rolling stock, &c., amounting in the aggregate to \$2,385,128 50, together with an installment of \$100,000 upon the principal of the debt due the State, and losses on leased Railroads, to expense account; which added to similar charges made during the last four years, gives \$8,125,995 15 thus dis-

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 and paid out of the annual net revenues of the Road. There is nothing therefore in the accounts of the Company representing fictitious values; on the contrary, its property is worth in specie much more than It is represented at upon its hooks. The Main Line and branches of your Road were constructed under small contracts for cash, when labor was low and at rates fully one-half less than those now prevalent. In consequence of the conserva tive policy mentioned, the shareholders have from the day of payment of each installment received six per cent. interest free of taxes upon their investment from the net revenues the Board until May 1862, t since which time the regular and extra dividends have averaged over eighteen per cent. per annum.
If the increase of Rolling Stock, &c., paid for from the net revenues of the Road, as already stated, were added to the surplus profits as shown by the Treasurer's statement, it would exceed the original cost of the Company's Road and ontit between Har-

risburg and Pittsburgh, when finished with a single track and sidings.

The present condition of the Company's property, therefore, cannot but be viewed with great satisfaction by its shareholders. Estimated at its specie value it may be

mafely stated as follows: Hain line of Railway Branches and Extensions, including Shops and Depots, Harrisburg and Lancaster Rail Road, and Canal Canal
Equipment of all the Company's Railway.....
Real Estate..... . \$31,000.08 rials on hand, cash and cash balances stments in other lines.....

\$55,000,000 LIABILITIES. \$15,000,000

Which added to the Capital Stock would make its real value \$35,000,000, instead of \$20,000,000. If this estimate was predicated upon the cost of creating this property at present values, it would present a much larger

For the past two years the actual net revenues of the Company have been equal to legal interest upon one hundred million of dollars. But in consequence of the abnormal condition of the traffic from which they were derived, it has not been deemed prudent to fully represent them by an increase of Capital Stock. They have mainly been appropriated to the increase of the Company's property, and the amount thus disbursed charged to current expenses. In justification of this-policy, it will be borne in mind, that the increase in the traffic of the line, for the past four years is not due to a natural development of its business but is mainly to be accounted for by the acts

*In addition to this amount \$62,148 49 was expended by the Pennsylvania Baliroad Company for repairs to the cars in use on the Philadelphia and Brie Baliroad.

† One dividend was passed during the financial crisis of 185% to compensate for which three semi-annual dividents of four per cent had been paid.

of the Southern States, which, at the commencement of hostilities, immediately closed the markets of the Southwest heretofore enjoyed by the producers of the Northwestern States, under the vain expec-tation that they would thus seduce the patriotic feelings of that section from its allegiance to the Union. This object signally while the unusual demand Western products in Europe, that immediately followed, stimulated by high prices (enhanced by the continually increasing volume of the currency,) threw this busi-ness upon the East and West trunk lines, which, at an early period, were reduced to three by interruptions to the Baltimore and Ohio Railroad.

This increase of traffic was quickly me

by enlarging your equipment, notwith-standing the high prices demanded for Rolling Stock, and a continued apprehension that an early termination of the rebellion might render the construction of many miles of siding necessary for its accommocation while out of service. If the rebellion had ceased, as every indication seemed t warrant, in season for a full cotton crop during the past year, this would now, to a considerable extent, be the condition of things. But the Southern Planter having been required by the Rebel Government to visions until too late to put in cultivation crop for the past year, he has not yet become to a material extent a customer of the North west. The exhaustion produced by the long continuance of the war, added to the loss of this crop, has thus deferred the full transfer of traffic to its original channels, to a more distant period. Still, this diversion of freights, as small as it has been, is now

charged for transportation. At present neither of the trunk lines have their rolling stock for through traffic fully employed.

