DAILY CLIPPER.

WM. WALES.....Publisher.

MONDAY, FEB. 13, 1865.

TERMS OF SUBSCRIPTION
FOR THE
DAILY CLIPPER.

Twelve-and-a-half Cents per Week, payable to the Carriers.

Mailed to Subscribers out of the city at

$6.00 FOR ONE YEAR.
3.00 FOR SIX MONTHS.
1.50 FOR THREE MONTHS.
1.00 FOR TWO MONTHS.
0.50 FOR ONE MONTH.
invariably in advance.

TO ADVERTISERS.

The following exhibit of our regular rates will be found of service:

1 Square	1 Time	$ 50
"	2 Times	75
"	3 "	1.00
"	1 Week	1.75
"	1 Month	4.00
"	3 Months	10.00
"	6 "	15.00
"	1 Year	30.00

ONE SQUARE CONTAINS SIX LINES OF SPACE.

LAID OVER—Our columns are so crowded with advertising in the present issue, that the editorial matter prepared for it, as usual, is necessarily laid over.

GOVERNOR HICKS.

The people of Maryland—the patriotic thousands who appreciate aright great public services rendered at a most critical time—will learn with deep sorrow of the sickness and precarious condition of Ex-Governor and Senator Hicks. Up to the hour of going to press, we have learned nothing decisive as to his case; but the nature of the attack, and his hitherto feeble health for sometime past, should prepare us to hear the worst. We had hoped that he might live to see that Union restored fully, which in the past commanded so much devoted service on his part—let us trust that he may yet be spared to see the great work consummated.

THE PACIFIC COAST PETROLEUM COMPANY.

"Wonders will never cease," it would seem, in regard to the almost fabulous wealth of the Pacific coast of the United States. Our readers will find in our columns the advertisement of another Petroleum Company so huge in its resources and capital, and so rich in promise of untold wealth to those interested in it, or who may become so, that it appears to throw into the shade almost, kindred enterprises on the Atlantic coast. The people of Baltimore and Maryland have hitherto reaped but little benefit from investments of this kind. Here is a chance which promises marvels in its way.

CITY PASSENGER RAILROAD EXHIBIT.

We would call the attention of our city readers to the above mentioned exhibit, which so clearly and unmistakeably depicts the true situation of the Company's affairs that little or nothing need be said, additional, to show its pressing need of relief of some kind, if the cars are to continue running. Frank and explicit in a marked degree as is this document, the earnest yet respectful tone of it should commend it to the fair consideration of every citizen. We hope none will omit to read it.

AMUSEMENTS TO-NIGHT.

HOLLIDAY STREET THEATRE—Damon and Pythias.

FRONT ST. THEATRE—The Workington Men of Baltimore.

MARRIED.

BRICE—PRATT—On the 7th instant, by the Rev. Henry Tibett, Abraham Brice to Miss Rebecca Pratt, all of this city.

DAVAGE—GRIFFITH—On the 6th inst., by the Rev. Isaac Foreman, Charles H. Davage to Miss Henrietta Griffith, both of Baltimore county.

HARTMAN—HIGDON.—On the 6th inst., by the Rev. Mr. Rose, George H. Hartman to Miss Mary A. Higdon, both of this city.

JORDAN—CONNEY.—On the 7th instant, by the Rev. John Valliant, John T. Jordan to Mrs. Hannah C. Denney, daughter of the officiating minister.

DIED.

BALTZELL.—On Friday morning February 10th, John J. Baltzell, aged 4y 9m 4ds.

BUSH.—On the 9th instant, George Washington, son of George H. C. J. and Ann Eliza Bush, aged 2 years 1 month and 9 days.

CARROLL.—On the 10th instant, William Carroll, aged 57 years.

FLAHERTY.—On the 10th instant, Mary Ann, second daughter of the late Anthony and Mary Flaherty.

HENRICK.—On Friday, Patrick Henrick, aged 65 years.

LOCKWOOD.—On the 8th instant, John, the eldest son of John and Ann Lockwood, aged 15 years and 10 months.

