

(Continued from the First Page.)

Table with financial data: The earnings of the Philadelphia and Erie Railroad in 1885 were \$2,344,769 23. Includes items like Freight, Passengers, Express, etc.

The operating expenses during the same period were \$1,746,022 23. Includes items like Fuel, Maintenance of Way, etc.

For 50 per cent. on bonds, \$1,173,011 11.50. Includes interest on bonds, taxes, etc.

Showing a loss in operating the line, including per cent. of freight, of \$607,767 11.73. Includes Philadelphia and Erie Railroad Company, etc.

This loss is largely due to the March freshet in the Susquehanna, already referred to as so destructive to the Canal, but still more disastrously felt throughout the line of the Philadelphia and Erie Railroad.

Five spans of superstructure of the Bridge at Williamsport, one at Munoy, over the West Branch of this stream were swept away by the force of the County and Toll Bridges driven against them by a rapid current.

The whole line of the Road from St. Marys to Erie presented innumerable evidences of the destructive effect of this flood—culverts, bridges, embankments and the slopes of excavations and embankments badly washed.

The effects of this extraordinary flood in the streams followed or crossed by the road, have been so destructive to the Canal, in its profile during the construction of its unfinished portions were judicious, and that the location of the line is now such as to render it safe from serious disaster hereafter.

From a very natural desire to see this work in operation—which had been so many years in progress—the Directors of the Philadelphia and Erie Railroad Company opened the middle division of their line long before it was in a condition for effective service.

The whole revenue of the Pennsylvania Railroad Company, from its several lines, is as follows, viz: Philadelphia and Erie Railroad, \$1,746,022 23. Includes freight, passengers, etc.

With a view to prevent an undue enlargement of the capital of the Company, so difficult to restrain in corporate enterprises, all interest paid during the construction of the Company's Railroads, together with all discounts allowed upon Bonds sold, and all doubtful investments have from time to time been charged to the principal of the annual net revenues of the Road.

The present condition of the Company's property, therefore, cannot be viewed with great satisfaction by its shareholders. The contrast of its present value it may be safely stated as follows:

It is this liberal and progressive policy that the prosperity of this Company is in a large measure due. The construction of these various works, and the large equipment purchased for them, have been the consequence of the high price of labor and materials, required a much larger outlay than anticipated, which they were undertaken.

The business of the Philadelphia and Erie Railroad is now nearly twice what it was ten years ago when you were asked to subscribe its stock, at no distant period, will prove a remunerative investment.

of the Southern States, which, at the commencement of hostilities, immediately closed the markets of the Southwest heretofore enjoyed by the producers of the Northwest States, under the vain expectation that they would thus secure the patriotic feelings of that section from its allegiance to the Union.

This increase of traffic was quickly met by enlarging our equipment, notwithstanding the high prices demanded for Rolling Stock, and a continued apprehension that an early termination of the rebellion might render the construction of miles of siding necessary for its accommodation while out of service.

At an early stage of the war, added to the loss of this crop, has thus deferred the full transfer of traffic to its original channel, a more distant period, this diversion of freights, as small as it has been, is now left in the reduced quantity and rates charged for transportation.

As the cost of transportation is largely diminished by the quantity and regularity of the supply of freight, it follows that the local traffic of the State can be more cheaply accommodated by branch lines to the existing trunks (which occupy the only natural routes of interest) than by the lines of the East and West within the State, and in the success of which the Commonwealth and the City of Philadelphia are deeply and directly interested in any way.

As the cost of transportation is largely diminished by the quantity and regularity of the supply of freight, it follows that the local traffic of the State can be more cheaply accommodated by branch lines to the existing trunks.

It is quite true that the Pennsylvania Railroad Company may have carried freights upon the same day out of New York for a longer time than Philadelphia.

It is confidently affirmed that no case of seeming discrimination against Philadelphia and its interests in the Philadelphia and Erie Railroad Company can be shown.

The Company is also extending its road to the Delaware river at Greenwich Point in the City of Philadelphia, with the modification of the oil and other heavy traffic from which line a short branch can connect with League Island, an object of much importance to the Government.

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terprises, including the equipment of the Philadelphia and Erie Railroad, and other lines, have heretofore been met (without any material enlargement of the obligations of the Company) from the revenues of the Pennsylvania Railroad and from the sale of securities received from those Companies.

After many years of unostentatious efforts to induce the New York trunk lines to abandon their policy of committing a share of their freight business to private freight companies, the Pennsylvania Railroad Company, for the purpose of counteracting the diversion of traffic from its route, caused by these organizations, and to provide an equal outlet for the surplus capacity held by the Company.

In consequence of partisan representations made during an important litigation, and then shown to be false, having been wantonly and industriously persisted in, from interested motives, we thought it our duty to state, in as few words as possible, the policy which has ever governed the Directors in relation to the traffic over your line to and from Philadelphia.

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will give to his administration a success equal to that of his predecessor. The General Superintendent of the Philadelphia and Erie Railroad Company, Joseph D. Potts, Esq., has also left the service of the Company for more profitable employment elsewhere.

By order of the Board, J. EDGAR THOMSON, President. CITY BULLETIN. LARNEY CASES.—Elizabeth Brady was before Alderman Titterton this morning upon the charge of having entered a house upon the charge of having entered a house some quilts, sheets, &c. She was committed.

James Young and John Green were arrested last night at Second and Vine streets for the larceny of some brooms which were in their possession. It seems that a lot of brooms, rescued from the recent fire on Delaware avenue, were stored in houses on Water street, and were given to freemen of the house to sell in that way the prisoners got the brooms which they were endeavoring to sell when arrested.

