TO THE STOCKHOLDERS OF THE PHILADELPHIA AND READING RAILROAD COMPANY.

The managers submit the following report of the receipts and expenditures for the year ending Nov. 30, 1868, with the Treasurer's general balance sheet, exhibiting the financial condition of the Company at that date:

[Here follows the usual transportation and income accounts, which we omit, as it is given below in condensed form.]

The following tabular statement in detail for each branch of traffic shows the comparative results of the year:

1867.			
Travel,	345,970 pass.,	- -	$1,005,647
Merchandise,	1,185,895 tons,	- -	1,025,551
Coal,	3,446,825 tons,	- -	6,404,678
Mail,	- - - -	- -	33,085
Miscellaneous	- - - -	- -	137,335
Gross Receipts,	- - -	- -	$9,106,496
Gross Expenses,	- - -	- -	$6,265,434
Net Profits,	- - -	- -	$2,840,062

1868.				Per ct.
Travel,	336,835 pass.	$987,006	Dec. $18,941	1 8-10
Merchandise,	1,220,598 tons	1,415,723	Dec. 109,828	7 2-10
Coal,	3,574,874 tons.	6,262,224	Dec. 152,654	2 4-10
Mail,		29,150	Dec. 3,935	11 9-10
Miscellaneous,		107,234	Dec. 30,101	21 9-10
Gross receipts,		$8,791,037	Dec. $314,509	3 5-10
Gross expenses,		6,162,511	Dec. 103,923	1 7-10
Net profits,		$2,629,426	Dec. $210,636	7 4-10

Gross expenses, including renewal fund, rents of lateral roads, taxes, etc., in the year 1867, were 68 81-100 per cent. of gross receipts.

Gross expenses, including renewal fund, rents of lateral roads, taxes, etc., in the year 1868, were 70 9-100 per cent. of gross receipts.

The receipts and expenses per passenger and per ton have been as follows:

1867.		
Per passenger,	cost $1 81 7-10	received $2 91 8-10
Mdse., per ton,	cost 64 8-10	received 1 28 6-10
Coal, per ton,	cost 94 9-10	received 1 85 8-10
1868.		
Per passenger,	cost $1 76 3-10	received $2 98 5-10
Mdse., per ton,	cost 63 9-10	received 1 16
Coal, per ton,	cost 91 6-10	received 1 74 9-10

The result of the year's business, as condensed from Transportation and Income Account, may be stated thus:

Receipts over cost of working the road, - - - - -		$2,629,426 14
Add balance of account, rents, &c., paid by Schuylkill Navigation Company, 1868, - - -		110,948 19
		$2,740,374 33
From which deduct— Interest on bonded debt,	$375,156 50	
Interest on bonds and mortgages, - -	37,850 51	
Sinking funds, - -	68,600 00	
		$481,607 01
		$2,258,767 32
Cost of new engines and cars, - - -	178,959 43	
Cost of new tracks and sidings, main line, -	71,164 03	
Cost of new tracks and sidings, laterals, -	28,435 49	
Cost of completing Eighth street bridge at Reading, - -	15,814 38	
Cost of completing bridge at Norristown tunnel,	24,570 56	
Cost of city avenue bridge,	10,344 00	
Cost of new bridge at St. Clair, - - -	7,766 00	
Cost of new coaling stations at Palo Alto, Reading, Monocacy and Richmond, - -	32,669 25	
Cost of new coal barges,	17,225 00	
Cost of new depot at Manayunk, - -	4,440 81	
Cost of new turn-table at Perkiomen junction,	6,320 00	
Cost of new turn-table at Norristown, -	6,151 33	
Cost of new chutes, wharf No. 1, - - -	5,985 92	
		$403,837 29
		$1,848,930 12
Dividend fund, 1868,		
Amount to credit of reserve fund, 1867,	$2,769,255 96	
Deduct dividend, January, 1868,	$1,192,805 07	
U. S. and State taxes,	122,419 47	
	$1,315,224 54	
		$1,454,031 42
Total reserve fund, 1868,		$3,302,961 54
Out of which has been paid, in July, 1868— Five per cent. dividend on $25,048,906 42,	$1,252,445 32	
U. S. and State taxes on ditto, - - -	128,540 44	
		$1,380,985 76
		$1,921,975 78
There has been declared a dividend, payable in common stock on 25th January, 1869, of 5 per cent. on the preferred and common stock, $26,301,351 74,	- $1,315,067 58	
U. S. and State taxes on ditto, - - -	101,516 99	
		$1,416,584 57
Balance of reserved fund,		$505,391 21