SNYDER.—On the 10th instant, Lydia, infant daughter of Martin and Maria L. M. Snyder, aged 6 months.

WARD.—On the 9th inst., John Thomas, son of Thomas M. and Caroline Ward, aged 23 years.

LEVEREN.—On the 9th instant, Edmond A. Heveren, aged 11 years 5 months and 23 days, second son of William and Sarah A. Heveren.

ONCHARD.—On the 8th inst., George W. Orchard.

MRS. M. G. BROWN, of 410 ARCH STREET, Philadelphia, Magnetical Physician, will be in Baltimore in a few days, to introduce her great Mental Physical discovery for the cure of Deafness Noises in the Head, Catarrah, Gravel, all Throat and Brain Mental difficulties, with every disease which infests the human body.

☞ The notice of her arrival will be given.
feb 11-2t

HAIR DYE! HAIR DYE!—Batchelor's Hair Dye is the best in the world. The only true and perfect dye—harmless. Instantaneous and reliable—produces a splendid black or natural brown—remedies the ill effects of bad Dyes, and frequently restores the original color. Sold by all Druggists. The genuine is signed, W. A. Batchelor, 81 Barclay street, New York.

IF YOU WANT A CHEAP VALENTINE, call at CROWLEY'S.

If you want a fine one, call on him. He has the real French manufacture, ranging in price from seventy five cents to twenty dollars.

A large supply of the Comic, among which are the "Husband Wanted" and "Wife Wanted," price fifty cents each.

CROWLEY'S NEWS DEPOT,
116 Baltimore street and 4 North st.

TO CONSUMPTIVES.—DR. O. PHELPS BROWN has lately published a Treatise on Consumption, Bronchitis, Asthma and General Debility, of 48 octavo pages, beautifully illustrated with Colored Plates, containing a prescription for the positive and speedy cure of Pits and Dyspepsia. This work will be sent free to all on receipt of five cents, to pay postage. Address, DR. O. PHELPS BROWN, No. 19 Grand Street, Jersey City, N. J.

COMPLETE CLOTHING HOUSE.—We take great pleasure in calling the attention of our readers to the conspicuous advertisement of Messrs. Smith, Bros. & Co., No. 40 West Baltimore street. We speak what we know when we say their present stock of clothing cannot be excelled. We commend this firm to the favorable notice of all who may want goods in their line. They sell at small profits, and deal on the square with everybody.

☞ If you desire handsome and stylish fitting Clothing, Ready Made or Made to order, you can get greater bargains at Teal's, on the corner of Baltimore and Frederick streets than you would imagine. All of his Goods are made in the very best manner and cut in the latest style. Give him a call. No. 56 W. Baltimore street, N. E. corner of Frederick.

COLGATE'S HONEY SOAP.

This celebrated *Toilet Soap*, in such universal demand, is made from the *choicest materials*, is *mild* and *emollient* in its nature, *fragrantly scented*, and extremely beneficial in its action upon the skin. For sale by all Druggists and Fancy Goods Dealers.

HOLLIDAY STREET THEATRE.
HOLLIDAY STREET THEATRE.
HOLLIDAY STREET THEATRE.

Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!
Engagement of MR. EDWIN FORREST!

Supported by a Largely Augmented Company,

Embracing
MR. JOHN M'CULLOUGH,
MADAME PIXIS,
MISS ALICE GRAY,
MR. W. H. BOKEE,
MR. C. WARWICK

and others.
Together with the great Company of the Theatre.

On MONDAY, Feby 13th,
DAMON AND PYTHIAS.
DAMON AND PYTHIAS.
DAMON AND PYTHIAS.
DAMON AND PYTHIAS.
DAMON AND PYTHIAS.
DAMON AND PYTHIAS.
DAMON AND PYTHIAS.
DAMON AND PYTHIAS.
DAMON AND PYTHIAS.
DAMON AND PYTHIAS.
DAMON AND PYTHIAS.
DAMON AND PYTHIAS.
DAMON AND PYTHIAS.

