BUSINESS NOTICES.

The Empress of Austria
Is a famous beauty, and a consumptive; Doctor Tebbetts, five years ago, cured her daughter with the identical prescription, and the Empress of Austria sent for the receipt, and the use of HOPP'S MAGIC EXTRACT was secured. The inventor of this remedy, Mr. JOHANN HOPP, of Berlin, was known by his audience, at which he had completed his cure of Miss HENRIETTE ZIMMERMANN.
1s12 3 w s stuth

CONRAD MEYER, INVENTOR AND Manufacturer of the Celebrated Iron Frame Pianos, awarded the Medal of the World's Great Exhibition, London, 1862. Warerooms and Factory, 1018 Chestnut street, Philadelphia. Pianos sold on monthly instalments. Warerooms open every evening.

STEINWAY'S PIANOS RECEIVED THE highest award at the First Industrial Exhibition, Paris, 1867. Warerooms at Nos. 1 and 3 Chestnut street, Philadelphia.

THE CHICKERING PIANOS RECEIVED the highest award at the Paris Exposition, 1867. DUTTON'S Warerooms, 1124 Chestnut street. se21,6p

EVENING BULLETIN.

Wednesday, February 17, 1869.

PHILADELPHIA AND THE INDEPENDENCE WEST.

In looking over the annual report of the Pennsylvania Railroad Company, a young man of the present time would hardly believe the statements of older men concerning the difficulties with which the company had to contend in its early days. Newspaper editors, however, who have lived and labored in the same field for over twenty years, can tell them that it was very hard work to get the people of Philadelphia to subscribe liberally to the stock of the company for building a railroad to Pittsburg. The articles that were written, the meetings that were held, the speeches that were made, the resolutions that were passed—all these, if collected from the files of newspapers and reports, would fill volumes. It would amaze the young men of to-day to see them and to be told that all such labor, and money, and time were needed to induce the people of Philadelphia to subscribe to an enterprise which turns out, now, to be one great source of the prosperity of this city and of the State of Pennsylvania.

As developed at the present time, the great central railroad of Pennsylvania has done far more for the city and the State than was dreamed of by even its most enthusiastic advocates of twenty odd years ago. The twenty-second annual report, submitted to the meeting of the stockholders yesterday, shows a business of over twenty millions of dollars, done in the year 1868, on the Philadelphia and Erie and its tributaries and dependencies in the State. The road for whose construction from Harrisburg to Pittsburgh we used to labor, has absorbed the Erie railroads and canals, has ramified right and left at numerous points, has adopted and supported another great road reaching to Lake Erie, has obtained control of other roads in States further West, and is now securing connections that will make the great railroads from the Pacific tributary to it, and to the city and State that created it. People may say that this exhibits a great overgrown corporation; but compared us to overgrowth as does no much for a community as the Pennsylvania Railroad has already done, and will continue to do, for Pennsylvania.

The trade of the great West has always been the grand prize sought for by the Eastern sea-port cities. New York wrested it from Philadelphia when the Erie canal was constructed. The revolution created by the invention of railroads with steam-power, gave the other cities a fresh chance to enter into rivalry with New York. So Boston, with her various railroad lines to the St. Lawrence and the Lakes, Baltimore, with her road to the Ohio, and Philadelphia, with her two lines through, entered into competition with New York, which had, beside her great canal, the New York Central and the New York and Erie Railroads. It is no small triumph for the Pennsylvania corporation that it should be master of the situation, after years of labor and rivalry, and especially of rivalry with New York corporations, sustained by British capitalists as well as by New York speculative gamblers. The annual report, published yesterday, is a model of brevity and comprehensiveness. It indicates the hostility of the New Yorkers to the operations of the company; but it also very quietly indicates the triumph of the company. The management made for the use of roads further West, including a satisfactory adjustment of gauges, shows not only its interest in the welfare of the people of Pennsylvania, but great intelligence. The Yankee shrewdness and the New York want of principle that have characterized especially the Erie and the Central management for several years, have been overmatched by the practical business qualities of the Pennsylvania Railroad Company.

The Great West of forty years ago has become a much greater West than even De Witt Clinton could have imagined. It has gone beyond the Mississippi and is going beyond the Rocky Mountains. It will not be limited even by the Pacific ocean, but will stretch over to Japan, China and Asiatic Russia, till it overlaps Europe, and this same Great West will come back to us from the East. This is one of the practical paradoxes that modern invention and modern energy are presenting. Commerce is, of course, the motive for all this apparently whimsical deference of the little principles of traffic which were laid down by writers of the period anterior to steam and electricity, when voyages counted as many months as they now do weeks, and when correspondence required as many days as it now does minutes. In the results of these revolutions of commerce each community has its own peculiar interest. The interest that the community of Philadelphia and Pennsylvania taken in it is expressed mainly in the operations of the Pennsylvania Railroad Company, and there can be no well grounded doubts as to the perfectly trustworthy character of this corporation, after a candid reading of the business done and submitted to the stockholders. That report opens a vista extending indefinitely, showing that the work of the company stops not at Pittsburgh, nor at the Mississippi, nor even at the Pacific. Of all which Philadelphia will be the guider, in spite of every kind of rivalry, if the general management in future shall be as good as it has been in the past.