The prominent feature in the business of the past year was the almost entire cessation of traffic in anthracite coal for about seven weeks in July and August, caused by differences between the proprietors of the collieries and the miners and laborers, relative to the number of hours which should comprise a day's work and the compensation therefor. This long interruption in the season of business, generally very active, caused a heavy loss of profits, as the usual staff of employes were kept in readiness for the resumption of mining operations on any day. There was partial compensation by an unusually large traffic, at increased charges for the remaining three months, in which the coal tonnage amounted to 1,394,066 tons, showing a capacity for transportation largely in excess of any former period. Notwithstanding this interruption, the aggregate production from the three great mining districts of anthracite coal was 1,161,854 tons in excess of the previous year, thus proving that the consumption is steadily progressing.

The proprietors of lands and others interested in more fully developing the northwestern portion of the second coal field obtained a charter to build a railroad, under the title of the Enterprise Railroad Company, which was offered to this company on the condition that the work should be vigorously prosecuted. The offer was accepted, and a road six miles in length has been constructed, which connects the Minehill and Schuylkill Haven Railroad with the town of Shamokin. A large coal tonnage will be obtained from this district.

A change of ownership of the large tracts of coal lands in the immediate vicinity of Treverton and of the railroad from that place to the Susquehanna river, formerly known as the Treverton Coal and Railroad Company, now called the Zerbe Valley Railroad, having occurred, the new proprietors tendered a large portion of their production of coal to us for transportation, provided a connection with the works of the company could be made.

Negotiations for these objects were opened, which resulted in the purchase of their railroad, fifteen miles in length, including a bridge across the Susquehanna river for $400,000, payable in the bonds of this company due in 1893, with semi-annual interest of six per cent., free from taxes. This road has been put in good order to the point of connection with the Northern Central Railroad on the east side of the Susquehanna river, at a cost of $27,512 04.

As a part of this negotiation, a railroad eight miles in length is now being built to form a connection between the Zerbe Valley Railroad at Treverton and the Enterprise Railroad at Shamokin. When this link is completed, this company will operate continuous lines of railway from Philadelphia to the Susquehanna river at Herndon.

An extension of eight miles of the Good Spring Railroad is also being built to form a connection with the Summit Branch Railroad at Williamstown. A railroad extends from the last-named place to Millersburg, on the Susquehanna river, twenty-one miles. This connection will give this company direct access to the large body of coal lands in Lyken's Valley, which yield a free burning coal, much desired by some for domestic purposes.

Another railroad, called the Lebanon and Pine Grove Railroad, is also being built by this company. It extends from Pine Grove, near the western end of the first anthracite coal field, forty-two miles, to Manheim, on the Reading and Columbia Railroad, fourteen miles from Columbia, on the Susquehanna river, and passes through the flourishing town of Lebanon. The enterprising citizens of these localities, which are rapidly increasing in manufactures and population, have been dependent for their supplies of coal by a very circuitous route. The construction of this road, either under the auspices of this company or other parties, the managers have for many years past regarded as inevitable. They have therefore put the grading under contract, payable one-third in cash and two-thirds in the plain bonds of the company, bearing six per cent. interest, not secured by mortgage.

Aid has also been given to the Colebrookdale Railroad on the terms described in the last annual report as given to the Perkiomen Railroad.

The road leaves the main line at Pottstown and passes northeastwardly fourteen miles along the ore deposits at the foot of the South mountain.

It was stated in the last report that work had been resumed on the portion of the Allentown Railroad between Port Clinton and Topton. In 1860 this company acquired 7500 shares of the stock of the Allentown Railroad Company, on which $20 per share were unpaid, amounting to $150,000, which has since been paid; with this and similar payments from other stockholders the prosecution of the work has been continued.

The Perkiomen Railroad, to which reference was made in the last report, was opened for traffic in August last, from the junction with the road of this company, twenty five miles from Philadelphia, to Skippack, ten miles. The results demonstrate the wisdom of extending aid to develop the rich mineral and agricultural resources of the Schuylkill Valley.

The new rolling mill went into operation in April last, since which 8971 tons of rails have been manufactured, with results, so far as they can be tested from present experience, which warrant the confident belief that all the important advantages anticipated from this investment of capital will be fully realized.