Damon.....Mr. EDWIN FORREST
Pythias.....Mr. John McCullough
Lenyzino.....Mr. W. H. Bokee
Hermone.....Madame Pixis
Calanthe.....Miss Alice Gray

On TUESDAY EVENING
OTHELLO, THE MOOR OF VENICE!
Box-sheet open for the week
On Wednesday "*The Streets of New York.*"

HEADACHE cured in a few minutes by the use of the celebrated Masheesh Candy. All you have to do is to eat from five to eight, remain quiet a few minutes, and ten chances to one if you have any more headache that day. For Asthma, Cough, General Debility, Nervousness, Depression of Spirits, it is said to be truly wonderful; relief is almost immediate.

WM. H. READ, 147 Baltimore street, 1 door East of Calvert, is agent for Maryland. One dollar per box.

"A thing of beauty is a joy for ever."

And nothing is so beautiful as a picture of health.

Headache, Nervous Pains, Sour Stomach, Distress after Eating, Prostrating Weakness, Disinclination for Society, Mental Despondency, &c., are the rule rather than the exception with the human family, and have stamped their effects upon us all. The most effective, gentle, sudden and agreeable remedy is the PLANTATION BITTERS prepared by P. H. Drake & Co., of New York.

HOMŒOPATHY—*Nervous Debility.* Persons suffering from Nervous Debility and weakness, loss of energy and power, find prompt relief and an entire cure from Humphrey's Homœopathic Specific No. 28. It is entirely pleasant and harmless and has cured thousands. Price $1 per box, six boxes for $5. Sent by mail on receipt of price, and sold by Wm. H. Read, 147 Baltimore street, Baltimore, as are all Homœopathic Specifics. was

DELICACIES.—One of the special delicacies of modern times may be accounted Speer's Sambuci wine, which combines with rare purity and nicety of flavor, the good qualities of port and claret, it is neither fatty nor bitter, but hits the happy medium most to be desired in a constant beverage or in a drink for the sick. For invalids it is invaluable by virtue of its tonic qualities, and particularly its absolute freedom from all adulterations. Actual trial will show that the Sambucil wine has a excellence of its own unrivalled by any other wine in the market.
New Yorker.

SPECIAL NOTICES.

☞ A SPECIAL MEETING OF THE EAST BALTIMORE UNION RELIEF ASSOCIATION will be held THIS (Monday) EVENING, at 8 o'clock, at the residence of Mrs. Richard Mason, (No. 422 East Baltimore street,) to make arrangements for having articles of clothing made up, for the needy children of our sick and wounded soldiers. Punctual attendance of all the members is earnestly requested. By order of the [1t] PRESIDENT.

☞ TENTH WARD.

THE CITIZENS OF THIS WARD ARE HEREBY NOTIFIED THAT THE TENTH WARD DRAFT ASSOCIATION HAS BEEN DISSOLVED, AND THAT NO FURTHER effort will be made by its members to exempt the ward from the coming draft. The Association has appealed to the citizens of the ward for the necessary contributions for this purpose, but they have refused to respond satisfactorily, and hence, the effort has been abandoned. No further collections will be made for this purpose, and the collectors are directed to return to contributors their subscriptions, retaining only the amount necessary to defray the expenses of the Association. By order,

JAMES M. FISHER,
Secretary.

☞ BALTIMORE ASSOCIATION, No. 1, I. O. of PHILOZATHEANS.—The members will meet at their room on THIS (Monday) EVENING, at 7 o'clock, to participate in the Anniversary Celebration.
1t* BY ORDER.

☞ BALTIMORE, FEB'Y 10TH, 1865.—At a meeting of the Unconditional Voters of the Sixth Ward, the following name Delegates were elected officers for the ensuing year:—S. EVANS, President; R. A. PEAKE, 1st Vice President; Capt. ANDERSON, 1st Vice do.; J. LYONS, Secret'ry.
1t* COL. THOS. PINDELL, Treasurer.

☞ SIXTH WARD.

There will be a Mass DRAFT MEETING of the Sixth Ward, held on MONDAY EVENING, at Schwirz's Hall at 7½ o'clock.

