## The Nittsburgh Gazette. CITY AND SUBURBAN.

Stockholders Annual Meeting-Annual Reports—Condition and Prospects of the Road—Election of Directors.

BAILBOAD.

The sixteenth annual meeting of the stockholders of the Pittsburgh and Connellsville Railroad Company was held yesterday morning at the office of the Company, corner of Water and Grant streets. The meeting was organized by calling Jas. S. Craft, Esq., to the chair, and appointing

Mr. John H. Page, Jr., Secretary. Wm. Oden Hughart, Esq., President of the Company, after stating the object of the meeting, presented, in behalf of the Board of Directors, the sixteenth annual report to the stockholders, with the usual accompanying tables and statements, comprising the reports of the Treasurer, Superintendent, Master of Machinery and Auditor.

ANNUAL REPORT. The report commences with a congratu-latory paragraph to the stockholders on the restoration of the franchises of the company and the negotiation of a large proportion of the bonds necessary to the proportion of the bonds necessary to the completion of the road, and the actual letting to substantial contractors the heaviest portions of the unfinished work. A history of the legal proceedings against the company in the quo varranto case is thus given, with a copy of the act of January, 1868, repealing the act of August 19th, 1864. The report says: This, terminated a most gigantic scheme of opposition. The boldness of its conception tavored its accomplishment, and the disturbed state of complishment, and the disturbed state of the times gave pliant tools for the work. Grown bold by impunity; feeling secure in a position which seemed to protect it from punishment, the authors of the original a position which seemed to protect it from punishment, the authors of the original wrong contended fiercely in the courts and in the legislature for its perpetuation. The franchises now possess the rare merit of a complete adjudication. Your securities are by this quality increased in intrinsic value and their negotiation much facilitated, a consequence certainly unforseen by those who indicted the injury. "The financial operations of the year relative to the unfinished portion of the read are then considered in detail. In May the company resolved to execute a new first mortgage for \$4,000,000, and to issue bonds based thereon for that amount, bearing seven per cent. interest. The ordinance of the city of Baltimore required that \$2,000,000 of these bonds should be negotiated before the retirement of the city's lien could take place. The Baltimore and Ohio Road immediately subscribed for \$1,000,000. John Hopkins, Esq., 260,000; President Garrett, \$30,000; A. Schumaker, Esq., one of the principal promoters of the Branch Line of Steamers, \$30,000; Hon. A. Stewart, of Uniontown, Pa., \$13,000; and many of the principal citizens of Baltimore and Pittsburgh have subscribed for large amounts. They had obtained in August the net sum of \$1,550,000; when the Baltimore and Ohio Road, to enable the company to fulfill the conditions of the ordinance, and to permit the work to be begun, made a subscription of enable the company to fulfill the condi-tions of the ordinance, and to permit the work to be begun, made a subscription of \$450,000. The report says "the most fre-quent and common assertion of our ene-mies has been that the Baltimore and Ohio Road would not extend its aid. Their sub-scriptions are the best practical refutation, and afford guaranty of payment of inter-est to those who may purchase bonds. The business which that road can and would give in protection of its own investment, will of itself be sufficient to provide the means. Probably no better evidence can be given of the value of your sebe given of the value of your se-curities than the large investment of that company—marked, perhaps, more than any other to-day by skill and than any other to-day by skill and prudence in its financial management." Upon the completed portions of the road the earnings for the past year will reach nearly two-thirds of the interest upon the entire mortgage. This is from local trade alone. The connection with Baltimore, and the development of the resources (as yet

The following is a statement of the gross receipts for the year: 2508,625 9 es of the During that time the expe road were as follows:

untouched) of a large portion of Fayette and of all of Somerset and Bedford coun-ties, entirely independent of through trade,

if in the same proportion, will pay the interest upon the entire debt, besides affording a remunerative dividend to the stock-

Conducting transportation Repairs of motive power... Maintenance of cars...... Maintenance of road......

Leaving net earnings.... £181,065 37 which is 35.60 per cent., a slight increase over that of the previous year.

The total number of passengers carried all distances was 422,739, against 411,116 the previous year. In the amount earned therefrom, however, there is a slight destroyed all distances was the previous year.