To provide for the payment of the bonds due in 1870, amounting by the last report to $2,656,000, a mortgage dated 1st April, 1868, payable in twenty-five years, with interest at seven per cent. semi-annually, free from taxation, was created, secured by the entire property of the company, subject to other prior mortgage liens. An opportunity was given to October 1st last to the holders of the bonds due in 1870 to exchange them for the new bonds, after the payment of the coupon due 1st of October last, and $2,255,000 were so exchanged, leaving but $401,000 of the bonds due in 1870 to be provided for. For this purpose the balance of the new bonds will be held.

The foregoing explanations of the changes which appear in the general account of the Treasurer, together with the statements in detail of the operations of the transportation and engineers departments, hereto appended, are, it is believed, all that are required.

For the purposes and objects to which reference has been made, and which by the managers are regarded as of the utmost importance to the future and permanent prosperity of the company, a large portion of the profits have been required. Hence, the July and December dividends were made payable in stock.

To some of the stockholders it may be gratifying to be informed that on the completion, during the coming year, of the lateral roads now being built, the coal fields naturally tributary to the works of this company, will require no more expensive roads. Many more collieries will be erected, requiring only short and inexpensive branches. It may be supposed by some that a portion of these works have been constructed somewhat in advance of the necessities of the public. But it should be remembered that the land owners were impatient for revenue, enterprising miners were ready to make leases, and if your board of managers had declined to furnish the necessary facilities for transporting the coal to market, other avenues would have been sought, and thus the future prosperity of the company would have been greatly and permanently impaired.

By order of the Board of Managers.

CHARLES E. SMITH, President.

Office of the Philadelphia and Reading Railroad Company, Philadelphia, Jan. 9, 1869.

At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company, held January 11, 1869, the following resolutions were adopted:

1. Resolved, That the report of the Board of Managers, this day presented and read, be, and the same is hereby approved, accepted and adopted.

2. Resolved, That the Board of Managers be, and they are hereby authorized at their discretion, to carry into effect any of the measures proposed in their report, and, if in their opinion needful, to enter into any contracts or agreements for that purpose.

3. Resolved, That the powers and authorities conferred upon and granted to the Board of Managers by the resolutions passed at prior annual meetings be and the same are hereby continued.

At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company, held January 11, 1869, the following gentlemen were unanimously elected officers for 1869:

President—Charles E. Smith.

MANAGERS:

H. Pratt McKean,	J. B. Lippincott,
A. E. Borie,	John Ashhurst,
R. B. Cabeen,	Stephen Colwell,

TREASURER.
SAMUEL BRADFORD.
SECRETARY.
WILLIAM H. WEBB.

FROM WASHINGTON.

WASHINGTON, Jan. 11.

Senator Sherman

introduced an important bill amending the Judiciary law, which provides that any judge of the United States Supreme Court who has arrived at the age of seventy years may, on application to the President, be retired on full pay. They are not to be relieved, but the President may appoint an additional judge, who shall attend to the active duties of said judge.

The Committee on Elections

agreed to report in favor of giving Switzer his seat. Switzer is the contestant for Anderson's seat.

—Rev. J. D. Fulton, of Boston, thinks that three facts stand in the way of woman's being helped by the ballot—God, Nature, and Common Sense.

—The "champion one-legged skater" is amusing Providence.

NEWS SUMMARY.

City Affairs.

—During the past year the foreign exports from the port of Philadelphia amounted to $15,706,445, and the imports to $14 218,368.

—The following table shows the amount of leather inspected in this city during 1868:—First quarter, 66,339 sides; second quarter, 136 648 sides; third quarter, 112 457 sides; fourth quarter, 142,205 sides. Total, 457,649 sides. Of this amount, 367,162 sides were from slaughter and 90,487 sides were from dry hides.

—At a meeting of the Commission to Erect Public Buildings, held last evening, William S. Stokley, Esq., was elected permanent President. He designated the following committees:—Messrs. Harper, Fox, Oram, Marcer, and Page were appointed as the Executive Committee, and Messrs. Walter, Robbins, Kneass, James V. Watson, and Billington, Committee on Wants of Departments.

