

EARNINGS.

From Passengers....\$3,531,903 94 "Emigrant Pas-

For conducting trans-portation.....\$3,609,233 18 " Motive Power.... \$,361,694 42

Motive Power.... 8,361,694 42 Maintenance of Cara

Road,.... 3,268,896 46 General expenses 178,423 92

Increase.....

Cars..... 1,442,735 90 "Maintenance of

Leaving net earnings for the year

Miscellaneous

..

ast year is:

bown below

matter.....

cous coal.

ecrease in emigrant

Decrease in express passengers..

Decrease in miscella-

acrease in regular

parsengers pcrease in United States Mails.....

neous....

sengers..... 78,244 29 Maile...... 99,981 25 Express Mat-

ters...... 291,881 21 Gen'l Freights. 12,882,165 30

Sources. 349,321 32

BXPENSES.

1868...... \$5,372,513 48

The total amount of revenues compared with

The changes in the sources of the revenue are

\$43,408 97

38,613 39

85,155 33

The gross revenues for 1868 are equal to \$48.

138 26 per mile, of the main line of the railroad. The whole number of passengers carried in 1867 was 3,847,466, and in 1868, 3,747,178-an in-

rease of the number carried of 399,712. The

verage distance traveled by each passenger was 5 54-100 miles, being 2 27-100 miles less than in

1867, showing this increase to be upon the local traffic of the line. The number of tons of freight moved (including

294,131 tons of fuel and other materials trans-ported for the Company,) was 4,722,015, embra-cing 2.665,649 tons of coal. The whole tonnage of your railway exceeds that of last year, 721,477

ons, of which increase 384,326 tons was bitumi-

PENNSYLVANIA

GIBSON PEACOCK. Editor.

VOLUME XXII.-NO. 263.

OUR WHOLE COUNTRY.

BAILROAD.

11.860.988 8

\$893,340 95

124,707 22 \$209,729 58

15,049 57 \$1,100,070 53

PHILADELPHIA, TUESDAY, FEBRUARY 16, 1869.

THE EVENING BULLETIN: PUBLISHED EVERY EVENING. (Sundays excepted). AT THE NEW BULLETIN BUILDING. 607 Chestnut Street, Philadelphia,

BY THE EVENING BULLETIN ASSOCIATION. PROPRIETORS GIBSON PEACOCK, CASPER SOUDER, JE., F. L. FETHERSTON, THOS. J. WILLIAMSON, FRANCIS WELLS.

FILANCIS WELLS. The BULLETH is served to subjectibers in the city at 18 gents per week, payable to the carriers, or \$8 per annum.

FAME INSURANCE COMPANY,

406 Chestnut Street,

PHILADELPHIA, Jan. 18, 1869. This Company, incorporated in 1656, and doing a Fire Insurance business exclusively, to enable it to accept a large amount of business constantly declined for want of ate capital, will, in accordance with a supplemen to its charter, increase its

CAPIPAL STOCK FROM \$100,000, ITS PRESENT AMOUNT,

To \$200,000,

IN SHARES OF FIFTY BOLLARS EACH,

and for which Subscription Books are now open at this By order of the Board of Directore.

CHABLES BICHABDSON, PRESIDENT. WILLIAM H. BHAWN, VICE PRESIDENT.

WILLIAMS I. BLANCHARD, SECRETARY. ja20 tfrp3

AGENTS AND SOLICITORS FOR

LIFE INSURANCE And all persons contemplating lasurance, WILL DO WELL TO SEE MR. H. G. WILSON. AT THE OFFICE OF THE

Penn Mutnal Life Insurance Co.

921 CHESTNUT STREET. Jales tu th tf 1p3

WEDDING CARDS. INVITATIONS FOR PAR 907 Chestnut street, WEDDING INVITATIONS ENGRAVED IN THE Newset and best manaer, LOUIS DREKA, Sta-tioner and Engraver, 1(3) Chestnut street. feb 30, tf

MARRIED.

MATCHITT-HUMPHREYS.-On Tuesday, Feb. 16th, at St. Luke's Charch, by the Rev. R. C. Matlack, R. Wm. Matchitt and Lizzie B, daughter of the late itorne Humphreys.

DIED.

BARGD. ALTEMUS. - On the morning of the 15th instant, George Henry, youngest son of Samuel T. and the late Charlotte E. Alternue. Funeral services at the residence of W. E. Crockett, No. 335 North Thirty-third street, on Wednesday morning, the 17th inst., at 10 o'clock. Interment at Laurel Hill.