THE LINCOLN MONUMENT.

Notwithstanding the fact, so grevely asserted by some of the Democratic newspapers, last fall, that all the funds of the Lincoln Monument Association were expended for electioneering purposes, the artist, Randolph Rogers, has gone forward so briskly with his work as to demonstrate that he, at least, believes that the money is still safe in the hands of the Treasurer of the Association. Recent letters from Rome give the gratifying intelligence that Mr. Rogers has completed his clay model, and that it is now being transferred to plaster, preparatory to being cast in bronze.

The clay model has been inspected by a number of American gentlemen, now in Rome, and there appears to be a general conviction that Mr. Rogers has made a great success in his difficult undertaking, and that we are to have in Philadelphia, not only one of the best likenesses of Abraham Lincoln, extant, but one of the finest pieces of artistic bronze yet cast to this country. As the process of transferring to plaster is a brief one, and the model will then go to Munich, to be cast in bronze. Within the present year, we hope to see it erected upon the site which has been selected for it by the Association.

After much consideration the Association has selected the intersection of Girard avenue and Broad street as the most suitable locality for this monument. It is in a fine and improving part of the city, on the grand line of travel, and at its most elevated point. The statue, with its granite base, will be about thirty feet high, and will occupy a very commanding position. The figure of Mr. Lincoln is of colossal size, in a sitting posture, holding the pen of emancipation in his hand. Mr. Rogers is reported to have caught a marvellous likeness of his great original as he did in the marble bust executed by him for Dr. George Wood, of this city. We congratulate the citizens of Philadelphia upon the rapid progress of this important work of art, which is so soon to adorn our city, and which is to stand as the memorial to future ages of the patriotism of a Republican State and of the city that ever delighted to honor him.

THE AZOICS AGAIN.

If our neighbor, the *Press*, does not look out, it will become Azoic itself. No matter how powerful any journal may be, it cannot long stand the west and tear of Azoic editorials. "The Assassination of Burges" and the "Azoic Age" were a heavy strain, but our neighbor seems to have used it bravely, and this morning gives us "Educational Surges" from the same wonderful pen. We say "the same," for although the "Surges" are considerably modified,—probably in consequence of a fracture of their "conchoid eesopment," —the Azoic indications are plainly discernible. A specimen of the latter may be culled from a couple of columns of Azoism. It will be remembered that we are discussing "Educational Surges":

"This ancient, respectable, and laid-aside portion of every modern institution is really its golden treasure. This generation may not see the time when the purely scientific notes now issued by it can be called in. Indeed, they never will but when the currency has become plethoric they will crowd around the institutions of their own creation, and clamor for redemption. By the time this nation has completed its hundredth million, we shall not be surprised if the Smithsonian Institute professors *encored all over with naturalized specimens, and who have crowded with the Cobols of the deepest mines*, casting wistful glances toward deep shelves, would almost untouched. Perhaps by the test evidence of its classicality. The very rags of the Smithsonian receipts is destined to hatch and give impetuosity to the reaction. What few cobols there will fill our colleges proves. They need not build nor even remodel; *they need simply brush up.*"

That is the worst of revelling with the Cobols of the deepest mines. One gets so filled himself in the wholesale dry-goods business as early as the year 1726.

In 1829, while the building of fire insurance was yet in its infancy, Mr. Bancker was mainly instrumental in organizing and starting the Franklin Fire Insurance Company, and during the last forty years he has been closely identified with the great successes of that corporation. Long after the ordinary period of active life, Mr. Bancker continued in the active discharge of his duties as President of the Company, and his venerable figure and courtly, old-time manners are familiar to all who have been brought in contact with the business to which he so ably and successfully devoted his long life. Few men in Philadelphia have enjoyed a higher reputation for all those personal and business qualities which go to make up the character of a Christian gentleman, and a worthy and honorable citizen. Until within the last few days, Mr. Bancker has been at his usual post of duty, and has died, at last, without disease, wearing a way quietly under the gentle hand of old age. He will be long regretted by the large circle of relatives and friends who have so long held him in such well-deserved esteem.

CHARLES F. LEX.

Charles F. Lex, Esq., a very well-known and enterprising citizen of Philadelphia, died suddenly at his residence in Arch street, about four o'clock this morning. Mr. Lex was President of the Point Breeze Park Association, and took great interest in it. He has, for years, devoted much time and zeal to the improvement of Broad street, and the removal of the various impediments to its progress. He was in his usual health until within a few days. His age was about sixty-eight.

CHARLES H. ELY.