\$327,560 58

crease. The freight transported all distances has been 398,502 tons, against 374,965 tons the previous year, an increase of about eight per cent. The increase in the freights is about six per cent. Groceries shipped eastward from Pittsburgh have reached the eastward from Pittsburgh have reached the sum of three and a quarter million of pounds, an increase of about thirty per cent. over the year 1868. In rolled and hammered iron, directly connected with the trade of Pittsburgh, the increase has been over two millions and three hundred thouseld nounds. In the transportation of the sand pounds. In the transportation of pig metal the increase has been still greater. The increase has also been very The increase has also been very large in the transportation of queensware and glassware. In glass sand, fire-clay, etc., the increase has reached nearly ten millions of pounds. These facts are mentioned to direct the attention of the business men of Pittsburgh to the value of the trade of the country, so far developed by your line, and to suggest that the enterprise deserves, and their own interests demand, more active aid than has been rendered—that they supply their full proportion of the amount necessary to complete the road and also to see that needed facilities within the city limits are obtained facilities within the city limits are obtained from the Councils. It is demonstrable that facilities within the city limits are obtained from the Councils. It is demonstrable that this road is more directly beneficial to this city than any other coming into it, because from the country traversed must be brought the raw material for our principal products, coal, coke, iron ore, sand, lime, fire-clay, marble, building stone, etc., etc. There is also the best market for a large proportion of our trade, and last but not least important, the only competing route to tide water. No accident has befallen any passenger during the year, which is due in a great measure to the care and efficiency manifested in the department conducting transportation. Few, if any other roads have had such freedom from accident pervading their history. On the roadway great improvements have been made during the year. One thousand and eleven tons of new iron and eleven thousand three hundred and sixty-five cross ties have been of new iron and eleven thousand three hundred and sixty-five cross ties have been placed in the tracks. This is a large amount, but it was necessary and will be continued during the coming year. The tracks and road bed are in good working order. The general expenses have been \$15,855 29 against \$17,987 05 last year per mile run by trains the cost of this branch expentiture has been 4.23 per cent. against 5.29 per cent. the previous year. The

mile run by trains against 95.70 per cent. last year, a gratifying decrease.

FINANCIAL. At the close of the last fiscal year the floating debt was \$74,862,97. Making proper deductions for assets, and counter claims its real amount was estimated at \$36,995,79. its real amount was estimated at \$36,995,79. Its amount this year is nominally the same; but omitting the interest due the City of Baltimore and upon stock we have available assets to pay the whole amount. PITTSBURGH AND CONNELLSVILLE CONSTRUCTION.

Thirty-eight miles of the line between Connellsville and Cumberland have been put under contract, including all the heavy work upon the line. The contractors are already at work, and the entire line will be completed to Cumberland in two

The report of B. H. Latrobe, Esq., engineer, to the President, detailing the opera-tions of the Engineer Department during the year, was also read. The main features are embodied in the President's report.

G. L. B. Fetterman, Esq., Chairman of the Committee on Accounts, submitted a report of the examination of the Company's

books and papers.

The reports were received and accepted and five hundred copies ordered to be print-

An act of the Legislature of Pennsylva-nia, approved April 1, 1868, empowering the Pittsburgh and Connellsville Railroad Company to construct branches from its main line, was submitted to the stockhold-ers by President Hughart, and by them accepted and approved.

THE ELECTION.

It was then resolved to go into an election of Directors, when Mr. G. W. Herbert was appointed Judge, and Messrs. E. W. McClure and Chas. Donnelly, Tellers.

A nomination was submitted from His Honor, Mayor Banks, nominating Messrs. James Hodges, W. H. Perkins and Hazeltine G. Vickery, as Directors to be chosen on the part of the city of Baltimore for the incoming year. The election resulted as follows: Wm. Oden Hughart, G. L. B. Fetterman, John Fleming, Wm. Phillips, Wm. terman, John Fleming, Wm. Phillips, Wm. Phillips, Wm. Baldwin, Joseph Pennock, Cyrus Meyers, Benjamin Deford, John Hopkins, James Hodges, William H. Perkins and Hazeltine G. Vickery. The three last named centlemen are new members, Messrs. W. S. Bissell, O. O. Phillips and Hill Burgwin re-

tiring.