Aurel Hill. ANDRRWS...On Sunday evening, 14th inst., John Andrews. in the 85th year of his age. The relatives and friends of the family are invited to thend the funera', from the residence of his parents, so, 1107 Chestnut street, on Wednerday afternoon, at Machine 28th

2% o'clock. HARMAR -- On Monday morning, February 15th. Charles Harmar, in the 42d year of his aye. The male rela ives and triends of the family are in-vited to attend the fameral, from the residence of his

The Annual Meeting of the Stockholders of the RAN-COCAS STFAMBOAT CUMPANY will be beld at the house of William Davis, in MOUNT HOLLY, on SATUR. IAx next, the sixth day of March, at 2 o'clock, P. M., for the purpose of electing cloven Directors to serve the en-**TWENTY-SECOND ANNUAL REPORT** MOUNT HOLLY, Feb. 15th, 1869. fel6-tu-th-s-315 Mail for HOVENTLOS BULL PILLA PL. Jan 23, 1869 . Mail for HAVANA per steamer STARS AND STRIPES and YAZOO, will close at this office on WEDNESDAY, February 17, at 7 A. M. HENRY H. BINGHAM, P. M. OFFICE PENNSYLVANIA RAILROAD COMPANY, PHILADELPHIA, February 10, 1869. To the Shareholders of the Pennsylvania Railroad Company: The Directors have the gratification to report OFFICE PRESTON COAL AND IMPT COM-PANY, 326 Wainut street, Philadelphia The Annual Meeting of Stockholders and Election for Directors of the Company will be held at this office on March 3d, WEDNESDAY, at 12 o'clock M. fel6 tmh23 JNO. H. WIESTLING, Becretary. to you the results of another year of prosperous business upon your railway, the details of which are shown in the following statements:

PENNSYLVANIA HORTICULTURAL SOCIETY Stated meeting and display TUESDAY evening. February 16th, at 8 o'clock. HOWARD HOSPITAL, NOS. 1538 AND 1530 Lombard street, Dispensary Department.-Medi eat treatment and medicine furnished gratuitous' to the peor.

SPECIAL NOTICES.

NOTICE .-

LETTRE FROM WASHINGTON.

General Grant's Reticence in Regard to the Composition of his Cabine **Betrospective** View Approved_A showing when other Presidents Divuiged their Cabinet Ap pointments-Gen. Geo. H. Thomas and the Lincoln Monument--Prospec-tive failure of some of the big Lobby Schemes at the present Session of Congress, & c. [Correspondence of the Phila. Evening Bullstin.]

WASHINGTON, Feb. 15, 1869 .- The reply of General Grant, on Saturday, to the joint Committee of Congress appointed to notify him of his election as President, has been the subject of criticism ever since, and the prevailing impression is that he acted wisely in withholding the names of his Cabinet advisers till after he sends their names to the Senate for confirmation. In this connection, the following from the Evening Star, of this city, showing the periods when others Presidents announced their selection of A abinet officers, will be interesting : "The declaration by General Grant that he will not announce the names of his Cabinet officers until they are sent to the Senate, causes it to be a matter of interest to know at what times the nemes of previous Cabinets were divulged. General Jackson arrived in Washington to pre-(veheral Jackson arrived in Washington to pre-pare for his inauguration February 11, 1829, and the National Intelligencer announced the mem-tare while Cabinet February 27. Mr. Van Buren made but a single change in Preeident Jackson's Cabinet. General Harrison arrived in Washing-ton February 9, 1841, and February 13 the National Intelligencer published, as a 'probabili-ty,'the Cabinet as it was spherquently constituted. Mr Poik arrived in Washington February 13, 1845, and his Cabinet was not organized till after 1845, and his Cabinet was not organized ull after March 1. General Taylor arrived in Washington

February 23,1849, and his Cabinet was announced Warch 3. General Pierce arrived in Washington February 21, 1853, and four days before his arrival his probable Cabinet was published, the list containing nearly all the names, of those who were subsequently selected, though the assignment of positions was changed when the Cabinet was formally aunounced. Mr. Buchanan selected his Cabinet at Lancaster, the Intelligencer print-ing the list correctly February 26, 1857, and the President elect arriving in Washington March 2. Michael arrived in Washington February 23, 971, but his Qabinet was not fully decided upon

The average charge upon freights during the year was 1 906-1000 cents per net ton per mile, and per passenger, 271 100 cents. The cost of transportation was 68 8-10 per cent. of the reill March 1. " It is generally conceded that Pennsylvania will be horourd with a representative in the Cabinet; the horourd with a representative in the "eipts. The eardings of the Philadelphia and Erie Railbut who will be the fortunate man is still "in the womb of the future;" and it would be impossible, at this time, to make any prediction as to who will be selected. The "Cabinet-makers" have been busy all day, "making up slates" and rub-bing them out again, which is a species of inno-ceut amusement that does very well to "kill time:" but there is not the slightest probability that one in a hundred of these importiend combinations. in a hundred of these improvised combinations will come near the mark. The Curtin men are canguine that the Ex Governor will be chosen, while the "Cameronians" are equally as confi-dent that Curtin will not be the man; so all we can do is to wait patiently till the ides of March. The office-sockers, in the meantime, are saily orp exed. Some of them have been here for perplexed. weeks, "cocked and primed with letters, test-monials and recommendations, all ready to pre-sent to "the Secretary who is to be," for every imaginable effice, from a first class foreign mission down to a petty postmasterable. They can't down to a petty postmastership. They can't present their "claims" to Grant, for that would present their "claims" to Grant, for that would insure their certain defeat, as he has more im-portant business to attend to than arranging petty offices for needy applicants. It is well known that he declines to consider all such ap-plications, "as he is not President yet," to use his own expressive language; but those who are over-anxious, and insist upon putting in their papers, are briefly told that the matter will be referred to a le of Grant's private Scoretaries may it read ore of Grant's private Secretaries, who, it need bardly be said, puts the auxious applicant on a black list," which will be an extinguisher upon all over-zealous applicants in the future. Those interested should take warning.