Charles H. Ely, a well-known and highly respected citizen of Philadelphia, died on the 15th inst., at his residence in Arch street, in the 74th year of his age. Mr. Ely was for many years a member of the firm of Ely & Wilcox, and was subsequently connected with the Commercial Bank of Pennsylvania, and the Girard Bank. He was also a director of the Girard Life Insurance, Annuity and Trust Company, and was for many years a member of the Board of Trustees of the Girard Estate. He was a member of the Society of Friends, and was highly esteemed by all who knew him.

Hunting, Dubrow & Co., Auctioneers, Nos. 232 and 234 Market street, will hold, on to-morrow (Thursday), Feb. 18th, at 10 o'clock, by catalogue, on four months' credit, a large sale of Foreign and Domestic Dry Goods, including 1200 pieces Dress Goods, Shawls, 25 pieces high cost Dress Silks, Black Silk Velvets, Ribbons, Hosiery, Gloves, Linen Goods, Flannels, Cassimeres, Tweeds, Cloths, Fancy Cassimeres, Satinets, Linsey Woolsey, Shirting and Drawers, Umbrellas, Corsets, Ties, Suspenders, Skirts, Dress Trimmings, Hemp Carpets; also, Kid Gloves, Jaconet Edgings, &c.

On FRIDAY, Feb. 19th, at 11 o'clock, by catalogue, 50 four months' credit, 100 pieces Brussels, Ingrain, Venetian, List, Hemp, Cottage and Rag Carpetings; also Oil Cloths, &c.

Peremptory Sale of Property No. 137 South Fourth street.—A. FREEMAN, Auctioneer, will sell on Wednesday next, at the Exchange, a valuable property for any wholesale business, on Arch street, below Second. *The sale will be positively without reserve.*

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TO-DAY'S CABLE NEWS

Financial and Commercial Quotations.

FROM HARRISBURG

THE ERIE RAILROAD CONTEST

By the Atlantic Cable.

LONDON, Feb. 17, A. M.—Consols, 93 for both money and account; U. S. Five-twenties, 73¾; Stocks quiet; Erie, 24¾; Illinois Central, 97¾; Great Western, 37.

FRANKFORT, Feb. 17, A. M.—U. S. Five-twenties, 82¾.

PARIS, Feb. 17, A. M.—The Bourse is firm; Rentes, 70f. 45c.

LIVERPOOL, Feb. 17, A. M.—Cotton quiet; Middling Uplands, 12@12⅝d.; Middling Orleans, 12¾@12⅝d. The sales to-day will probably reach 8,000 bales. Shipments from Bombay to the 12th, 61,000 bales. Petroleum dull; Spirits, 29½d.

LONDON, Feb. 17, A. M.—Sugar firm, both on the spot and afloat. Sperm oil, 98. Refined petroleum, 1s. 10½d.

LONDON, Feb. 17, P. M.—United States five-twenties, 73¾. Stocks unchanged.

LIVERPOOL, Feb. 17, P. M.—Cotton dull; Uplands, 12d; Orleans, 12¼d. The sales will not exceed 7,000 bales. Breadstuffs dull. Lard flat.

HAVRE, Feb. 17.—Cotton opens flat at 138f. on the spot.

The Erie Railway Contest.

FRANKFORT, Feb. 17.—Gold quiet; last good borrowers were supplied freely at 7 per cent; to-day's rates were 7 per cent. and 1 per cent. per day. The speculation in look up greenbacks was broken up to-day by the refusal of the banks to lend on them. The rate for carrying greenbacks over Sunday was 1 per cent. per day, the contract, as abundant supply at 7 per cent. currency. Foreign exchange unchanged. Bills on London, at sight, 109¾; and the natural course of the money market is unchanged. Bills on Paris, at sight, 5.17½@5.16¼; and on Amsterdam, at sight, 40¼@40⅜. The rates for sterling on them cannot be now quoted with force. The tone of the American financial markets continues dull throughout the whole country, and fully more than the usual dullness of the season. The speculative markets are almost entirely neglected, and the general business of the country is unusually light. Should remain easy and undisturbed by the trickery of speculators.

The foreign exchange market is weak and unsettled. Bills on London, at sight, 109¾@109⅞; and on Paris, at sight, 5.16¼@5.15. Bills on Amsterdam, at sight, are here long, 39⅝, and short, 39⅝ to 39¾.

The gold market is dull and unchanged. The gold balances, applicable to the payment of duties, are now small, and there will be but little gold offered for some time yet; and they will start out at 6 to an amount not exceeding $1,000,000. The Secretary of the Treasury will decide upon the applications of the people have been selling gold for the last few days, and the purchasers will be the importers who have been through the market. In the event that the Secretary refuses to sell gold, the rate will be nominal, and exceedingly firm to the neighborhood of 140.

The stock market is dull and weak. The suspension of the Erie Railway has had a depressing effect upon the stock market. The Erie Railway has got control of the road, and has issued a million dollars of new bonds to Europe, and has also issued a million dollars of new bonds to Europe, and has also issued a million dollars of new bonds to Europe, and has also