Please give your money to the Collectors, as the Committee are needing money, they have paying of men coming, but the funds are low.

All the citizens are invited to come up to this meeting and bring their money, else the Ward must be drafted.

JOHN EVANS, Prest.
ISAIAH H. TAYLOR, Sec'y. feb 11 2t*

☞ FAIR AND FESTIVAL.

The DORCAS SOCIETY OF CAROLINE ST. M. E. CHURCH will hold their ANNUAL FESTIVAL and FAIR in the School room, in rear of the Church, commencing on TUESDAY EVENING NEXT, the 14th inst., at 6 o'clock, P. M., and continuing until the 22d instant, inclusive.

Tickets of Admission.

Adults.....15 Cts.
Children.....10 Cts.
Admission and Supper Tickets..50 Cts.
Season Tickets.....$1. 11t.-2*

☞ FOURTEENTH WARD.—The Citizens of this Ward are requested to attend the meeting of the Draft Association at China Hall on NEXT WEDNESDAY EVENING, Feby 15th, at 7½ o'clock. As the time of paying the instalment has been extended to Wednesday evening, all persons who would save the interest from the coming draft are requested to be present at the meeting and join the association. Also, those whose instalments will then be due. The Ward can be relieved from the draft if its citizens will assist in contributing the money necessary to pay in the men—there is no time to waste. The necessary number of men can be obtained as soon as the money to pay them is received by the Association. The Ward Collectors are requested to be present at the meeting on next Wednesday evening and make their reports. F. J. S. GORGAS,
feb 11-3t Secretary.

☞ THE MARYLAND SUNDAY SCHOOL UNION will hold its Ninth Anniversary in the Central Presbyterian Church on TUESDAY EVENING, the 14th inst., at 7½ o'clock. Rev. Drs. NARTON and BLACKWOOD, of Philadelphia, will address the meeting. The public are invited to attend. fi 13-2*

☞ ONE MORE GRAND RALLY OF THE NINETEENTH WARD.—Persons interested in the draft question are earnestly requested to attend at the Hall of the Young Men's Christian Association, corner Baltimore and Paca streets, on EVERY EVENING NEXT WEEK, beginning on MONDAY, 13th, at 7½ o'clock.

THE WORK GOES BRAVELY ON.

Large additional enlistments have been effected, and if those interested come up promptly with the means the quota will soon be filled up. The time is short and prompt action is necessary. The Colle tors will make immediate returns as we are in want of money.

SAMUEL A. EWALT, President.
RICHARD O. SARGENTS, Sec'y. fe 10-1w

☞ A WORD TO HOUSEKEEPERS.—You can purchase SILVER WARE, PLATED WARE, SPOONS, FORKS, KNIVES, and best quality GOLD WATCHES and JEWELRY, at GABRILL & CLARKE'S, corner of Calvert and Water streets. New Goods just unpacked. fab1-3m

SPECIAL NOTICES.

☞ TO THE HONORABLE, THE MAYOR AND CITY COUNCIL OF BALTIMORE:

When the pressure of enhancing prices compelled the Baltimore City Passenger Railway Company, one year ago, to seek for means of relief its President and Directors immediately laid a Statement of its condition and wants before your honorable bodies. Not that they indulged an expectation of direct assistance from the city, adequate to the emergency; for it plainly was not within the scope of the powers committed to the Mayor and City Council to extend such official aid. But the intimate connection of the Company with the city, the perfect concurrence of interests and the respectful regard which a Company created to serve the convenience of all the citizens of Baltimore, owed to the Corporate Authorities of the city, made it natural to seek their counsel and direction. And above all, inasmuch as the claims of the Company depended much upon its construct there was an evident propriety in submitting its accounts and proceedings to the inspection and scrutiny of the Mayor and City Council. That after a full and thorough exposition of facts, the spirit of kindly and support of the Mayor and City Council would be accorded was not for a moment doubted by the Company. This confidence was realized. The Joint Standing Committee, to whom the subject was referred, reported unanimously on the twenty-fourth day of January, 1864, that it was *the duty of the Corporation to give such relief as the case requires consistently with law.* "When we take into consideration" said the committee "the one fifth of receipts paid the city for Park tax, and the Internal Revenue tax paid the general Government, and the increased value of everything connected with the successful running of the cars, we are not surprised at the unfortunate condition of the Company."