The capacity of the East and West
Trunk lines, at present, is not only
ample for the through traffic offering ample for the through traffic offering but, with the addition of the new road already opened from Erie, and the second tracks to the present lines now in progress, they will be found largely in excess of the business requirements of the country. Their construction during a period of low prices will prevent any competitor that may hereafter enter the field from meeting the context upon equal terms. from meeting the contest upon equal terms. Whatever may be the immediate effects of

elt in the reduced quantity and rates

competition between railways, its ultimate results, when capital is brought into the contest in excess of the demand for its use. is to tax commodities with the increased interest which such capital in the end alulative feeling in England some years since railways were built so largely in excess of the legitimate demand for their use, that with all the advantages of cheap labor and materials for operating them, the rates now charged are generally nearly twice those prevalent on similar lines in this country, while they still continue, in most cases, comparatively unremunerative to their

shareholders 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 exist-ing trunks (which occupy the only natural routes of intercommunication between the East and West within the State, and in the success of which the Commonwealth and the City of Philadelphia are deeply and dircctly interested), than in any other way These branches can be located so as to ac commodate a larger extent of country than additional through routes would afford.

At an early stage in the history of this Company, its Directors, under the influence of an enlightened policy, by subscriptions to their stock, extended efficient aid to the construction of railways from its terminus to the sources of traffic in the West. The investment made in the Marietta and Cin cinnati Line, from a misappropriation by that Company of the means thus furnished proved unproductive, and it has long since been charged to profit and loss upon our books. The credit of the line between Pittsburgh and Chicago, in which this Company held \$816,000 of stock, also gave way in 1857, with eighty-two miles of its line west of Plymouth scarcely begun, bringing this large investment into great jeopardy. Your Directors, however, promptly agreed that this Company would furnish the iron required for the completion of the road, while credit and exertions, brought the whole lin into early use, thereby not only saving the original investment, and largely increasing the traffic of this Company; but enabling is subsequently, to dispose of its interest in the line at a profit. The result of this operation has been applied to the completion of the line between Pittsburgh and Steubenville commenced under the patronage of the City of Pittsburgh and Allegheny County, penditure of municipal bonds than cash The cost of completing this work, in consequence of the late period of the war at which was: commenced, has greatly our anticipations; but the outlay, it is bedir anticipations; but the outlay, it is be-lieved, will eventually prove remunerative in its direct profits, as well as upon the traf-fic of our line, which has already felts its influence beneficially upon the current of travel since it was opened for use in Octo-

ber last.
In addition to the assistance afforded to these lines, and the completion of a second track to its own road (except 11½ miles), this Company has furnished the means for the extension of the Broad Top Railroad to Bloody Run; for the completion of the Bal-Eagle Valley Railroad, between Tyrone and Lockhaven; the Tyrone and Clearfield Rail-road; the Ebensburg and Cresson Railroad; the Western Pennsylvania Railroad, to Freeport; and the Philadelphia and Erie Railroad; besides other lines of less extent, all of which have been brought into suc

essful operation The Company is also extending its road to the Delaware river at Greenwich Point in the City of Philadelphia, for the accommodation of the oil and other heavy traffic from which line a short branch can connec with League Island, an object of much importance in the event of the General Government locating a Navy Yard at that point. It is also furnishing the means for the construction of a road to join the Philadelphia and Trenton Railway at Frankford, by which it is expected to return to the Philadelphia Division much of the busine hat has avoided this City, in consequence of interruptions to its transit through it. No new project has been undertaken during the year, except the conversion of the aba doned Canal below Freeport, into a railway, to connect with the Fort Wayne Railway, in Allegheny City. This line will be cheaply built, and it is believed that it will prove renumerative from its local business

It is to this liberal and progressive policy that the prosperity of this Company is in a large measure due. The construction these various works, and the large equipment purchased for them, have, in conse-quence of the high price of labor and mateials, required a much larger outlay than anticipated when they were undertaken. The unexpectedly large traffic during the past summer and autumn alone caused an immediate increase of equipment, c., above our estimate, of over \$1,200,000, and from present indications this will have to be increased this year for the accommodation of the Coal, Oil, and Lumber interests, a urther sum of one and a quarter millions of

dollars. The equipment for the through business seems to be sufficient. The business of the Philadelphia and Erie Railroad is now nearly twice what it was estimated at when you were asked to authorize its lease, fully justifying the belief that its stock, at no distant period, will prove a remunerative investment.