The meeting then adjourned.

The new Board met at half-past two o'clock in the afternoon, and organized by electing W. Oden Hughart, President, and Jno. H. Page, Jr., Secretary.

Pittsburgh Teachers' Institute. The closing session of the Pittsburgh Teachers' Institute was held at the Hall of the Third Ward School House, Saturday morning. The Institute was called to order at nine o'clock by George J. Luckey, City Superintendent, and the exercises were opened with prayer by J. N. Caldwell, of Allegheny City.

Miss Ellen Seaver was then introduced and continued her lecture on object lessons, during which she introduced the subject of mapping or map drawing. In concluding her lecture Miss Seaver said:
Teachers should make teaching the first business of life as long as they reman in the profession. First class lady teachers are demanded all over the country. She knew primary teachers now receiving \$1,300 per year for their services. She said he reason ladies' salaries were so low was because gentlemen fixed their salaries. Ladies should inquire whether or not they desire the elective franchise. In conclusion she said she had spent an exceedingly pleasant time in Pittsburgh. It is one of

pleasant time in Pittsburgh. It is one of the brightest spots in her life.

Prof. Luckey thanked the members of the Institute for the great interest they have taken in the institute.

The following resolutions were presented and unanimously adopted:

Resolved, That this Institute petition the Central Board of Education to procure the passage of a law giving to the teachers of passage of a law giving to the teachers of Pittsburgh the right to hold an Annual Teachers' Institute, having equal power and authority with the County Institute now provided for by law. Resolved, That the City Superintendent be instructed to present a copy of this re-solution to the Central Beard.

The Institute then adjourned. LIST OF TEACHERS. The following is a carefully prepared list of the teachers who attended the sessions

of the Institute:

High School—Philotus Dean, J. H. Crum,
Happle Wilkins, H. H. Bancroft.

Second Ward—Mary J. Thompson, Annie
Curry, Anna D. Marshall, Lucy M. McNeil,
Balla Manlean.

Curry, Annab. Marshall, Lucy M. Metten, Bella MacLean.

Third Ward—J.N. Stephenson, Martha J. Graham, Esther Johnson, Mattle McKnight.

Fourth Ward—R. B. Crooks, Mary Mansspeaker, Emma J. West, Ella Erwin. Lizzie B. Rodgers, Mrs. T. N. Miller, Maryanne Smith.

Etth Ward—Jennie Mitchell.

anne Smith.

Fifth Ward—Jennie Mitchell.

Sixth Ward—L. L. Eaton, Mary I. Proudfoot, Amelia W. M'Creery., Emma D. Wallace, Amelia Witherow, Aggie M. Lupton, Chellnessa Bragdon, Jennie E. Simpson, A. Aggie McFadden, Eliza W. Tompre, Verbena Burns, Annie M. Witter, Alice J. Jackson, Mattie S. McMasters, Carrie M. Hartley, Mary D. Garvim.

Seventh and Eighth Wards—D. C. Holmes, Martha B. Snodgrass, Caroline S. Davis, M. J. McCracken, Mary Fleming, Annie Hutchinson, Lizzie Jeffery, Annie E. Boreland. Mary M. Foulke, Lucy G. Shepard, E. D. Brown, E. S. Hall.

Mary M. Foulke, Lucy G. Shepard, E. D. Brown, E. S. Hall.

Ninth and Tenth Wards—Andrew Burtt, Maggie Dickinson, Eliza Hamilton, Jennie Ralston, Maggie M. Creight, Lizzie Ring, Annie McClelland, Maggie Scott, Mary M. Creight, Hester Munn, Rebecca Munn, A. A. Hoey, Melissa Burtt, Jennie Gosser, J. J. Yon, Rose McCleary, Mary Harrls.

Eleventh Ward—John J. Taggart, Aggie M. Martin, Irena Rutledge, Jennie Moffat, Hettie Davis, Annie Moore. Lottie C. Martin, M. E. Taggart, Harriet M. Matthews, Jennie E. Smith, Maggie E. Irwin, Maggie Marehall.

Marshall.