1860 have been fully equal to that paid in 1868. All of the branch and leased lines operated by this Company, except the Philadelphia and Erie, and the East Brandywine and Waynesburg Railways (v. bere the aggregate loss was \$88,105 84), have shown balances in their favor over operating xpenses, equal in the aggregate to the interest upon the smounts standing upon the books gainst them.

The earnings of the Railways in which the Pennsylvania Railroad Company is the holder of a majority of their shares, but operated under their own Boards of Directors, were for the past year as stated below, viz.: 712.: Cumberland Valley Railroad... . \$577,064 72

Northern Central Railroad and its 4,151,351 91 Railway..... 2,327,455 43

\$7,055,872 06 The Cumberland Valley Railroad extends from The Cumberland Valley Railroad extends from Harrisburg to Hagerstown, Maryland, a distance of seventy-four miles. It is a very important feeder to your main line, and traverses through-out its length a wide and densely populated val-ley, rich in agricultural resources, and bounded on either side by mountain ranges containing some of the most valuable mines of iron ore in the State, of inexhaustible extent. These mines are now being developed and when reached by -817,233,497 31 are now being developed, and when reached by he branch railroad in course of construction, the transportation of these ores will add largely

the transportation of these ores will add largely to the nei revenues of that Company. The Interest of your Company in this railway is held by its Sinking Fund, and consists of 9,418 shares of the Common and 2,864 shares of the Preferred Stock, upon both of which, amounting at par to \$614,100, it pays regular dividends of eight per cent. yer annum, leaving a surplus which is being appropriated in aid of the con-struction of the branch line mentioned to the largest of these iron ore deposite, and towards the extension of its own line to the Potomac, at or near Williamsport, Maryland. The Northern or near Williamsport, Maryland. The Northern Central Railroad extends from Baltimore to Sunbury, Pennsylvania, a distance of 138 miles, and through leases of and contracts with other rail-way companies, it is practically extended to Buffalo, New York. Its control by this Company was, the result of an unsuccessful effort upon the part of the Baltimore and Ohio Rail-read Company to obth up this control by road Company to ehut up this avenue as a competitor with its own railway for transporta-tion between Baltimore and the West.

Instead of a burthen to the Pennsylvania Railroad Company, as apprehended at the time a purchase of a majority of its shares was made by purchase on a majority of its shares was made by the Sinking Fund, it has proved a very profitable investment. After placing this work in good condition, and increasing its equipment, it has been able to pay regular quarterly dividends to its shareholders at the rate of eight per cent. per annum after leaving a reasonable surplus of net profits. The number of shares of this Company held by the Sinking Fund is 43,614, equal at their our value to 62,10,200 par value to 82.180.700.

The ordinary traffic of this line has increased with the population of the wealthy with the population of this has hereaked and enterprising section of country it accommodates, while its coal trans-portation, which is still in its infancy, has become a very important source of revenue. It has con-nections through a lease of the Shamokin Valley and Pottsville Reliever the control of the Ly and Pottsville Railway, the control of the Ly-ken's Valley Railway, and a connection with the Philadelphia and Erie, Lackawanna and Blooms-Finale: pina and Erie, Lackawanna and Biooms-burg and other rallways, with all of the coal fields of Penneylvania, which will continue to give it a constantly increasing tonnage. The Pittsburgh, Cinchnati and St. Louis Railway has been described in previous reports. It extends from South Pittsburgh to Columbus, Ohio, a dis-tance of 193 miles. The interact held but this tance of 193 miles. The interest held by this Company in their stocks and bonds stands upon

its books at \$5,633,450 09. It is an indispensi-Pennsylvania Railway

ner, at least, unworthy of imitation, disregarding the comity which should exist in the relations between individuals or officers of corporations, and against popular sentiment and public rights, endeavoired to arrest a healthy com-petition for the traffic between the East and West through the control of our connecting lines, and by this means divert business from its natural channels to their circuitous route to the

een-board. The policy of your Board has heretofore been to limit its investments out-ide of Pennsylvania to those Companies that they originally deemed it proper to assist for the purpose of accuring connections with the then existing lines, whose interests harmonized with its own. The restless spirits of our rivals in the East and West have, however tendered it necessary to make one option however, rendered it necessary to make our con-nections with the chief trade centres of the West more perfect and less liable in the future to molestation and interruption. This has been done to a great extent through a recent lease to the Pittsburgh, Cincinnati and St. Louis Railway Company (known as the Pan Handle route), guaranteed by this Company, of the lines of the Columbus. Chicago and Indiana Central Railway Company, which has direct connections with Indianapolis, St. Louis, Louisville and Chicago Chicago.