The report was accepted, and the resolution submitted by the committee passed. With this moral support from the city, the Company went to the General Assembly, and the act of 1864, ch. 116, was the consequence.

Times have grown worse. Prices have advanced, expenditures increased, and the ability of the Company has not kept pace. Notwithstanding the most strenuous efforts to sustain its operations by means of the new rate of fare, it has become manifest that something more efficient than was formerly thought requisite needs to be provided. Again the City Passenger Railway Company has come before your honorable bodies. The President of the Company, by a communication submitted the 25th day of December last, requested your consideration of the case. *Relief* from the hands of the city was not asked. All that the Mayor and City Council could do in that way confidently was done last year. To ask the direct aid of your honors in bodies wonted, therefore, has been an unmeaning form. The object of the communication, as expressed in it, was to deliver the request of the citizens of the City Passenger Railway Company, that the Mayor and City Council would *cooperate* with them in effecting measures to obtain the necessary relief." Obviously the only power competent to give relief of the state.

But before proceeding to the General Assembly, it ought to be made to appear that the Company is in need. Unfortunately, this fact is too palpable to require much testimony; but it was for your consideration, if the State that the inquiry should be made, and made by the most competent tribunal—the Mayor and City Council. The interest too, of the city—direct, as well as by the large number of its citizens who daily use the street cars—in the welfare and proper management of the Company justified a resort to the wisdom of your honorable bodies to define the best mode of solving the problem of carrying on the Railway without an increase of fare, which would be burdensome to the citizens who use it.

The commission thus made, on behalf of the Company, was referred to the Joint Standing Committee on the City Passenger Railway Company; and the directors of the Company, by their President, having received an intimation of what would be consonant to the committee, addressed to them the following letter:

JOHN H. HUTCHINS, Esq.,
Chairman of City Passenger Railway Committee.

Dear Sir

We will be pleased to have your committee to meet us, as you propose, at the office of this company, on Tuesday next, 17th, at 3 o'clock. A room will be prepared for you, and the books of the Company open for your inspection.

We would be gratified if his honor the Mayor, and the Finance Committee would be present with you.

Very respectfully, yours,
HENRY TYSON.

Baltimore, Jan. 14, 1865.

The committee attended accordingly, and after patiently and thoroughly examining the accounts and books of the Company, expressed themselves satisfied of their accuracy. From the exhibit thus presented, it appeared that, although the Railway had been managed with the utmost economy consistent with the comfort of the public, and, though to extraordinary expenditure had been incurred during the last half fiscal year, the *current working expenses* in that period were the excess of the revenue by the sum of $9,636.—Nor was this state of things wonderful, when it was considered that corn, which in 1861 averaged 56½ cents a bushel, during 1864 averaged 98 cents, that the cost of keeping each horse was 26 cents a day in feed, and 71 cents a day in 1864.

The necessity being ascertained, the officers of the Company communicated to the committee the plan of relief which had suggested itself to those in the direction of the Company, as the one most proper to be presented for the action of the General Assembly; at the same time the committee were informed that the Company were willing to accept any other plan, if more to the mind of the Mayor and City Council, which should be capable of placing the Company in situation to carry on operations. It was further declared that the Company would, if desired, immediately sell their franchise and all their property to the city of Baltimore for the actual cost, namely, $640,000, or, if preferred by the city, at a valuation to be ascertained by arbitrators, according to the method provided in the charter for the purchase thereof by the city after the expiration of fifteen years.