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 this Company) from the revenues of the Pennsylvania Railroad and from the sale of securities received from those Companie but the popularity and large supply of United States bonds, bearing a high rate of interest, continually pressed upon the market during the past year, has precluded the sale of even the best railway securities at ordinary rates. To meet future outlays, it may therefore be necessary to change, to some extent, the usual means for raising funds to meet the obligations of the Com-

The expenditures for new work (including equipment, &c., charged to expense account.) amounted in 1865 to \$6,010,287 12, which have been met from the surplus revenues of the road and the sale of securitie held by the Company. The outlays for similar objects this year will not be less than

After many years of unsuccessful efforts to induce the New York trunk lines to abandon their policy of committing a share of their freight business to private Freight Expresses, the Pennsylvania Railroad Company for the property of the property of the Pennsylvania Railroad Company for the Pennsylvani pany, for the purpose of counteracting the diversion of traffic from its route, caused by these organizations, and to provide at least equal facilities for the merchants of Philadelphia, assented to the introduction of similar lines upon your railways. The cars to be provided at their own expense, and of a compromise gauge, that they might reach all important points in the West or Northwest without transhipment. These fast freight lines were to maintain agents in Western cities, who would personally superintend the prompt and proper delivery of freights, and see to the settle-ment of claims for damages or delays. The result has been to secure a class of business, without interfering with the ordinary tonpage of the Company, that has not hereto-

tofore been reached In consequence of partisan representa-tions, originally made during an important litigation, and then shown to be false, having been wantonly and industriously persisted in from interested motives. w feel it to be due to you to reiterate, 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 Phila-delphia and the West.

Neither the inclinations of your Directors

or Officers, nor the interests of the Company has permitted them to entertain for a single moment the policy of discriminating against the commercial or manufacturing prosperity of this City. On the contrary, the Company has always kept the prosperity of these interests steadily in view, as conducing to its own; and in this connection, has sacri ficed many hundred thousand dollars in their support and defence. In the memorable confest between the East and West trunk lines, in 1859, the New York Railroa Companies attempted, by a reduction of their rates from and to New York, to those charged by the Pennsylvania Railroad Company from and to Philadelphia, to break up our discrimination in favor of this City. But these reductions were met by similar reductions on the part of this Company at Philadelphia, and the competition was thus continued on both sides by further reductions, until the losses became so heavy that the New York lines deemed it expe dient to surrender the point contended for. Our Western connections participated in this contest, and in the final adjustment of rates that followed, the policy of a minimum discrimination in favor of Philadelphia was secured, as large as practicable, which differences have not, with the consent of this Company, been departed from, but from many points and at different periods have

many points and at different periods have been very largely increased.

It is quite true that the Pennsylvania Railroad Company may have carried freights upon the same day out of New York for less rates than from Philadelphia, while at other times the rates from Philadelphia are much less than the established differences would indicate. This is due to the vicious practice or want of system existing among railway companies for regulating rates on through traffic under which they may be suddenly reduced or raised at one point, before the act is communicated to the other. The rates of the Pennsylvania Railroad are always kept under the control of its officers, and whenever reductions are made by the New York lines they are promptly met at Philadelphia by the invariable policy of the Pennsylvania Railroad Company. This policy will of course require any competing line, old or new, to conform to it, but contracts to secure an object that both parties may be interested onject that both parties may be interested in violating can be of no value, however carefully drawn up. The only security is in the dispositions of the controlling parties to meet the object desired.

It is confidently affirmed that no case of

eeming discrimination against Philadel phia has occurred, which, on examination, will not find its full explanation in the reluctions of a rival line, or a comparison of

rates of different dates.

The commercial and manufacturing interests of Philadelphia have been largely promoted by the operations of the Pennsylvania Railroad Company in the establish ment by it of rates of freight already far below those anticipated when the work was undertaken. But this is not the only thing required to centre commerce in this city, a seems to be the general belief. The rates of freight have really but little to do with this question, provided they are fixed so as to meet fully the efforts of competing avenues to divert traffic from her route. The large to divert traffic from her route. receipts of the Company are the best evi-dence that such a diversion has not taken place. Mercantile enterprise must seize hold of the products of the West, so abundantly flowing over this avenue, and by its activity, aided by capital, purchase or secure by actual consignment, and ship them o other markets. There is no other way to

add to the commerce of Philadelphia, and any movement to that end will meet the hearty co-operation of this Company. If the advantages of locality possessed by this city are permitted to pass by unim-proved by her merchants, they must not complain that those of the West seek other markets to sell and buy in. The Pennsylvania Railroad Company has offered every facility to bring to the city the products of the Great West, as well as for their storage while here, and will feel deeply interested in any corresponding effort upon the part of our merchants and capitalists to avail themselves of the advantages thus provided.