These arrangements will require a considerable a mount of money, to be applied especially to the increase of Rolling Stock, to render them pro-ductive. This it is proposed to raise by giving to the Stockholders of the Pennsylvania Railroad Company, registered upon the books of the Company on the Thirtieth day of April next, the privilege of subscribing to Twenty-five (25) per cent. of their holdings at that time, in new shares at par.

With the proposed increase of capital the Board entertain no difficulty in continuing dividends of ten per cent. per annum, even if these arrange-ments should not, as anticipated, increase our net profits to a greater extent than the interest

upon the outlays to be incurred. It will appear, from an examination of the statements already given, that the business of the past year would have justified dividends of five per cent, semi-annually, upon our whole au-thorized capital of \$35,000,000, and still leave a surplus of a half of a million of dollars. The proposed increase will make the capital stock abont \$33.000.000.

The rapid progress made by the Union and Central Pacific Railroads indicates the completion of a railway line across the continent during the ensuing summer. When it shall have been opened throughout, you own road, and its inmediate Western connections, present the sbortest line to and from the Atlantic seaboard, shortest line to and from the Atlanuc seasoard, Lither by way of Chicago, St. Louls, or by an in-termediateroute from Warraw westward, con-trecting with the Union Pacific road near Fort Kearney; and assure us that we will be enabled to secure a fair and reasonable share of the large traffic that will be carried between the Atlantic and Pacific States. By some oversight, local considerations, or a limited conception of the important part that railways were to play in the movement of the internal commerce of the counury, Pennsylvania and Ohio have each been placed between two different railway ganges, which for a long time forced transhipments of freights. The Pennsylvania Rallroad Com-pany has both on its eastern and western connections a gauge of four feet its inches, and Ohlo on each side of her a gauge of four feet eight and a half inches—the Let er being the prevailing gauge north of the Obio and James rivers, while south of these the gauge of five feet prevails, which should have een adopted originally as the uniform gauge of To obviate the inconvenience, the increased cost of transportation and the additional capital trading to move traffic, in consequence of these

frequent transhipments, from a difference of gauge of only one and a half inches, broad tread wheels were introduced for through traffic,

time and the wound apparently healed. On Saturday, however, unmistakable symptoms of hydrophobia appeared and he died in great

PRICE THREE CENTS.

F. L. FETHERSTON. Publisher.

An inquest was held yesterday over the body of Sylvester Denton, who died from the effects of arcenic in his tood, while staying at No. 67. Madison street, Brooklyn, with the family of Mr. Alfred Pinney, who were all poisoned at the same time. The cook testified that the arsenic was placed by her in mistake for non-most other. was used by her in mistake for corn meal. The, jury founda verdict accordingly, and consured Mr. and Mrs. Pinney for carelessness in having such a potent poison accessible to any one in the. house.

The Darien Ship Canal Treaty. The treaty made by General Cushing with the Government of Colombia concedes to the United States the exclusive right to construct an inter-oceanic canal across the Isthmus of Darien at any point which may be selected by the United States. The Colombian Government' cedes six miles of land on each side of the canal, one-halt for its own benefit and the other for that of the party undertaking the construction of the work. The Colombian Government is to re-ceive ten per cent. of the net income for the first ten years, and after the canal is paid for twenty-five per cent. of the net profits. The treaty is to be ratification is be made within two years after the ratification; the canal to be begun within five years and fin-ished within fifteen years after the ratification, otherwise the charter fails. The charter runs for one hundred years. The canal is to be under the The Darien Ship Canal Treaty. otherwise the charter fails. The charter runs for one hundred years. The canal is to be under the control of the United States, and Congress can fix the rate of toll; the navigation to be open to all nations in time of peace, but closed to belligerents who may seek to avail themselves of its advantages. It is estimated that the canal will cost \$100,000,000. A company was not long ago organized in New York under a charter of that State, with Peter Cooper as President. It is said, on distinguished authority, that this company has the capital and is ready to commence the work? Congress, however, is at commence the work. Congress, however, is at liberty to give the preference to this or to any other private company, or the United States can itself undertake the construction of the canal.-Herald.

FACTS AND FANOLES.

--Indiana has still 831 log school-houses.

-An Iowa youth went to take out a marriage icense, but forgot the name of his bride.

-The can-can is giving place to la boulangère. he "stormy tulip" is another saltatory spasm. --Garibaldi speaks about fourteen different languages. English is the last he acquired, hav-ing learned it in America in 1850 and 1851.

-Cory O'Lanus thinks that the Mexicans ought to attain perfection in riding the velocipede, for the more revolutions you make the faster you go.

-Brigham Young isn't afraid of a locomotive. He says: "Mine must be a d-d poor religion if it won't stand one railroad."

-Female laborers on the suburban farms, near Boston, earn from one dollar to one dollar and filty cents a day. --Wilkle Collins will write no more novels,

being persuaded that he has a mission to write plays.