—At a meeting of the merchants doing business along Eighth street, between Market and Arch, a resolution was passed petitioning the Mayor to supply that street with an efficient police, who will more ably second the watchmen and prevent persons from remaining on the street after midnight; also, to instruct the day police to suppress all nuisances, such as organ-grinders, venders and peddlers, distributors of advertisements, thrusting their cards into the faces, muffs, shawls, and packages of ladies passing by; the erection of stands where men brawl out their indecent slang to sell their wares; to prevent the obstruction of the side walks with boxes; and to arrest all professional beggars and pick-pockets.

—His Honor Mayor Fox made the following appointments yesterday:—First Police District—Joseph Henderson, Lieutenant, vice Charles W. Carnes; Patrolman, William F. Mullen. Second District—James Erickson, Lieutenant, vice T. McKinley; John Ward, Sergeant, vice William A. Neff; James Murphey, Turnkey. Thirteenth District—Major John Kelly, Lieutenant, vice Edward Holgate. Seventeenth District—James Smith, Lieutenant, vice C. B. Larzalere; Police, John McManus and John Murray; David Whelan, Reserve vice J. H. White, resigned; Michael McCarthy, Roundsman, vice James McCullin, Jr. The Mayor announces that he has made the following arrangements in regard to police appointments:—That no more applicants will be received until Wednesday, the 20th inst., on which day he will only receive such as may apply from the First, Second, Third, Fourth, and Twenty-sixth wards. On the following Monday, the 25th instant, from the Fifth, Sixth, Seventh, Eighth, and Ninth wards. On Wednesday, the 27th, Tenth, Eleventh, Twelfth, Thirteenth, and Fourteenth wards. On Monday, February 1, the Fifteenth, Sixteenth, Seventeenth, and Eighteenth wards. On Wednesday, February 3 the Nineteenth, Twentieth, Twenty-second, Twenty-third, and Twenty-fifth wards. And the Twenty-first, Twenty-fourth, Twenty seventh, and Twenty-eighth wards on Monday, February 8. All to be received between the hours of 11 and 2 on the days named. And that no applications will be received at any other time than as above specified.

Domestic Affairs.

—Gold closed yesterday at 135½.

—Stormy weather everywhere—that of yesterday.

—The Ottawa County (Canada) Court House was destroyed by fire yesterday.

—Fortress Monroe reports heavy gales on the coast and a number of vessels ashore.

—W. W. Hays, the first Republican Mayor of Harrisburg, was yesterday inaugurated.

—$50,000 worth of property fell a prey to the fire-fiend at Phelps, Ontario county, N. Y., on Sunday night.

—Halifax despatches confirm the loss of the brig N. R. Dunlap, of Boston, together with three of her crew.

—The Board of Underwriters at San Francisco want more light-houses on the coast, and therefore they memorialize Congress.

—Mr. Ashley, of Ohio, has introduced a bill in the House of Representatives for the endowment of a National School of Mines.

—It is believed from the debate in Executive session, yesterday, that the Senate will reject the nomination of Henry A. Smythe as Minister to Russia.

—Captain Murphy, of the Cunard steamer Tarifa, has been presented the sum of $1000 by the Boston underwriters, for bringing his ship safely into port after she was disabled at sea.

—The National Bricklayers' Union commenced its session yesterday, at Odd Fellows' Hall, Washington, representatives being present from nearly all the associations in the country.

—Yesterday the ice in the river above Albany, N. Y., broke up, the water rising rapidly and threatening to inundate the pier and quay streets. In the evening the weather grew cold and snow commenced falling.

—Mr. Krimminger was yesterday elected President *pro tem.* of the Florida Senate, because he is supposed to be a conservative Republican and opposed to impeachment. Seven Democrats voted for him with this understanding.

—The irrepressible Train, who styles himself "Sum Americanus," will be here shortly to talk about his imprisonment in British bastiles, etc. Those who have read his "Epigrams" less than one hundred times should hear the thundering Train.

—The fiftieth anniversary of the Missionary Society of the Methodist Episcopal Church was celebrated in Washington yesterday. The platform was occupied, among others, by Bishops Ames and Janes. Last year the contributions amounted to $614,137; the year before, to $686,322. The Secretary gave the aggregate contribution of each of the five decades, footing up $853,137·10. The Board had applied all the money to the work, as a rule, but during the war did not enlarge, and the missions stood at the close of the war as they had at the beginning, and at the close there was a surplus of $480 000. When the general committee met in 1868 they found that they were in debt, and the general appropriations were larger. They are now in debt a little over $100,000, a loan on which interest is being paid. Bishop Janes, Rev. Dr. Chapman, of Tremont Church, Boston; Rev. Dr. Hare, and Judge Reynolds, of New York, delivered addresses. The subscriptions in all the Methodist churches, on Sunday, were liberal in aid of the missions.