Although this Company was organized only for the purpose of carrying freight and passengers to and from the interior and the West, yet it has repeatedly signified its dis-position to aid in the establishment of a steamship line between this port and Eu-rope, that the necessity for sending Western products to New York for shipment abroad might at least be diminished. This aid has been offered by subscription to the shares of a company to be raised for that object, or by paying six per centum upon the amount of capital so invested, together with other ralnable and important business facilities and they still hope that the mercantile com munity will co-operate in such manner as to render this aid efficient. In the success and profitableness of such an enterprise commenced and managed upon a proper basis, your Directors have no doubt, and with the consent of the shareholders, this Company will, unaided, establish such a

Since your last Annual Meeting, the General Superintendent of your Main Line of works (Enoch Lewis, Esq.,) has resigned his office, a post which he had acceptably and efficiently filled for nearly six years. His successor, Edward H. Williams, Esq., has acted for nearly a year past as Assistant General Superintendent, and in that cannot be superintendent, and in that cannot be superintendent. emunerative investment.

General Superintendent, and in that capacity has evinced qualities that it is believed

will give to his administration a success equal to that of his predecessor. The General Superintendent of the Phila-delphia and Eric Railroad Company, Joseph D. Potts, Esq., has also left the service of the Company for more profitable

employment elsewhere. His place has been filled by the appointment of Alfred L. Tyler, Esq. whose previous success in the management of Railroads commended him to the notice of your Directors.

The acknowledgments of the Board are due to the untiring efforts of the Officers of

the Company generally, for the efficient manner that the business of the line, during the past year, has been conducte withstanding the disorganization that existed in the labor of the country during the first half of the year.

J. EDGAR THOMSON, President,

CITY BULLETIN.

LARCENY CASES .- Elizabeth Brady was before Alderman Tittermary this morning upon the charge of having entered a house on Bedford street and stolen therefrom some quilts, sheets, &c. She was committed.

Emma Jones had a hearing before Alderman Tittermary this morning charged with the larceny of clothing valued at \$25 and a watch belonging to a man named Dovle residing in Ovington street, below Shippen She was sent below.

Pat O'Donnell was arrested on the charge of the larceny of some shirts and five bottle of wine from a house at Spafford and Shippen streets. He was committed by Alder man Tittermary.

James Young and John Green were arrested last night at Second and Vine streets for the larceny of some brooms which were

found 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 frequenters of the houses to sell. In that way the prisoners got the brooms which they were endeavoring to sell when arrested. The accused will have a hearing this afternoon before Alderman Beitler. Before Alderman Lutz, this morning, Bernard Fitzpatrick and Martin Latchman were charged with the larceny of three pigs -the property of Alexander Carty. The porkers were stolen from Moyamensing Avenue and Wharton street, and were and wharton street, and were taken to Woodbury, N. J., where they were offered for sale. The men were then arrested, and were brought to the city, They were committed in default of \$2,000 bail, to

RECEPTION OF THE HIBERNIA .- An adjourned meeting of the representatives of fire companies intending to participate in the reception of the Hibernia Steam Fireengine Company on the afternoon of the 22d instant, was held last evening at the

Perseverance Hose house.
The committee on reception reported that the line of procession would move at pre-cisely two o'clock over the following route Countermarch down Broad to Reed street, up Broad to Christian, down Christian to Twelfth, up Twelfth to Green, down Green to Second, down Second to Race, up Race o Fourth, down Fourth to Arch, up Arch o Tenth. down Tenth to Chestnut, down bestnut to Third, down Third to Spruce and there dismiss.