- Edwin Booth has sold the Salt Pond moun-tain, in Giles connty, Va., containing 12,000 acres, to a company of Tennesseans, for \$100,000.
They intend to found a watering place there.
- The Quincy (111.) Whig draws a comparison between a horse and a velocipede, remarking that the velocipede is specially remarkable for the "ease with which it lies down."

-Alexander Dumas, Sr., is at work upon the whose character, the great romancist says. has never yet been justly appreciated. -- Maggie Mitchell is building an elegant threestory brown stone front in New York, on One Hundred and Twenty-sixth street, near Fifth avenue, at a cost of \$30,000. -A Wisconsin veteran with but one leg lately fell head foremost down a well and broke his re-maining leg, "leaving," says a Western paper, "the poor fellow's children orphans as far as legs are concerned." -Franz Liszt has invited all his pupils to visit him in May next, at his villa in the neighborhood of Tivoli. Three grand concerts, to which the edite of Roman society will be invited, will be given on that occasion. -M. Gachard, a French millionaire, died reently at Rochelle. He had made a fortune by selling fish bait, which every lexpert who ex-mined it pronounced a humbug. But he adver-tised it liberally, with the usual consequences. -A Dubuque (Iowa) teacher, who received six-teen dollars as she was eating dinner, reduced the national debt that amount by emptying the green roll into the stove along with the other fragments on ber plate. -"Kossuth," says the Genoa correspondent of the (pinion Nationale, who saw him a low weeks ago in Genea, "looks now like a very old, and I might almost say, decrepit man. He is poor, and lives on what little money is occasionally sent him from friends in England and Hungary." -The good people of the ancient town of Poithe elopement of a young priest with one of the ruling belies. The reverend father was confidential secretary to the bishop, and, on leaving, took all the cash under his charge. -Herr Wagner has arrived in Paris for the purpose of conducting the rehearsal of his "Ri-+nzi." A malicious journalist reports that on the day of of his arrival the street organs made as much eacophony as possible in compliment to the composer of the future. -A hungry fellow in Bath, Maine, devoured for bis supper, the other evening, one key of oysters, three large sheets of gingerbread, one bowl of clam chowder, and drank two cups of tea and one glass of water. He insults hygiene by being alive ord well and well. -The Springfield Republican says : "Genoral Halpine is as much superior to Saxe, in the tone and finish of his light and humorous pieces, as the 'Trooper's Marc,' which he praises in the dainty verse that Governor Andrew loved to re-cite, exceeds the clumslest cow in a Vermont barn-yard." -Gounod, the French composer, who has been for some time past in Rome, where he is at work upon his great oratorio St. Cecilia, was recently presented to Pope Pins the Ninth, who asked him to play some of his compositions, and was so delighted with the performance that he listened to Commed for non-ly four houses to Gounod for nearly four hours. -A short time since a commercial agent was traveling through the Tyrol, with a commission to purchase women's hair. In order to obtain the article at a cheaper rate of the pious peas-nots, he persuaded them that their beautiful tresses were to be sent by him to Pius IX.for the adornment of the heads of the Madonnas in the churches of Rome. - On the second Sunday in January the usual "women's feast" was celebrated in the villages of Meistersewanden and Fahrwangen, in Switzerlard. On this occasion the women take the men's places. The young men are led to their scats and to the dance by the young girls, and the expenses are exclusively defrayed by the latter. —On the 5th of January, 1791, soveral young. pupils from the Ecole Militaire were skating on the deep moat that ran along by the Fort of Auxonne. As it struck five one of the party pro-ceeded to take off his skates. "Don't' go-one more round!" cried his companions. "No, no; I have had enough of it; besides, I am hungry, and want my dinner." After the departure of their comrade, the rest continued to skate, when suddenly the ice broke, and one and all fell into the water and perished. The young man who so miraculously escaped by going off a few minutes before was no other than Napoleon Bonaparte. latter. before was no other than Napoleon Bonaparte.

father, near Gray's Ferry, on Thursday morning, February 18th, at Jl o'clork punctually. Si SMITH — At Dividey, on the evaping of the 13th inst., Helen M., wife of William M. Smith, and oldest daughter of Marmaduke Moore. The relatives and frielids of the family are invited to stiend the funeral from the residence of her father, No. 254 South Twenty-first street, on Wednesday morning, 17th Inst., at 10 o'clock. THOMPSON. On Monday, February 15th, Carrie, daughter of Harriet L and the late Newcomb B. Thompson, aged 19 years.

Thompson, aged 19 years. The relatives and friends of the family are invited to attend the funeral, on Thar-day morning, 15th inst., at 11 o'clock, from the residence of her mother, Clapler street, Germantown. Carriages leave 505 Arch

MAGNIFICENT BLACK DRESS SILKS. SATIN FACED GEOGRAINS. HEAVIEST CORDED SILKS. WIDOWS' SILKS, NEW LOT. BLACK SILKS WHOLESALE. EYRE & LANDELL, Fourth and Arch Streets.

SPECIAL NOTICES.