Foreign Affairs.

PARIS, Jan. 11.—The budget of M. Magne, Minister of Finance, has been made public. It shows that the floating debt has been reduced 200,000 francs during the past year. The estimates for the fiscal year 1870 promise an excess of 86,000,000 francs in the receipts over the expenditures, which surplus is to be devoted to reducing the extraordinary budget, and 42,000,000 francs are to be made applicable to the redemption of rentes. M. Magne congratulates the country on the return of public confidence and general resumption of industrial pursuits, and concludes by declaring that the gratitude of the nation is due to the Emperor for removing the only causes of rupture between the European powers and of international and domestic distrust.

LISBON, Jan. 11.—The Duke of Saldanha has been summoned to Lisbon to form a new Ministry.

MADRID, Jan. 11.—Additional troops are to be sent to Cuba, and will sail from Cadiz in a short time.

HAVANA, Jan. 11.—A commission of influential citizens of Havana, native Cubans, and prominent members of the Liberal party, left this city yesterday on the steamer Montezuma, for Nuevitas, on their way to Bayonne, to meet the revolutionary leaders, and attempt to compromise for the restoration of peace. Among the members of the commission are Senors Jose Arneas, Hortencea Tamayo, and Rodriguez, well-known friends of reform and liberal institutions.

LONDON, Jan. 11.—The indications of the first day's session of the conference on the Eastern question leaves little if any doubt of ultimate success. The Turkish Government, through its representative, consented to maintain the present *status* until the close of the conference. The general impression is that one more session will be held, and that war between Turkey and Greece will be obviated.

CONSTANTINOPLE, Jan. 11.—The Sublime Porte has officially congratulated the people of the Danubian Principalities on their loyalty during the present crisis.

FLORENCE, Jan. 11.—The recent disturbances in various parts of the kingdom, fomented by the reactionists, have been suppressed, and the unpopular taxes are now being collected without difficulty.

The Contested Elections.

The Examiners, Richard M. Batters and William P. Meesick, appointed to take testimony in the contested election cases of Mayor, City Controller, City Commissioner, Prothonotary of the Court of Common Pleas, Receiver of Taxes, District Attorney, and City Solicitor, held their first meeting yesterday afternoon, in the witness-room of the new Court House.

L. C. Cassidy, Esq., on behalf of the District Attorney elect, objected to the taking of any testimony in his case by the Examiners, as he disputed the power of the Court of Common Pleas to appoint an Examiner in his case. The objection was noted.

Thomas B. Reeves sworn—I am Clerk in the office of the Court of Common Pleas, and have with me the general returns; they were offered in evidence, and showed the vote for District Attorney, Mr. Sheppard, 61,165, Charles Gibbons, 59,890; Mayor, Daniel M. Fox, 61,517, General Tyndale, 59,679; City Controller, George Getz, 61,072, S. P. Hancock, 60,348; Receiver of Taxes, John M. Melloy, 60,814; Richard Peltz, 60,576; City Commissioner, David P. Weaver, 61,165, Alexander McCuen, 60,192; Prothonotary of the Court of Common Pleas, Albert W. Fletcher, 60,965, Richard Donagan, 60,334; City Solicitor, Thomas J. Barger, 61,122, Thomas J. Worrall, 60,230.

William C. Cleghorn, sworn—I was President of the Board of Return Judges of the October election; this is my signature to all the returns.

William Seybert sworn—I was return judge of the Fifteenth ward at the October election; this is my signature to the return; cannot state the number of votes returned in the Third division of the ward for Hector Tyndale; it is in this paper 158.

Cross-examined—There are nine other judges who should have signed it besides me; there is a lead pencil vote and one in ink for Mr. Tyndale; the former is ten votes greater than the latter; the paper is in the handwriting of John J. Crowner; cannot say who made the lead-pencil figures; Crowner was one of the secretaries of the Boards, and also a judge of one of the divisions.

A. M. Walkinshaw sworn—The addition in ink on the return shown last witness is correct.

Thomas B. Reeves was recalled and produced the tally lists and hourly return of votes of the Twelfth division of the Fifteenth ward.