Twelfth Ward—H. G. Squiros, Anna Heckert, S. R. Hipsley, Emily Martin, Hettie Martin, Fanny Brooks, Bella Scott, Katie Wolfe, Jennie D. Armit, Anna M. Jack,

Maggie McCandless, Mary Hughes, Bella M. Fall, Lucy D'Armit. Thirteenth Wurd-James L. Harrison, S. A. Rutledge, Fanny Caldwell, Mary M. McMullen, Fanny B. Goff, Margaret Crom-

McMullen, Fanny B. Golf, Margaret Cromlish, M. A. Newmont, Annie George.

Fourteenth Ward—J. P. Andrews, Fanny
Rutledge, Jennie Fawcett, Sarch Fawcett,
Sadie You, Kate L. Anderson.

Fifteenth Ward—S. T. Patterson, Mattle
Dalzell, Rachel Ewing, Mary L. Evans,
Lizzie Cuddy, L. C. Ahlborn.

Seventeenth Ward—Annie M. Frethy, N.
F. Kaufman, E. Hanna, Lizzie A. Metcalf,
Annie De Knight, C. C. Nixon, Ida Heller.

Annie De Knight, C. C. Nixon, Ida Heller, Anna M. Glaughlin. Nineteenth Ward-Wm. Joyce, Ella Martin, Z. E. McCos, Matilda Thompson, A. L. Slater, Hannah J. Lyon. Twentieth Ward—R. I. McCready, Calvin

Twentien wurd-R. I. McCready, Calvin Sackett, M. E. Hamilton. Twenty-first Ward-J. M. Bowlby. Twenty-third Ward-J. B. Irwin. Following are the names of teachers from

outside the city:
Lizzle Barnes, M. B. Kingersly, M. Kelly,
S. P. Newell, Mollie C. Cooper, M. Kelso,
J. M. Boggs, Sadie McCleary, S. A. McEwen, M. E. Gailbraith, C. A. Blits, J. F.
McClymonds, Adda Rhodes, Eliza McHenry, Sarah Smith, Tillie Jamison,
Helen Mulhatten, Fulton Phillips, Jennie
Smith, Nicholas Messer, Sadie Smith.

PERSONS from the plains report that buf falo are moving north in immense herds, thing never known at this season of the year before. It is attributed to the presence of large bodies of troops and Indians on expenditure has deep factors. The cost thus of maintenance and working the cost thus of maintenance and working the road has been \$337,560 55 against \$325,208 25 the previous year, showing an increase of the Pacific Railroad was stopped three times the previous year. The cost thus of maintenance and working the Pacific Railroad was stopped three times the previous year. The cost thus of maintenance and working the Pacific Railroad was stopped three times the previous year. The cost thus of maintenance and working the Pacific Railroad was stopped three times the Pa

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ands at the head of all reed instruments, in proucing the most perfect pipe quality of tone of any
milar instrument in the United States. It is sim,
e and compact in construction, and not lisable to
t out of order.

CARPENTER'S PATENT "VOX HUMANA
REMOLO" is only to be found in this Organrice from \$100 to \$550. All guaranteed for five

GLASS, CHINA, CUTLERY. 100 WOOD STREET.

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And other STAPLE AND FANCY 100 WOOD STREET

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NEW FALL GOODS. A splendid new stock of

SEWING MACHINES. BUTTON-HOLE OVERSEAMING

AND SEWING MACHINE. IT HAS NO EQUAL,

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SILK POPLINS.
PALERMA CLOTH-for Suits. BLACK SICILIAN LUSTRES. BLACK AND COLORED EMPRESS CLOTHE-Large variety. VELVETEENS—for Suits. ELECTRIC CLOTHS. Large assortment of PLAIDS.
Full stock of DRESS GOODS, at Lowest Eastern

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35,000 feet Dry 2, 3½, 3 inc. Otar;
36,000 feet Dry 2, 3½, 3 inc. Otar;
16,000 feet Dry 1, 1½, 3 and 3 inch Poplar;
16,000 feet Dry 1, 1½, 3 and 3 inch Poplar;
16,000 feet Dry Poplar Scantling;
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50 bbis. BERMUDA MOLASSES.
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RARA SUGARS. BARA SUGARS.

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