PHYSICAL OULTURE. NATATOBIUM AND PHYAICAL INSTITUTE,

Broad Street, below Walnut. "MENS SANA IN CORPORE BANO."

"MENE SANA IN COMPARIST." The last quarter of the Gymnastic Beason begins THURSDAA, the 18th inst. Classes of Misses and Young Ladies meet Mondays and Thurdays; Classes for Little Boys and Masters, Tucadays and Fridays; Private les-cons, Wedne-days and Saturdays. The Swimming Department opens as usual, the let of May. fold 501p

PO TO RAILROAD CONTRACTORS

Proposals will be received at |MAUCH CHUNK, Pa. until February the 17th, 1869, for the GRADUATION and MASONRY of the NESQUEHONING VALLEY RAIL ROAD, including the approaches of NESQUEHONING TUNNEL.

Specifications and information as to the work in detail may be obtained on application at the Engineer's Office, Mauch Chunk,

J. B. MOORHEAD, President.

jal4 ffel7rp

MANUFACTURERS, MINERS, And all interested in the health and growth of our home industry, are earneally invited to meet at the Board of Trade Rooms, Philadelphia, WEDNESDAY,

February 17, at 10 A. M. February 17, at 10 A. M. Individuals are asked to come, associations to send de-legates, and members of the "National Manufacturers" Association" and the "American Industrial League" to be present, as the object is to reorganize a more efficient National League or Association, to include all our useful industries, and be a contre for unity of plan and action for the associationy of associal industry.

for the associations of special industry. It is highly important that public sentiment and Na-tional Legislation be just and wise in fairly protecting home industry. These questions will soon be considered. The "Free Trade League" is constantly active. Shall w sleep, and wake after ruin comes?

Hore, and wasco arter run conset Hon. D. J. Morrell, of Ponnsylvania; E. B. Ward, of Michigan; C. A. Trowbridge, of New York, and others call this meeting. On their behalf the attendance of yourself and friends is asked.

G. B. STEBBINS, Secretary.

CONCERT HALL.

1t•

THIRD AND LAST LECTURE BY DE CORDOVA,

On THURSDAY EVENING, Feb. 18.

SUBJECT-THE SPRATTS AT SARATOGA.

Admission 50 cents. No extra charge for Reserved Seats. Tickets may be obtained at Gould's Plano Rooms, 933 Chestnut street. fold to

Chernaut street. fold tts CELTIC ASSOCIATION OF AMERICA. LECTURE BY AT CONCERT HALL, WEDNESDAY, Feb. 17, At 8 P. M. Sublect- Who are the Celte Library Fund. Sublect- Who are the Celts 9" Tickets fifty cente. For sale at the book stores of Mesers. Cusmitaby, 1037 Chestnut street; Turner & Bro., and Scanian, 103 South Fifth street. Choice seats reserved for lass and gentlemen accom-panying them without extra charge. B. SHELTON MACKENZIE, LAS. O'DONNELL. Seastan fel0 7trp

JAS, O'DONNELL, Secretary.

GENERAL GRORGE II. THOMAS AND THE LINCOLN

MONUMENT. . A paragraph has been going the rounds of the p-pers setting forth that Major-General George H. Thomas had declined to consent to his statue ucing placed on the National Lincoln Monument. This is incorrect. Gen. Thomas has consented, and his statue will be on the monument along with those of Grant, Sherman and Sheridan Last week, Gen. Thomas was photographed on horseback, by the photographer of the Treasury Department, for the express purpose of farnishing a copy to the artist and sculptor, Clark Mills, E-1., from which to model the magnificent colossal statue of Gen. Thomas which is to be placed upon the monument.

THE BUSINESS BEFORE CONGRESS. THE BUSINESS DEFORE CONGRESS. The short time now remaining before the close of the present session offectually set-tles the question of the passage of the "Omnibus Pacific Railroad" bill, which was reported to the Senate, involving the Government in subsidies to the amount of one hundred and fifty millions of dollars the bill

chartering an air-line railroad between Washing ton city and New York; and several other meafurce, which cannot by any possibility be passed during the present session. These will come up at the next session, but there is not as much prospect of the "Omnibus Pacific Railroad' hill passing then as now, on account of the enor-mous load of debt it would saddle upon the (lovernmant. If Congress once opens the doors to these subsidies, there is no telling where they will stop. To-day, in the House, a resolution was offered by a Southern member, granting five millions loan to the New Orleans and Selma (Alabama) Railroad, which was promptly referred to a committee, where it will sleep the sleep of

BUSQUEHANNA.

tween

Pittsburgh

and Philada.....

-A hundred years ago fast men used to drink humpers to the health of a lady out of her shoë. The custom has fallen into desuetude; but a cor-respondent of a London paper says that less than the the the state of a long the set of the state of the state of the set respondent of a London paper says that less than twenty years ago he was present at a dinner of Irish squires, when the health of a beautiful girl, whose feet were as pretty as her face, was drunk in champague from one of her satin shoes which an admirer of the lady had contrived to obtain possession of.