The committee in their report, made to the First Branch, the 31st day of January last, say that they "have examined the books and accounts of the said Company for the past year, and are satisfied that the said Company are *in need of relief.*" The committee properly abstain from recommending any action by the Mayor and City Council, the city having previously exhausted its powers, by the statement of the city tax and license. A passage in the report is capable of conveying the impression that the Company is prejudiced from some relief from the Mayor and City Council. But such a construction could not have been intended, for, as has already been observed, the memorial signed by the President of the Company, only asked the Mayor and City Council to *co-operate* with the Baltimore City Passenger Railway Company, in measures to obtain the necessary relief.

Having thus exactly followed the course pursued last year, and having now, as then, obtained the authentic evidence of a report of a committee of the City Council that the fact of the company's being in *need of relief*, the Baltimore City Passenger Railway Company made application to the Legislature. Neither the Mayor and City Council of Baltimore nor their Committee having suggested any other plan of relief, the Company could do no more than submit for the consideration of the General Assembly that which had occurred to its officers and directors as most advisable—the same of which your committee had been apprised, as above stated.

On the 31 instant, your honorable bodies, the First and second Branches of the City Council passed a resolution in the following words:

Whereas, We have heard with great surprise that there is an effort on the part of the officers of the City Passenger Railway Company to induce the General Assembly of Maryland to so alter the charter of said road as to relieve them of the Park tax; and whereas, this being the main inducement held out by the said Company to induce the city to give them the grant for said Railway therefore,

Resolved, by both Branches of the City Council of Baltimore, That we, in the name of our constituents, protest against any such change in the charter that will confer the benefit of Park tax, and that a copy of this resolution be forwarded to each Senator, and to the chairman of the Baltimore City Delegation in the House of Delegates.

When the facts here above briefly indicated, and the true character of the application made by your memorialists to the General Assembly, are fully considered by your honorable bodies, for which they are now hoped, that this resolution implies a censure which is wholly undeserved.

The object of the Baltimore City Passenger Railway Company is *not* to be relieved of the Park tax. Having, during fifteen years and a half of its existence, as an association and incorporated Company, faithfully complied with its duty to the city of Baltimore, paying in that period to the city (inclusive of $11,950) in city tax and licenses) $115,000, and to its stockholders in all that time but $30,000, the Company may be pardoned for feeling some disappointment at finding your honorable bodies willing, upon a sudden surmise to resume a benefit they have disposed to depart from the obligations of good faith towards the Mayor and City Council. Your memorialists do not seek to abrogate the Park tax. But it must be owned, that to be asked to pay such tax for the City Passenger Railway Company must exist. It is ask to be enabled to run. For the sake as well of the Company as of the city itself, something needs be done, in order that the railway may not be broken up, and the Baltimore impoverished, the citizens of Baltimore deprived of an essential convenience, and the very source of tribute to the Parks cut off.

Your memorialists are encouraged to endeavor to remove the misapprehension that seems to have prevailed in your honorable bodies, by a belief, that if the subject be properly considered there can be no difference of views between the Company and the city. What the Company have proposed to ask is, that the quantum of tax or contribution to be paid to the city for parks, shall be ascertained by taking out a reasonable profit—a third—from the net income, instead of appropriating thereto one-fifth of the entire receipts. It is not asked that this shall be a permanent arrangement, but that it shall last only till such time as the earning of the railway may, in the judgment of the General Assembly, justify a return to the original rule. For this scheme, however the Company have no preference, except in so far as it may appear to be better suited than any her, to accomplish all the purposes contemplated in the grant of the charter—At the present time the cooperation of the Mayor and City Council in the maintenance and proper conduct of the City Railway—they sincerely invite it. In default of some other plan, the Company have suggested a plan of their own. It is better to advise that they will cheerfully give place to it. They have only respectfully suggested, that the need is urgent, the expected term of the session of the Legislature brief.