PROMINENT FENIANS IN TOWN .- A denatch has been received from Mr. George Francis Train, stating that he will reach the city from Washington this afternoon, for the purpose of fulfilling his engagement to Lecture at the Academy of Music this evening. Mr. Train will be accompanied by Mr. B. Doran Killian and by the Fenian deputation that visited President Johnson last night for the purpose of directing his attention to alleged British outrages committed pron American citizens in Ireland The deputation is on its way to Pittsburgh

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 bond of the Irish Republic were distributed by subscription among the members. This circle, which is one of the strongest in the city, and unanimous for President O'Ma hony, will hold meetings for drill on every Wednesday evening. The time of holding the stated meetings has been changed to Tuesday instead of Monday evenings.

A DOUBLE CHARGE .- Pat Harrington was before Alderman Beitler yesterday afteroon upon the charge of the larceny of a lo of boots. He was committed in default o \$1,500 bail to answer. He was then arrested by a Second District Policeman, and taken ore Alderman Pottinger upon the charge of having assaulted a woman with intent to kill. He was held in \$1,000 bail on this charge.

SOUTHERN STEAMSHIP LINE.—There is to be a public meeting of the friends of the Southern steamship project, at Sansom Street Hall this evening. The object is one of such general interest to our whole commercial community, that we trust there will be a large attendance. Addresses will be made by several of our prominent busi ness men.

CORONER'S INQUEST. - Coroner Taylor held an inquest yesterday afternoon on the body of Edward Carroll, who was killed on Saturday evening by being run over by Hestonville car, at Twenty-third and Wood streets. The verdict of the jury was accidental death. The deceased was 31 years of age and resided at the S. E. corner of

I wenty-third and Summer streets. WE INVITE the attention of our readers to the card, in our columns, of H. J. Lewis, old established dealer in household furni-ture, carpets, &c. His store is located at No. 1434 Market street, and is the first furniture store east of Fifteenth on the lower side—persons seeking their own interests would do well to give him a call before purchasing elsewhere.

Boy Lost.-A boy about five years old, followed a drove of cattle in the neighbor hood of Ninth and Christian streets, on yes-terday afternoon, since which time he has not been heard from. Any information that will tend to discover his whereabouts, will be thankfully received by his distressed parent, Alexander Robinson, at No. 806 South Eighth street.

REMOVED .- The Pay Department U. S. Army has been removed to No. 1125 Girard street. All the Pennsylvania troops have been paid off except the 19th Pennsylvania Cavalry and the 214th (8th Union League) Infantry. The Paymasters now on duty in Philadelphia are Lieutenant-Colonels Taggart and Bell.

Institution.-Rev. Dr. Rudder was this morning instituted as Rector of St. Stephen's Church, in accordance with the ritual of the Protestant Episcopal Church. The Institution sermon was preached by Rev. Francis Vinton, D. D., of Trinity Church,

THE ALMSHOUSE.—The population of the Almshouse, as reported to the Guardians of the Poor yesterday, is 3,595 an increase of 550 over the same period last year. Of the whole number 1,880 are males and 1,675 females. During the past two weeks 190

SALE OF OIL PAINTINGS.—Parties wish ing to contribute to the sail 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.

PRESS CLUB,-Stated meeting to-morrow (Wednesday) at 31 P. M.

HALL'S VEGETABLE SIGILIAN HAIR RE-

NEWEE

Renews the Hair.

Hall's Vegetable Siction Hair Renewer
Restores gray hair to the original color.

Restores gray hair to the original color.

Hall's Vegetable Siction Hair Renewer
Prevents the hair from alling off.

Hall's Vegetable Siction Hair Renewer
Makes the hair soft and glossy.

Hall's Vegetable Siction Hair Renewer
Does not stain the skin.

Hall's Vegetable Siction Hair Renewer
Has proved itself the best preparation for the hair ever
presented to the public. Price \$1.

For sale by all drugglets.

Two Hundred Dozen Heavy Linen

Napkins, at \$2 75 per dozen, a great bargain; also, a few more pelces 84 Bieached Table Damask, at \$1 00 together with a fresh lot of wide Hand Loom Dice Pat tern Table Linen, at \$1 00 per yard; just received and J. C. STRAWBRIDGE & CO., N. W. corner Eighth and Market street

NEGLECTED COUGH, Cold, or Sore Throat which wight be checked by a simple remedy like Brown's Bronchiat Troches, if allowed to progress may terminate seriously. For Bronchits, Ashma Catarrh and Corsumptive Coughs, "Ihe Troches" are used with advantage, giving oftentimes immediate relief. Singers and public speakers will find them also excellent to clear the voice and render articulation vanderful easy.