-Sir Robert Peel was scarcely more noticeable as a statesman than as a debater who could not pronounce his "h.s." "By hard labor, Peel had acquired the faculty of pronouncing h when it occurred at the beginning of a word. Thus, he would say 'house' and 'hustings,' not, in Lanca-shire fashion, 'ouse' or 'lastings;' but h in the middle of a word he would still omit. Thus, he would say, 'The man be-aves well who always ad-cres to his friends.'"

oad in 1868, are r'rom Passengers.... 8631.437 59 From Malls. 21,518 04 Miscellaneous From 18,726 42 LOUICE8..... Total (nearly equal to \$10,000 per ... \$2,804,250 36 the same period, were: or Conducting Trans-. \$610.774 32 portation for Maintenance of 600,284 40 WAV or Motive Power. 677,028 49 or Maintenance of Cars..... 178,913 85 \$2,067,001 06 fo which add 30 per cent. of earnings. payable to the Phila ephia and Erie R. R. Co..... 820,423 95 \$2,887,125 01

showing a loss to this company in operating the line under the lease, of.)r \$271,177 78 less than in 1867. \$83,274 65 To the loss above stated there should be added -to give a fair exhibit of the workings of the case of this line-the interest upon the capital

required to operate the railway, the cost of the oiling stock and shop machinery, all of which is oning stock and shop inclinery, all of which is urnished by this company, amounting at six .er cent., to \$210,000 per annum. The increase in the business of the line is al-most wholly from the development of the freight

The development of the freight raffic of the Company. The decrease in the relative expenses arises nainly from the diminished outlays on account if the original incomplete and defective construc-tion of the road. The revenues of the lines operated by this Company, and the amounts paid for their work-one expresses interest and dividence are as fol

ing expenses, interest and dividends, are as fol-
From the Pennsylvania Railroad
and Branches

Philadelphia and Erie Railroad...... 2,804,250 36

Amount\$20,037.	747 67
And the expenses of operating these	lines
were:	
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Reilroad and Erie	
Thirty Por Cont. 70	
i served to new inter	
est on debts of the	
Erie Bailroad Cam-	
	408 80
010,120 00 11,140,	100 00
Leaving the net	
profits from both	
railways for 1868. 5.289.	338 78
From which deduct	
per cent, with the	
Balance to debit of $$$$$$$$$$$$$$$$$$$$$$$$$$$$$$$$$$$$$	338 78
	13
	177
the State of Penn-	
sylvania on ac-	
count of interest	
and principal due	
upon the purchase	
of her works be-	
	And the expenses of operating these were: Pennsylvania Rail- road

with the West and Southwest, and must eventually pay reasonable dividends to its shareholders. Its traffic for the second year of its use as a continuous railway between its termini is equal to \$12,000 per mile of road. In the Connecting Railway, which extends from West Philadelphia to Frankford—a distance

of seven miles—and operated under a lease by the Philadelphia and Trenton and Camden and Amboy Railroad Companies, at an annual rental equal to six per cent., clear of all taxes, upon its whole cost, the Penneylvania Railroad Com-pany holds 25,547 shares of the capital stock, amounting to 81 277 250 amounting to \$1,277,350. This road was constructed with means fur-

This road was constructed with means fur-nished by your Company for the purpose of de-creasing the heavy cost of passing its New York and Eastern trade through this city, and in the expectation of returning to the Philadel-phia Division of its road much of the irade and travel which the delays and ob-structions referred to had driven to other channels. The result, as shown in the cighteen months since the road was opened for traffic has been such as we anticipated, while, in traffic, has been such as we anticipated, while, in addition thereto, we will receive during the term of the lease legal interest upon the expenditure incurred.

The Canals east of the Allegheny Mountains, purchased by this Company of the State of Penn-ylvania, 173 miles in length. have, as stated in our last Annual Report, been sold to the Penn-Silvania Canal Company, of which General Isaac J. Wistar is President. That Company has since purchased with its First Mortgage Bonds a majority of the shares of the West Branch Canal Company, extending from the Juniata river up the Susquehanna and its West Branch to Farthe Susquehanna and its West Branch to Far-randsville, above Lock Haven—123 miles—and has consolidated its shares with those of the Wyoming Valley Canal Company, which occupies the North Branch of the Susquehanna, from Northumberland to Wilkesbarre, a distance of 64 miles, making in all 360 miles of Canal. This ar-rangement brings the Susquehanna system of State Canals, below the coal measures—dismem-bered by their sale to three companics—under one control, without which they could not suc-ccessfully compete with the railways traversing the valleys of the same water courses. The whole of the revenues of these Canals must for a few years be appropriated to their improvement and protection from freshets that have heretofore pe-riodically destroyed their usefulness for months at a time, to the great injury of their revenues at a time, to the great injury of their revenues and the business of those who use them for the and the business of those who use them for the transportation of the products of the country to market. When these objects are secured, the investment of this Company in the Pennsylvania Canal Company will doubtless become profitable, and highly advantageous to the community for whose accommodation they were originally built by the Commonwealth. were originally built by the Commonwealth. The assets of this Company—exclusive of its own roads—invested for the protection and en-largement of its traffic are now, at a reasonable valuation, more than sufficient to meet the whole indebtedness of the Company, except the Five per cent. Bonds held by the State of Pennsylvania, which are being paid by a contribution from the net revenues of the Company in semi-annual payments of \$280,000 each. During the past year these contributions, after the payment of interest, left \$142,978 50 to be appropriated to the reduction of the principal, which amount will The assets of this Company-exclusive of its

the reduction of the principal, which amount will annually increase as the debt upon which in-terest is payable is reduced. In the month of October last an attempt was made by the Erie and New York Central Railroad