With this explanation, it is hoped that a short outline of the course of reasoning by Company have arrived at their opinion will be found the present, and illustrated by their to be in no doubt. The same pressure of hard times which made relief of some sort to the Company an imperative necessity, is felt also by many of those who need to use the cars. A considerable increase of the rate of fare would have the effect of their to deprive many persons of the benefit of them, and (of course) proportionally cut off a source of revenue, or else to make the use of the railway a sensible addition to the cost of living to those whose means may be already taxed to the utmost. On the other hand, when the cause of the embarrassment of the Company is sought for, it is plain that it lies in the circumstance that the sum annually to be paid towards the support of the Parks is determined by a fixed proportion of the gross receipts—a rule rigid, unvarying, and incapable of accommodation to circumstances.

Probably the charge of one-fifth of receipts, at the time it was fixed, was in fact, as it doubtless was the intention, a fair and just approximation to that amount of tax which, substituted from the net income, would leave behind a reasonable profit to the stockholders. But if such an impost was the right and proper one when the cost of running a car was 26 cts a day, it is self evident that it needs modification when it takes 98 cts a day to run a car. The Legislature is the tribunal to make the adjustment by adding one cent to the fare. It became necessary now to inquire whether this method shall be pursued or not. Its adoption is still delayed, for the general causes operate against it. In the first place, every increase of fare has a tendency to prevent persons from using the cars. And, secondly, the increase of fare thus with it an increase of the tax it was intended to alleviate. That it will be found, on comparing the present time with a previous one, that the cost of maintaining the railway, and equipment, and feeding the cars, is more than twice as great as formerly, and if it be proposed to restore the equilibrium by putting the fare at ten cents instead of the original rate, the Company have no prospect of any relief from the tax. There are two sufferers by this operation—the Company, and those who continue to make use of the cars.

To arrive at a correct understanding of the condition of the City Railway it is necessary to take into account the depreciation of its track and equipment, and the immediate necessity there is for large outlays for renewals and repairs—to say nothing of those improvements so much needed for the full accommodation of the public, and which have heretofore been postponed only because of the absolute inability of the Company to make them. In carrying on the road as the Company have been doing, they have not only worked it without a profit, but have sunk a large part of their capital. In other words, the sums annually paid to the city have abscribed not only interest upon capital, but moneys which in any ordinary system of management ought to have been applied in making good the annual wear and tear.

This self-sacrifice of the Company, unexplainingly made in past years, in the hope that better days would come in time to enable them, under the terms of the charter, to replace the losses of previous years, and put the railway on a stable and remunerative foundation, has brought the Company to a condition where it is no longer a question of mere profit and loss, but of the very continuance of the railway. Any further reduction of earn, or a less frequent running of them on any of the routes, would so seriously impair the usefulness of the Railway as to afford just grounds of complaint to the public. On the contrary, there ought to be an improvement in both particulars. The track already worn out, or soon will require, very considerable repair. The depreciation in this one item for five years, amounts, at a reasonable estimate, to no less a sum than one hundred thousand dollars.

By repairing the *beds of the streets* in which the tracks are laid to a distance of two feet beyond the rails on each side—according to the imperial estimate of the Commissioner of Streets, of which Mr. C. Sidney Norris was chairman, as stated in their report of 9th January, 1863, at the then existing prices of labor and material—the Company have saved the city $30,000 per annum. And yet, with every effort, and notwithstanding this expenditure, of which the city has received the direct and entire advantage, the Company, because of the exemption of the street paving payments to the city for parks and other objects, has been unable to put all the street-beds occupied by their tracks in such condition as to rid even them from complaint.

By reference to the Report that accompanies which your memorialists beg to request the particular attention of your honorable bodies—it will be found that the existence of the causes referred to in the present embarrassments of the Company was even at that time discernable. The circumstances attending the investigation then made—an investigation directed by the City Council of their own motion, and for a wise and proper purpose not friendly to the Company—were peculiarly favorable to a strict and critical inquiry—As evidence of the spirit which has always actuated the officers of the Company in their relations to the city, your memorialists may be excused for quoting a passage of the Report, submitted through Mr. C. Sidney Norris:

"The committee were fully satisfied, knowledge," it is said, "the courteous and prompt responses made by the President of the Railway Company at the different interviews had with him. Not only were the books of the Company, in which are entered the weekly receipts, (by the terms of the charter, open to the inspection of the Mayor and City Council,) laid before the committee, but also those containing an account of the items composing the daily receipts of each car, and each trip thereof. The books of the Company are kept with much system and apparent accuracy, and its affairs appear to be managed with as much economy as due regard to the proper accommodation of the public will allow."