SUPERLATIVELY FINE CONFECTIONS.-Choice and rare varieties for select presents. Manuactured by STEPHEN F. WHITMAN, No. 1210 Market street. PURE LIBERTY WHITE LEAD.-Try it, and

FOR MALLOW PASTE, Moss Paste, Soft Gum Frops, and other efficacious Confections for Coughs and Colds, go to E. G. Whitman & Co.'s, 318 Chesinut street. Dealers supplied. PURE LIBERTY WHITE LEAD,-Preferred

DRAFNESS, BLINDNESS AND CATABRE. DEAFNESS, DIMNNESS AND CATABRIA,—
J. Isaacs, M. D., Professor of the Eye and Ear, treats all
diseases apperlaining to the above members with the
numest success. Testimonials from the most reliable
sources in the city can be seen at his office, No. 519 Pine
street. The medical faculty are invited to accompany
their patients, as he has had no secrets in his practice.
Artificial eyes inserted. No charge made for examina-

FURS AT COST! BUY NOW!! We continue to sell at the very lowest prices.
We must soon put away our remaining stock.
We will sell at a heavy discount rather than let the

We will sen set ser.
Furs remain over.
Get a Set now; Get them at the
Great Fur Emporium of
CHAS. OAKFORD & SONS',
under the Continental Hotel

Spoiling for a Fight.—There is a story of a drunken man who, on his way home late at night, was heard muttering to himself that if the door was locked there would be a fight, and if itwas not locked there would be a fight, and if there was no fight he would make a fight, add if there was no fight he citizens of Philadelphia as to the excellence and cheapness of coal sold by W. W. Alter, No. S7 North Ninth street. Branch office at bixth and Spring Garden streets.

INIMITABLY FINE CHOCOLATE CONFECrions.—A variety of choice kinds. STEPHEN F. WHITMAN, Manufacturer, No. 1210 Market street.

WINE OF TAB byrup.

For Coughs, Colds and Affections of the Lungs. This excellent preparation afforms speedy relief in all lases of a pulmonary character. Put up in bottles at 0 cents. Harris & Oliver, Druggists, S. E. corner hestunt and Tenth streets. The trade supplied at easonable rates.

PURE LIBERTY WHITE LEAD.—Orders THE FINEST CARAMELS and Roasted Almonds are those manufactured by E. G. Co., 318 Chestnut street. Dealers supplied.

RAGGED REPORTING .- A London re-RAGGED REPORTING.—A LODGON reporter has been creating a sensation by going to a worknouse dressed in rags and spending the night there as a poor trampling beggar. His account of what he saw and beard there has been published and it has caused a sensation. Well, such an experiment as that may answer once in a while; but upon the whole we would prefer to eschew the rags, and to go about arrayed in such elegant and comfortable garments as those that are made at the Brown Stone Clothing Hall of Rockhill & Wilson, Nos. 603 and 605 Chestnus street above Eixth. That style of dress does much better than the rags for a standing arrangement.

MESSRS. J. C. STRAWBRIDGE & Co., Northwest corner of Eighth and Market street, announce that they have just opened two cases of the celebrated Hugenot Sheetings, ten and eleven quarters wide; also, Waltham, Peppertil and Utica Sheetings in their different widths. Their stock of wide sheetings is the most complete in the city, and the extremely moderate priors at which they are selling them cannot fail to recommended them to prudent purchasers.

CHARLES STOKES & Co's first-class ready-

INCOMPARABLE GUM DROPS-Ever soluble, and deliciously flavored. Manufactured only by STEPHEN F. WHITMAN, No. 1210 Market street. HOPKINS' HOOP SKIRTS are the made, and his assortment is complete. No. 628 Arch street.

New Jersey Matters.