Companies to break up the through traffic ar-rangements of this Company by making large reductions upon their freight charges. This movement was promptly met by the Pennsylva-pia Railroad Company by still greater reductions from time to time, which resulted in a large increase of its tonnage. These low charges were continued until a restoration of former rates was desired by those Companies, after incurring a heavy loss in their revenues, while the effort in-creased the prestige of this Company by bringing its shorter lines and better facilities more promi-neutly into public notice. After the failure of this attempt the Managers of the Erie Company, by means of large same of money, suddenly realized from a confiding public, in a man-

Leaving balance... \$ 750,171 77 The average dividends of the Company since

460,000 00--4,539,167 01

which, to a large extent, has overcome these evils. Owing, however, to the great oscillation of the cars on the wider gauge, the Obio lines insisted upon a play upon the narrow gauge that added materially to the cost of hauling upon the four feet eight and a half inches gauge, to remedy which the gauge of your road has been changed to four feet nine inches, and the Obio roads have been, or are being changed, to four feet nine and a half inches, caving but a difference of a half of an inch, which t is presumed, that time will reduce to the uniorm gauge of four feet nine inches.

Your Directore, in their last annual report, al-luded to a very important movement contem-plated by the Philadelphia and Erle Railroad Company, by which it was proposed to build a railroad leaving that line at the mouth of Bennett's branch of the Susquehanna, thence up that stream to the summit, and down the waters of the Aligheny to that river at the confluence of the Mahoular, and thence to Pittsburgh. This line is designed chiefly for the transportation of freights at a slow speed, with a view to so cheapen its cost as to compete with the water lines leading to New York. Upon no portion of this route is there a gradient against the heavy traffic to the East exceeding 10 feet per mile, or 16 feet against the Westward bound trade, except for about four miles at the summit, where a gradient of 48 feet

miles at the summit, where a gradient of 48 feet in favor of the heavy transportation is used, and ior about four miles near the mouth of the Ma-honing, where 55 feet per mile may be adopted. Until the traffic justifies the application of as-fistant power at these points, the full loads upon the 16 feet gradient will be passed over them by a division of the train. The exceptional gradient of 55 feet per mile near the mouth of the Mahon-ing may be avoided by continuing nuon the side ing may be avoided by continuing upon the side bill after striking this creek, and intersecting the Allegheny Valley Railroad lower down, but the work will be expensive, and may beleft to a period when the traffic will justify the outlay. It is not proposed to extend the Philadelphia and Which the period

and Erie line beyond Brookville in this direction, as it will be there met by the Western Pennsyl-vania or Allegheny Valley Ruilroads, the charters of both of which Companies cover the ground. From Brookville the Philadelphia and Erie will ventually be carried westwardly, south of the

Eventually be carried westwardly, bound of the Lakee, connecting therewith by branch roads. The grading of this railway for about 20 miles is now under contract, and all of its expensive ections will be let as soon as the line is carefully located.

The satisfactory results obtained from the busi-The satisfactory results obtained from one basis ness of your railways during the past year is largely due to the judicious management of E H. Williams, Esq., General Superintendent, who has been ably seconded by his assistants, John A. Wilson, Esq., Chief Engineer of Malatenance of Way, and A. J. Cassatt, E.q., Superintendent of Motive Power and Machinery. The heavy traffic of the lines under their charge have been moved without serious accidents, and at a material saving in cost, compared with the previous year, considering the increase of tonnage transported. The management of the Philadelphia and Erle Railroad, under its General Superintendent, A 1. Tyler, Esq., and his assistant, W. A. Baldwin, E_{Fq} , also reflects much credit upon them from the reduction of expenses realized in the movement of its traffic per ton. Respectfully submitted.

By order of the Board, J. EDGAR THOMSON President.

NEW YORK, Feb. 16.—In the Board of Alder-men yesterday the resolution appropriating \$20,-000 for the celebration of Washington's birthday

tunelling under Broadway for about three weeks, and no one outside of the company was aware of these operations until a day or two about ten inches a day, as the earth is not dug out but is forced ahead.

died of hydrophobia yesterday. About a month ago a little dog which he owned bit him on the hand, but the usual remedies were applied at the

FROM NEW YORK.

was reconsidered.

The Pneumatic Company have been busily

Charles H. Ludlam, of Marcy avenue, Brooklyn,