RECEPTION OF THE HIBERNIA.—An adjourned meeting of the representatives of fire companies intending to participate in the reception of the Hibernia Fire Engine Company on the afternoon of the 22d instant, was held last evening at the Perseverance Hose house.

THE FENIAN BROTHERHOOD.—At a meeting of the Philadelphia Circle, held last evening at the Fenian Hall, Twelfth and Chestnut streets, about \$1,500 in the bonds of the Irish Republic were distributed by the Fenian Brotherhood.

CHARLES STOKES & CO.'S first-class ready-made Clothing House is No. 24 Chestnut street, under the "Cathedral". INCORPORABLE GUM DROPS.—Ever soluble, and deliciously flavored, manufactured only by STEPHEN F. WITMAN, No. 120 Market street.

DISHONEST SERVANT.—A colored girl, named Elizabeth Moore, who has been for some time past in the service of the family of Henry B. Wilson, of South Ward, was arrested by Officer Jess, charged with having robbed Mr. Wilson of about three hundred dollars in money and other articles.

OPENING STREETS.—Workmen are busily engaged in opening streets through the extensive open fields on the extreme limits of the city, and filling up the low places in order to correspond with the grade. This work is done at the expense of the property owners, and will be an advantageous improvement. It may be several years before these suburbs are built upon to any great extent, but it will place eligible building lots in market, which will attract the attention of capitalists and other in that direction, and excite a greater spirit of enterprise among manufacturers to locate in the vicinity.

DELEGATE MEETINGS.—The Union Party of Camden will hold primary meetings in the different wards on Friday evening next, for the purpose of electing delegates to the City Convention. The struggle for nomination begins to assume interesting characteristics, and many candidates are in the field, all of whom are good men, while for the position of Marshal, several new aspirants have sprung up in addition to those who have been already named.

THE ALMSHOUSE.—The population of the Almshouse, as reported to the Guardians of the Poor yesterday, is 2,638, an increase of 550 over the same period last year. Of the whole number, 1,830 are males and 1,795 females. During the past two weeks 1,970 were admitted.

HALL'S VEGETABLE SICILIAN HAIR RESTORER.—Renews the Hair. Hall's Vegetable Sicilian Hair Restorer restores Gray Hair to its original color. It is the only Hair Restorer that does not stain the skin. It is the only Hair Restorer that does not irritate the scalp. It is the only Hair Restorer that does not fall out. It is the only Hair Restorer that does not become rancid. It is the only Hair Restorer that does not become rancid.

Two HUNDRED DOZEN HEAVY LINEN Napkins, at 25 cents each. Two more prices 24 Beached Table Napkins, at \$1.00 each. Two more prices 24 Beached Table Napkins, at \$1.00 each. Two more prices 24 Beached Table Napkins, at \$1.00 each.

DEAFNESS, BLINDNESS AND CATARRH.—J. Isaac, M. D., Professor of the Eye and Ear, treats all diseases pertaining to the above mentioned organs. He has a large number of patients in the city who are cured of their deafness and blindness. He has a large number of patients in the city who are cured of their deafness and blindness.

THE FINEST CARAMELS and Roasted Almonds are those manufactured by E. G. Whitman & Co., 24 Chestnut street. RAGED REPORTING.—A London reporter has been creating a sensation by going to a workhouse dressed in rags and spending the night there as a poor training beggar.

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SALE OF OIL PAINTINGS.—Parties wishing to contribute to the sale of Oil Paintings, to be held at Scott's Art Gallery, No. 1020 Chestnut street, on Tuesday and Wednesday, February 27th and 28th, must have their paintings in store by Saturday next, 24th inst.

THE PEAK FAMILY are yet at Assembly Building. Their programmes are new each evening. MR. S. K. MURDOCK'S READING, together with the Peak Family's exhibition, takes place on Thursday evening at Assembly Building.

MR. GEORGE FRANCIS TRAIN'S lecture on England and Fenianism takes place at the Academy of Music to-night. SENIOR BLITZ and the Sphinx are still at Assembly Building, puzzling and pleasing all visitors.

AMUSEMENTS. Gymnasium. N. E. CORNER OF NINTH AND ARCH. Bodily exercise is highly recommended to both sexes and all ages. It produces strength and health, and gives the soul a grateful activity.

REUMATISM. HOMOEPATHIC SPECIFICS. Have proved, from the most ample experience, to be the only Medicines perfectly adapted to cure Rheumatism. They are so simple that mistakes cannot be made in using them, so harmless as to be used by the most delicate, and so efficient as to be always reliable.

CAUTION SALE. M. THOMAS & SONS AUCTIONEERS, No. 139 and 140 South Fourth street. WILL INCLUDE: THREE STORIES MODERN THREE STORY BRICK RESIDENCE, with side yard, No. 22 Franklin street, near Poplar street. Handsomely finished, and has a full and complete outfit of furniture.

IRON RAILING. PHILADELPHIA AND NEW YORK ORNAMENTAL IRON WORKS. The subscribers, founders and manufacturers of BEST PATENT IRON RAILINGS, for building public buildings, public squares, Commercial and other structures.

LEGAL NOTICES. IN THE ORPHANS COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.—Estate of JAMES HUNTER, deceased. The notice is hereby given that the account of John A. Brown, Executor of the Estate of James Hunter, deceased, is to be settled on the 15th day of March, 1886, at 11 o'clock A. M. at the office of the Court.

LEGAL NOTICES. IN THE ORPHANS COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.—Estate of EDWARD C. WELLS, deceased. The notice is hereby given that the account of the balance in the hands of the accountants, will be settled on the 15th day of March, 1886, at 11 o'clock A. M. at the office of the Court.

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