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. Wilcon of about three hundred dollars in money and other articles. She was taken before Mayor Budd, who, on examining into the case, elicited a full confession from her, and she was thereupon committed to answer. She had given the money to different persons, she said, to keep for her, and about sixty-four dollars have, thus far, been recovered. Mr. Wilson has missed money at various times, which has

now been traced to this girl. OPENINGSTREETS.-Workmen are busily engaged in opening streets through the ex-tensive 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 beore these suburbs are built upon to any great extent, but it will place eligible build ing lots in market, which will attract the attention of capitalists and others 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 nominations begin to assume interesting character-istics, 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 which have been already named. The convention o nominate a city ticket will be held on the second of March, and the election takes olace on the thirteenth.

ENCLOSED .- The new church edifice designed for the colored Baptist congregation of Kaighnsville is so far completed that it is used for divine worship. The edifice, when completed, will be quite a handsome affair. AMUSEMENTS.

THE THEATRES .- So much of our space is occupied to-day with the doings in Congress, the Veto Message, the Pennsylvania Railroad Meeting, &c., that our notices "must to the barber's" for curtailment, much to our regret. At the Chestnut last evening "The Ice Witch" was brought out as superbly as any spectacular drama we saw. Every scene was new the dresses were all new and so were all the appointments. The total cost of the production of the play must have been nearly four thousand dollars, and it has certainly "paid," for more gorgeous fairy scenes and scenes on the bleak, ice-bound coast of Norway never have been presented to an American audience. Of course the acting is subservient to the spectacular business, but we can unqualifiedly eulogize the acting of Messrs. Clarke, Lennox, Young and F. Foster. The business of the ladies was mainly to look pretty, and they did that to perfection. Miss Teresa Wood gave some beautiful dances, and the chorus and ballet were thoroughly organized. "The Ice Witch" will have a long and successful run. At the Arch last night "Sam" was brought out and was a genuine success. We will speak further of its merits hereafter. At the Walnut Clarke is still presenting some of is very best characters. This is Wallett's last week at the American

GERMAN OPERA.—The season of German Opera, which is to commence on Monday,

the 26th inst., at the Academy, promises to be a brilliant success. THE PEAK FAMILY are yet at Assembly Building. Their programmes are new ea

MR. S. K. MURDOCH'S READING, together with the Peak Family's exhibition, takes place on Thursday eyening at Assembly Building.

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

AMUSEMENTS. See Second Page for additional Amusements.

Gymnasium, N. F. CORNER OF NINTH AND ARCH.

Bodily exercise is highly recommended to both sexes and all ages. It produces strength and health, and gives the body a graceful stitinde.
Quarter commences at any time.
1620-812 Profs. HILLEBRAND & LEWIS.

MEDICINES.

HOMEOPATHIC SPECIFICS

HOMEOPATHIC SPECIFICS

Have proved, from the most ample experience, an entire success; Simple—Prompt—Efficient, and Reliable. They are the only Medicines perfectly adapted to popular use—so simple that mistakes cannot be made in using them; so harmless as to be free from langer, and so efficient as to be always reliable. They have raised the highest commendation from all, and will always render satisfaction.

UGHS, Colds, Bronchitis EURALGIA, Toothache, Faceache EADACHE, Sick Headache, Vertigo. YSPEPSIA, Bilious Stomach

ASTHMA, oppressed Breathing.
EAR DISCHARGES, impaired Hearing.
ECROFULA enlarged Glands, Swellings.
GENERAL DEBILITY, Physical Wea DROPSY and scanty Secretions. 50
DROPSY and scanty Secretions. 50
SEA-SIOKNESS, sickness from riding 50
KIDNEY DISEASE, Gravel 50
NERVOUS DEBILITY, involuntary Dis-

"NERVOUS DEDLIA 1 MOUNTS OF THE SORE MOUTH Canker URINARY Incontinence, wetting bed URINARY Incontinence, wetting bed PAINFUL Periods, even with Spasms BUFFERINGS at change of life.

EPILEPSY, Spasms, St. Vitas' Dance.

DIPHTHERIA ulcerated Sore Throst.

