop, Machinery, and their Net Earnings of Road.

For Shops, Engine Houses, Depots, Pennsylvania Railroad, For Extension Pennsylvania Railroad to Pittsburgh and Steubenville Railroad, · • • 500,000 For Extensions of Sidings and arrangements for Oil Depot, -250.000 For Commutation and other Roads,

Railroad

Total, - - - - - - \$3,000,000 About the same amount as expended the past vear.

Of this sum we may estimate as derivable from the net receipts of the Road \$3,000,000, and the remainder from the sale of securities n the possession of the company.

The tonnage of the Pennsylvania Railroad east of Harrisburg, upon the completion of the Philadelphia and Erie Railroad, will be largely in-creased, and will consequently demand increased accommodations. Of this portion of the line, that west of Columbia is leased from the Harris. burg and Lancaster Railroad Company for 999 years, and the remainder was purchased from the Commonwealth in 1857. The Harrisburg and Lancaster Road has two tracks separating at Middletown, one intersecting the State Road at Columbia and the other at Lancaster. The requirements of the Freight Traffic, which follows the Columbia Branch, (in consequence of its better gradients,) already demands a second track which is being laid, thus giving three tracks between Middletown and Lan-

caster. aster. The alignment of the old Philadelphia and Columbia Railroad is exceedingly defective, and when the present scarcity of labor shail cease, it will be the duty of this Company to materially alter and improve the details of its location, and prepare it for three tracks for a large portion of the distance east of Lancaster. Although two tracks are capable of accommodatingalmost an unlimited traffic of similar character, such as coal, lumber, &c., yet when the business of the line is very large and diversified, requiring different speeds for its trains,

to insure its proper 'development, a third track placed between the two main tracks becomes necessary to ensure punctuality and efficiency to a great thoroughfare. Upon other portions of the line a similar enlarge-ment of the facilities afforded by a third track, will eventually become necessary, the points for which can be determined when the traffic of the system of roads that this Company has been endeavoring to perfect, shall be dercloped.

The completion of the remaining twenty-one miles of second track, all of which is required between Lewistown and Mill Creek, will be suspended this year in consequence of the scarcity of labor and the necessity for its use for other objects of more pressing im-20,558.06 portance.

The rapid destruction of iron under that high speeds and heavy locomotives now usel upon railways, has become a subject of serious 13,321 99 consideration, not only to the managers of 23,137 62 these improvements in this country, but also in Europe. When the Pennsylvania Railroad was planned, a locomotive weighing \$45,000 to 50,000 pounds was considered as the extreme limit to these machines, justified by prudence. But the demands of the public for high speeds has compelled the introduction upon all thoroughfares of more powerful engines. These could only be obtained by adding to their di-mensions and weight, which produced its natural result-great wear and tear of iron rails, and the superstructure of the road. This evil bas been still further increased by the inferiority of the rails now manufactured, compared with those placed upon railways when the edge rail was first introduced. It was then deemed essential that rails should be made from the best refined iron produced from selected ores. The great increase in the demand for iron under the rapid development of the railway system in

650,000 at a low rate of interest, in preference to its payment. The shareholders will doubtless fell gratified 250,000

to learn from this exhibit, that the Directors have kept steadily in view their original relac-tance to incur a debt for the construction of their Road, and in pursuance of the policy in-dicated by their wishes, have provided, at the 500,000 carliest moment consistently with the permanent interest of the Company, for its reduction to a sum that, all must admit, can be muntained without any risk to the Company.

In presenting these gratifying results of the operations of your road, it must not be forgat-ten that the causes which have been largely instrumental in producing them, cannot long continue. The railways of the North generally, since the first year of the rebellion, have greatly increased their earnings. Those of this Company have advanced from \$5,862,355 21, in 1859, the year before the war commenced, to \$11,891,47,95, in 1853. his This increase is chiefly in freight the passenger business having increased but from \$1,420,912 43, to \$2,275,536 78, omitting the earnings from transportation of troops. The increase in the money receipts from freight, for obvious reasons, is greater than the tonnage. The limit to the receipts of the Company from eastward bound traffic, during the conlinuence of favorable navigation on the Ohio river, has only been controlled by the amount of Rolling Stock at its command.

At all other periods, the equipment has been ample to meet the deminds upon it. The revenues of the Company, during January of this year, show a large falling off, compared with those of 1863, owing to the ice blockade of the Ohio river, and to the interruption to the traffic of the Pittsburgh, Fort Wayne and Chicago Railway Company. But we have not much expectation that the business of the road for the year, will be materially less than last year.