Mr. Rawle—I offer these in evidence, and by them it will appear that Hector Tyndale's vote was 258, instead of 158, and for Mr. Fox 197, as in the ward return. The list of votes of this division was also offered in evidence, showing a vote of 455. The judges' return for this division was then offered in evidence, and disclosed a similar vote.

Recorder Givin was called by contestants and requested to produce certain boxes, but declined to produce any ballot box, under instruction of the Court, save upon a requisition of the Examiner to the Court and an order therefrom.

The contestants then requested the Examiner to have brought before them the ballot-boxes of Sixth division of the Seventeenth ward, and the Fourth division of the Twenty-fifth ward, for the purpose of examining the lists of taxables, of voters, the tally lists, the general and hourly returns, and the oaths of the officers.

Mr. Cassidy, for respondents, objected to the opening of the boxes at this state of the case.

The examination was then adjourned until 3½ o'clock this afternoon.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.
SUN RISES.....7 23 | MOON SETS.....
SUN SETS.....4 51 | HIGH WATER.....2 28

PHILADELPHIA BOARD OF TRADE.
D. C. McCAMMON, J. FRICK WETHERILL, HENRY WINSOR. } MONTHLY COMMITTEE.

MOVEMENTS OF OCEAN STEAMERS.

FOR AMERICA.

Celia	London	New York	Dec. 12
Acadia	Glasgow	New York	Dec. 18
Virginia	Liverpool	New York	Dec. 19
C. of Washington	Liverpool	New York	Dec. 19
C. of Boston	Liverpool	New York	Dec. 23
Helvetia	Liverpool	New York	Dec. 23
Iowa	Glasgow	New York	Dec. 25
Wm. Penn	London	New York	Dec. 26
Colorado	Liverpool	New York	Dec. 29
Denmark	Liverpool	New York	Dec. 30
City of N. York	Liverpool	New York	Dec. 30
Moravian	Liverpool	Portland	Dec. 31

FOR EUROPE.

Etna	New York	Liverpool	Jan. 12
Allemannia	New York	Hamburg	Jan. 12
C. of Manchester	New York	Liverpool	Jan. 12
China	New York	Liverpool	Jan. 14
Aleppo	New York	Liverpool	Jan. 14
Hermann	New York	Bremen	Jan. 14
C. of N. York	New York	Liverpool	Jan. 16
Iowa	New York	Glasgow	Jan. 16
C. of Antwerp	New York	Liverpool	Jan. 16

COASTWISE, DOMESTIC, ETC.

Morro Castle	New York	Havana	Jan. 14
Pioneer	Philada	Wilmington	Jan. 16
Tonawanda	Philada	Savannah	Jan. 16
Mariposa	New York	New Orleans	Jan. 16
Juniata	Philada	New Orleans	Jan. 23
Stars and Stripes	Philada	Havana	Jan. 27

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Str R. Willing, Cundiff, Baltimore, A. Groves, Jr.

ARRIVED YESTERDAY.

Steamship Volunteer, Jones, 24 hours from New York, with mdse to John F. Ohl.

Schr Stephen Hotchkiss, Hodadon, from New York, with mdse.

Schr Vandalia, Buckmaster, 2 days from Leipsic, Del., with grain to Jos. E. Palmer.

Steamer Millville, Renear, 24 hours from New York, with mdse. to Whitall, Tatum & Co.

MEMORANDA.

Ship Excelsior, Brown, for Philadelphia, cleared at Liverpool 23d ult.

Ship Rothesay, Hall, for Philadelphia, entered out at Liverpool 23d ult.

Steamship Pioneer, Catharine, hence, at Wilmington, N. C. 8th inst.

Steamship Fanita, Freeman, hence, at New York yesterday.

Barque Bessie Parker, Fritz, for Philadelphia, entered out at Liverpool 24th ult.

Barque Poseidon, Knudson, from London for Philadelphia at Ryde I. W., 24th ult.

Barque Fanny Lewis, Gilliam, from Pisagua, Peru, Sept. 28, via Delaware Breakwater, at New York yesterday.

Barque Flora, Gramith, hence at London 22d ult.

Barque Mary A. Nelson, Nelson, hence, at London 23d ult.

Barque J. L. Pye, Pye, for Philadelphia via Falmouth, entered out at London 23d ult.

Barque Lady Stanley, Harrison, hence, at Helvoet 23d ult.

Barque Scandia, Beckell, for Philadelphia, cleared at Liverpool 21st ult.