FAMILY CASES,

Mahogany cas

DYOTT & CO., JOHNSON, HOLLOWAY & COW-DEN, T. R CALLENDER and AMBROSE SMITH, Wholesale Agents. Philadelphia. 1927-th.s.tulyrp

THOMAS & SONS, AUCTIONEERS, Nos. 139
and 141 South Fourth street
REAL ESTATE SALE, FEB. 27. Will include

Will include— HANDSOME MODBRN THREA STORY BRICK RESIDENCE, with sideyard, No. 922 Franklin street, north of Poplar street. Handsomely finished, and has all modern conveniences. Lot 25 feet front. Clear of all incumberses. all modern conveniences. Lot 55 feet front. Clear of all incumbrance.

GENTEEL THREE STORY BRICK DWELL-ING, No. 255 Spunce-treet, east of Four h street. Lot 20 feet front. Clear of all incumbrance.

Valuable Business Stands—FOUR STORY BRICK STORE and DWELLING, N. W. corner Fifteenth and Pine streets. Been occupied as a grocery store for a number of years. Immediate possession.

THREE STORY BRICK DWELLING east side Germantown road, first house south of Jefferson st Peremptory Sale to Close an Estate.—MODERN THREE STORY BRICK DWELLING, with back buildings, No. 33 Pine street, west of Fight street. Has the modern conveniences.

Same Estate.—THREE STORY BRICK DWELLINGS. No. 142, 1644, 1645 and 1648 Sansom street, west of Systeenth street. west of Sixteenth street.
Same Estate—6 THREE STORY BRICE DWELL-INGS, Moravian street, west of Sixteenth street. Moravian street, west of Sixteen in treet. Estate—TWO STORY BRICK DWELLING. Same featate—TWO STORY BRICK DWELLING, No. 13.8 Wood street.

Same Estate—THREE STORY BRICK DWELLING, No. 637 Catharine street, west of Sixth street.

SF For particelars of the eabove properties see handbins at the auction rooms.

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REAL ESTATE. TO BANKING INSTITUTIONS, CAPITALISTS, &C.—FOR SALE—Fourstory Bailding, S.
E. corner WALNUT and FIFTH streets, 33 feet 4 inches on Walnut, and 53 feet 4 inches on Fifth street.
ALSO, large lot, with Factory and other buildings,
PRUNE street, below Sixth treet. 87 feet 9 inches
front by 187 feet deep. EDWARD C. DIEHL,
fe20-Six 530 Walnut street. TO RENT-First-class Residence, with Furnishment SPRUCE, near Fifteenth street, \$2,500 per annum.

EDWARD C. DIEHL, 531 Walnut street. fe20-3t* FOR SALE.—
DWELLING,
1908 PINE.

Irquire on the premises, fels tirp from 1 P. M. to 4 P. M

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA,—Estate of JAMES HUNTER, deceased. The auditor appointed by the Court to andit, settle and adjust the account of John A. Brown, Executor of the Estate of James Hunter, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on FRIDAY, the 2d day of March. 1886, at 11 o'clock, A. M., at his office. No. 520 Walnut street. ISAAC S. SERRILL.

fe20-tu,th,s,5t*

IN THE ORPHANS' COURT FOR THE CITY
IN THE ORPHANS' COURT FOR THE CITY
I AND COUNTY OF PHILADELPHIA—Estate of
EDWARD WRAY, deceased—The Auditor appointed
by the Court, to audit, astile and adjust the account of
CORNELIA C. WRAY and JAMES C. WRAY, Addministrators of the estate of EDWARD WRAY, dec'd,
as filed by JAMES C. WRAY, Administrator, and to
report distribution of the balance in the hands of the
account, will meet the parties interested for the purposes of his appointment, or MONDAY, March 25,
1866, at 11 o'clock A. M., at his office, No. 185 South
FIFTH street, in the city of Philadelphia.

CHARLES D. FREEMAN,
fe20.tu.th s,5t?

fe20,tu.th s.5tl

Auditor.

FSTATE OF SARAH BAKER, DECKASED.—
Letters testamentary, under the last Will and Testament of the above named decedent, having been duly granted to the undersigned, all persons indebted to said Estate will please make payment, and those having claims against the same will present them, without delay to

HANNAH N. BAKER.

fe20-tu th, 12t*] Sole Executrix, No. 483 N. Fourth st.

WANTS.

WANTED TO RENT FOR THE SUMMER, furnished house in the country, easy of access, Address, E. R. B. 125 South Front street. fe29-31*