The increase in the receipts of the Company from freight, being largely die to more remu-nerative rates of freight, the decrease in its revenues, that may be confidently looked for after, the close of the war, will not affect the toppiage of the road in the same ratio. The stimulus given to the internal trade of the State by the great demand that has existed for the past two years for her products, added to the additional traffic that may be expected from the new territory opened by the branch lines and extensions already made, and those that will be brought into use by the close of the year, will go far towards maintaining the tonnage of the main stem, which time must gradually continue to augment.

The surplus profits of the Company, and the disposition made of them, have already been referred to. They are now represented by good securities, in the possession of the Treasurer. The Board, from prudential rea-sons, has herotorore declined to recommend a division of them, but it does not now see any sufficient reason for their longer retention. Au extra dividend has therefore been declared of fifteen dollars (15) on each share of the present capital, as registered upon the books of the Company, February 15, 1864, which dividend shall be payable in the Stock of the Company, at its par value of fifty dollars (\$50) p'r sharo. The additional stock thus created, to be dated May 2, 1864, and be entitled to dividends payable in November next, and thoroatter of the same amount semi-annually, as the present stock of the Company. The certificates of stock for the extra dividend, to ba delivered to stockholders on and aftor May 2, 1831. The Directors feel much gratification in ronewing their expression of unabated conjitence

in the intelligent, efficient and faithful services of the heads of the several departments insituted for the management of the business of the Company, their officers and employees generally. For more detailed information relative to the

per pair. juperfine Rich Design, Extra Size Lace Curtains,

per pair.
Superfine Rich Design, Extra Size Lace Curtains, 816 40 per pair.
Extra Superfine Yevy Rich Design, Extra Size Lace Curtains, only 325 60 per pair. NGTTINGHAM LACE CURTAINS.
I Lot Quite Pretty, Caly 51 60 per pair.
I Lot Better, Only 53 60 per pair.
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I Lot Risher, Only 53 60 per pair.
I Lot Risher, Only 53 60 per pair.
I Lot Curtains, Only 54 60 per pair.
I Lot Risher, Only 54 60 per pair.
I Lot Risher, Only 54 60 per pair.
I Lot Curtains, Only 54 60 per pair.
I Lot Risher, Sangara, Sangara,

per yard, worth the price five years ago. OLOTH STUME — JARIES & LEE INVATE U the attention of their friends and others to their iarge and well assorted stock of goods adapted to Gen and Boys' wear, comprising in part Black Frence Cloths. Blue de do Colored do do OVEROAT CLOTHE. Black French Beavers. Gelored do do Hisck Examinant do Celored de do Black Esquimaux de

Black Esquimanx do Odored dc do Blue and Black Pilota. PANTALOON STUFFS Black French Cassimeres do co Doestines. Fancy Cassimeres. Mixed and Striped do Plaids and Stiped do VESTINGS. Funcy Suik Yestings. Fancy Sik Veivet do Plain and Fancy Castmeres Wool, Velvet and Valeraia. A barge associment of Tripuning

Also, a large argoriment of Trimulagy, zdagas Men and Boys' Wear, at wholesale and retail, JAMES & LEE, No. 11 North Second arrest, Sign of the Golden Lamb,

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 GREAT MEDUCTIONS-VEAYLOW
 GPRICES.-As we are dotermined to close out our entire stork of WINTER DRESS GOUDS, REGARDLESS OF COSV.
 Closing out French Merinces, 75 cents.
 Closing out French Poplins.
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 ALL THE LEADIN J MAKES OF MUSLINS, Bleached and Unbleached, X, X, X, X, 6-4, 8-4.
 9-4 and 10.4 wide, at the YERY LOWEST PRICES.
 Nos. 713 and 715 North Tenth street. 4535

chers, which they are selling at a small advant on old prices. LADLES' HANDKERCHIEFS. Tape Borders, at 19, 12, 14, 15, 15 and 25 cents. Hemstliched, from 35 cents up to the thest. Review Borders, Tacked Borders. Wide Hemstliched borders. (colored Embroidered Borders. Herringbons.stich, in colore to

Herringbone-stitch, in colors, &c. Some of the above are put up in fancy boxes,

Some of the above one enitable for presents. GENTS' HANDKERCHIEFS. GENTS' HOND coats up to the finest. GENTS' HANDKERUHLEFS. Tape Borders, from 20 cents up to the finest. Printed Borders, now styles, from 31 cents. Hemstitched and printed. Herringbono-stitch, in colors, 50. Also, a becatiini assorbatent of Children's plain and mining Handkernhiofs.