Barque Maria Margaretha, Dolen, hence, at Queenstown 20th ult.—has been reported arrived 2d ult.

Barque Augustine, Watts, hence, at Queenstown 23d ultimo.

Barque Cynthia Palmer, Milner, hence, sailed from Londonderry 22d ult., for Antwerp.

Barque Marion, Dunn, for Philadelphia, sailed from Messina 12th ult.

Barque Ephraim Williams, Hoff, hence, at Trieste 15th ult., via Venice.

Brig Henry Perkins, hence, at Boston 10th inst.

Brig Wm. Welsh, Strobridge, hence for Bordeaux, remained at Pallais, Belle Isle, 22d ult.

Brig R. J. Burton, Barton, cleared at Helvoet 23d ult., for Boston.

Schr C. C. Warren, Smith, for Philadelphia, cleared at New York 9th inst.

Schrs J. G. Babcock, Smith, and Lena Hunter, Hall, from Boston for Philadelphia, at New York 10th inst.

MISCELLANY.

Schr R. S. Dean, from Taunton for Philadelphia, which went ashore some time since at Deal Beach, N. J., has been got off, and was towed to New York on Saturday by the New York Submarine Co.'s steamer Rescue. The schooner is apparently not much injured, and all her masts and rigging are standing.

Schr Charles Moore, Ingersoll, from Smithfield for New York, before reported in collision with steamship J. W. Everman, was struck on the starboard bow, cutting her through deck rails, and beams, nearly to the foremast, filling her at once. She will be hove out at Norfolk for repairs.

DR. KINKELIN, AFTER A RESIDENCE and practice of thirty years at the Northwest corner of Third and Union streets, has lately removed to South ELEVENTH Street, between MARKET and CHESNUT.

His superiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affections of a special nature, is proverbial.

Diseases of the skin, appearing in a hundred different forms, totally eradicated; mental and physical weakness, and all nervous debilities scientifically and successfully treated. Office hours from 8 A. M. to 8 P. M.

ALEXANDER G. CATTELL & CO
PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. MILNOR CATTELL

CHESNUT ST. RINK ASSOCIATION

2000 SHARES ... $100 EACH.

PRESIDENT—HON. JOSEPH T. THOMAS
TREASURER—B. HAMMETT.
DIRECTORS

WM. G. MOORHEAD,	JOHN FALLON,
MATTHEW BAIRD,	B. HAMMETT,
A. D. BARCLAY,	HON. J. H. CAMPBELL
HON. J. T. THOMAS,	LUTHER DOCK,

H. E. BROWNE.

A LIMITED AMOUNT OF STOCK FOR SALE.

The Company who own the

SPLENDID NEW SKATING RINK,

Corner of CHESNUT and TWENTY-THIRD Streets

have instructed us to offer a limited amount of the stock for sale in shares of One Hundred Dollars each. A large amount of money has been expended in the erection of this building, which is 220 by 11 feet. The main hall is 56 feet high. It is confidently expected that the Rink will be ready for use on Christmas Day.

Each share of stock will be entitled to an advance dividend, payable yearly, of twenty per cent. ($20) in tickets. Such dividends may be taken in single, season, or coupon tickets, which are transferable.

Regarding the success of the project there can be no doubt, as the building is intended for a public hall, to be used for

Concerts, Church Fairs, Festivals, Conventions, Agricultural Exhibitions, etc.

It is understood that numerous institutions of a similar character, in various parts of the country have been quite remunerative, and it is confidently believed that this will not prove an exception.

Further particulars can be obtained at our office.

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12 17 1mrp PHILADELPHIA.

LIFE INSURANCE.

THE NATIONAL
LIFE INSURANCE COMPANY
OF THE
United States of America,
WASHINGTON, D. C.
Chartered by Special Act of Congress,
Approved July 25, 1868.

CASH CAPITAL, $1,000,000

BRANCH OFFICE:
FIRST NATIONAL BANK BUILDING,
PHILADELPHIA,

Where the business of the Company is transacted, and to which all general correspondence should be addressed.

DIRECTORS.

CLARENCE H. CLARK,	E. A. ROLLINS,
JAY COOKE,	HENRY D. COOKE,
JOHN W. ELLIS,	WM. E. CHANDLER,
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GEORGE F. TYLER,	EDWARD DODGE,
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JAY COOKE, Chairman Finance and Executive Committee.
HENRY D. COOKE, Washington, Vice-President.
EMERSON W. PEET, Philadelphia, Secretary and Actuary.
E. S. TURNER, Washington, Assistant Sec'y.
FRANCIS G. SMITH, M. D., Medical Director.
J. EWING MEARS, M. D., Assistant Medical Director.

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HON. WM. E. CHANDLER, Washington, D. C.
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THE ADVANTAGES

Offered by this Company are:—

It is a National Company, chartered by special act of Congress, 1868.
It has a paid-up capital of $1,000,000.
It offers low rates of premium.
It furnishes larger insurance than other companies for the same money.
It is definite and certain in its terms.
It is a home company in every locality.
Its policies are exempt from attachment.
There are no unnecessary restrictions in the policies.
Every policy is non-forfeitable.
Policies may be taken which pay to the insured their full amount and return all the premiums, so that the insurance costs only the interest on the annual payments.
Policies may be taken that will pay to the insured, after a certain number of years, during life an annual income of one-tenth the amount named in the policy.
No extra rate is charged for risks upon the lives of females. 188 wsrp

It insures not to pay dividends, but at so low a cost that dividends will be impossible.

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"BEELEY'S HARD RUBBER TRUSS" No. 1347 CHESNUT Street. This Truss correctly applied will cure and retain with ease the most difficult rupture; always clean, light, easy, safe, and comfortable, used in bathing, fitted to form, never rusts, breaks, soils, becomes limber, or moves from place. No strapping, Hard Rubber Abdominal Supporter, by which the Mothers, Corpulent, and Ladies suffering with Female weakness, will find relief and perfect support; very light, neat, and effectual. Pile Instruments Shoulder Braces, Elastic Stockings to weak limbs, Suspensions, etc. Also, large stock best Leather Trusses, half usual price. Lady in attendance. 136 wfms

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Large and small GUNNY BAGS constantly on hand
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THE MÆNNERCHOR'S
GRAND BAL MASQUE
WILL TAKE PLACE ON
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AT THE
AMERICAN ACADEMY OF MUSIC.

Price of subscription $5 admitting a gentleman and one lady. Additional lady's tickets, $1 each, especially. Tickets of admission, 50 cents each.

Tickets of admission, by subscription only, can be obtained of the following members and honorary managers:—

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L. Herbert, Esq., Fourth and Race streets.
A. B. Reichenbach, No. 1230 Chesnut street.
Mark R. Muckle, Ledger Office.
Harmanus Neff, Sansom, above Sixth street.
R. T. Schmidt, No. 610 Arch street.
Louis Tourny, No. 817 N. Second street.
G. A. Schwarz, No. 1006 Chesnut street.
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C. A. De Bubna, Chesnut street. 1 7 7t
N. B. Carriages will set down heads south, and take up heads north.

PHILADELPHIA PHILHARMONIC SOCIETY.

THE FIRST GRAND CONCERT
of this Society will take place on
SATURDAY EVENING, Jan. 16, 1869,
AT THE
ACADEMY OF MUSIC.
A MAGNIFICENT ORCHESTRA
of sixty-five, consisting of all the best artists of Philadelphia, under the direction of Mr. W. G. DIETRICH, will render Beethoven's
SEVENTH SYMPHONY
in a manner of excellence that has never been equalled in this city.
MAD'LLE CAMILLA URSO,
This young and extraordinary Violinist, whose artistic performance has won the admiration of the world, will make her first
AND ONLY APPEARANCE THIS SEASON.
MR. C. H. JARVIS,
whose exquisite touch and perfect execution justify his celebrity, will execute a brilliant
PIANO SOLO.
This combination, with other Grand Orchestral Selections, comprises one of the finest programmes that has ever been offered to the Philadelphia public.
Season Tickets, admitting the holder to Four Concerts and Twelve Rehearsals.
Single Tickets.....$6'00
Ticket admitting Two Persons.....10'00
Subscribers' Extra Ticket to each Concert.....1 00
Single Tickets to each Rehearsal.....75
Tickets to Non-Subscribers to each Concert.....1'50
For sale at the Office of the Society, No. 1102 CHESNUT Street, three days previous to the Concert, and at the Academy of Music on the 16th of January.
Subscriptions received at the Office.
Doors open at 7 o'clock. Concert to begin at 8 precisely.
N. B.—NO RESERVED SEATS.
C. R. DODWORTH, President.
J. A. GETZE, Secretary. 1 12 tu w f s

PAREPA-ROSA AT C