Also, a bestiming associated, of confuter - prace and printed Mandherahiefs. LINEN GOODS GENERALLY. -- We have LÍNEN (GOGDS GENERALI.Y. We have always on hand the most extensive stock of all kinds of Linen Goods to be found in the city. We import and deal in Linen Goods, exclusively, and cun always offer to either Wholesale or Betall buyers the advantage of purchasing at a very small advance ou manufacturer's prices. S. MILLILKEN & CO., de22] 523 Arch sures, and 33 S. Socoud street.

No pain. DR FINE, PRACTICAL DENTIST DR FINE, PRACTICAL DENTIST below Third, meeris the most bacutifel TEETH of the age, mounted on fine Gold, Pianna, Silver, velenuite, Coralita, Amber, Ker, at prices for neat and substantial work, more reasonable than any Dentistin this day or State. Teeth plugged to last for life. Aritholal Ceth regainst to stat. No pain in extracting. All work warraned to fit. Beference, best fomilies. May 9-004

MILSSION, No. 412 PRUNE street, De-cember 29, 1863. Warrants for the City Bounty (two hundred and fifty dollars) will be issued to all new recruits for old regiments, ore-lited to the quota of Philadel-phia on the coming draft. Muster rolls, certified by proper mustering offi-cers, must be sont to the office of the Commission one day previous to the issuing of the warrants. Officers must accompany and vonch for their men when the warrants are delivered. Philadelphia soldiers re-enlisting in the Beld will receive their warrants are scon as certified copies of the unster-in-rolls, are farnished to the Commis-sion by the Adjutant-General of the State. Mea enlisted in 'Ool. McLean's Regiment (183d Pennsylvania Volunteere), will receive the bounty in companies when duly mustered into the U. S. service, and credited to the quota of the city. The: Commission sits daily from 3 to 5 P. M., during which hours only warrants are delivered. These warrants are cashed on presentation at the office of the Commission. By order of the Commission. DENVISTRY ... By order of the Commission. jaletts SAMUEL (), DAWSON, Sec'y. OHARLES M. SLOOUM, DENTIST, No. O 1341 VINE Street: Extracting by Electricity. No juin. fol3-3t\*

jal-tro SAMUEL C. DAWSON. Sec'y. MILTON'S CEMENT. - The Inscitned Compart of the Messrs Hilton Brothers is cer-tabily the best article of the kind avar invented. Itshowid be kept in every manufactory, workshop and house, everywhere: By its are many dollars can be saved in the run of a year. This Coment cannest decompose of become corrupt, as its combi-nation is on scientific principles, as winder no cirs cumstances or change of temperature will it emit they offensive small. The various uses to which it can be successfully applied, readers it invaluable to all classes. For particulars see advertisement.

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 $\{ \overbrace{L. S.} \} \text{ of the Court O. P. and daly stamped according to Act of Congress,} \\ je20-6w\delta T. O. WEBE, Pre Prothenotary. }$ 

EDUCATION.

de3 S. BRADFORD. Transurer. OFFIUE OITY BOUNTY FUND COM-MISSION, No. 412 PRUNE Street, Phila-delphia, Becember 19, 163. The Commission for the payment of the Gity Bounty are now prepared to receive and adjust the claims of all new recruits in old regiments. Until further notice, the Commission will sit delily from 3 to 5 P. M. Bounties will be paid to those only whose names are borno on rolls furnished to the Commission by the Assistant Provost Marshal-General, or the United States Mustering Officer for Philadelphia. Claimants for the bounty must be vouched for by a responsible United States Officer. Officers will bring their men to the office in squads for the purpose. INFANTS' RETREAT-Mr. SAMUEL ED-WARDS, PRINCIPAL. This Institution, at MEDIA. Lek. Co., 13 miles from Philadelphia Co., by R. R. will open on 13th of APRIL next, Providing the tenderest care and culture for chil-dren from 3 to 7 years of age. For 1 orther var-inculars apply to the Principal, Care of Rev. Sam-nel Edwards, Media, Pa. References: Bishop Potter, Bishop Sterens, and the Episcopal clergy of the city; also to Abraham Martin, Esq. fel7-3m§

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Mr: G. Andre's Music Store. DOWLOIN COLLEGE. DOWLOIN COLLEGE. MEDICAL DEPARTMENT: The 44th Annul-Course of Lectures in the BIEDICAL SCHOOL OF BIAINE, at Bowdoin College, will commence February 26th, and con-tinue sixteen weeks. Circulars containing full in-formation can be had on application to the Secre-tary, at Williomsform, Mass. P. A. CHADBOURNE, M. D., Secretary. Thrushvick, 1864. 161-181

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