The same committee give the result of their examination, as follows:

"The committee herewith annex a statement, which they believe will show the correctness of the foregoing conclusions. The exact amount of expense incurred in running each car per day it was impossible to ascertain, but it is thought to be rather under than over estimated. The fact, however, is very apparent, that the city is now receiving the whole net profits of the Road, leaving nothing for the Stockholders

Estimated Receipts and Expenses Per Day.

Amount paid the city, one-fifth of gross receipts for the year ending October 30th, 1864.....$42,433 00
Whole amount received for the year, calculated as 313 running days, based on the above.....$12,166 00
Making the average gross receipts per day.....677 85

Deduct Expenses as follows:

Cost of running 51 cars, $9 70 each, $513 00
Park Tax, one-fifth of gross receipts.....135 57
License on 51 cars, $1 00 per annum for 313 running days, equal, per day.....3 45
Government Tax, 1½ per cent on gross receipts.....10 17
$662 19
Leaving a balance to the Company of.....$15 66

It will be seen from the above that no allowance has been made for the decay of the wood work of the track, or any contingent expenses whatever, and yet of $677 85, gross receipts, the Company has left only the sum of $15 66 to meet them—an amount totally inadequate.

Two years of unprecedented difficulty have since elapsed. The Company still pays its Park tax (of one-fifth—still consumes all its income. The Railway, thus drained of its means of supply, has been feeding on itself. In the whole four years it has suffered to be depreciation of track and equipment amounting in value to $156,500; in other words, that sum has been abstracted from the paid in capital of $640,000. It is estimated that in the course of this very year an expenditure of one hundred thousand dollars in horses, cars, renewal of track, and repairs, will be needed, to maintain the road in proper condition. Current working expenses, which, by a rigid economy, have been here of one kept down to the limits of actual receipts, now exceed the current receipts. Taxes, expenses, and depreciation have been added to the depreciation in property during the same period, makes a total loss for the half year, of $27,350 59.

With a sincere of the desire of the Company to meet the views of the Mayor and City Council upon the subject of this memorial, and asking that if the proposed measure be unacceptable, some other may be devised, which, however bodies better fitted to accomplish the object, this is respectfully submitted on behalf of the Baltimore City Passenger Railway Company.

By HENRY TYSON, Pres't.

☞ BOARD OF COMMISSIONERS OF PUBLIC SCHOOLS FOR THE YEAR 1865, Office, N. E. corner Holliday and Fayette streets.

JOHN F. PLUMMER, President
JOHN N. McILHON, Treasurer.
WILLIAM D. McILHON, Secretary.

COMMISSIONERS.

First Ward—Caleb B. Hynes, 224 Aliceanna st., and 1 Appeal Tax Court.
Second Ward—Wm. H. Hebden, 124 and 126 South Broadway.
Third Ward—C. L. L. Leary, 29 South Broadway and Eastern Hall.
Fourth Ward—Thomas L. Pitt, corner High and Pratt streets.
Fifth Ward—John F. Hammer, 98 Aliceanna st., and 89 North Gay street.
Sixth Ward—J. Hughes, 23 Jefferson street.
Seventh Ward—James D. Lowry, Court of Common Pleas, and 314 North Carolina st.
Eighth Ward—Charles Ferslinger, 16 Constitution street.
Ninth Ward—W. A. Magraw, 210 West Pratt st.
Tenth Ward—J. Merrefield, over 235 West Baltimore st., and 33 South Sharp st.
Eleventh Ward—P. Daniel, 241 Hamilton Terrace, North Eutaw st.
Twelfth Ward—Rev. Thos. Myers, 75 McCullough st.
Thirteenth Ward—Jas. R. Cox 19 North Green st.
Fourteenth Ward—Henry C. Griffin, 19 Penn st. office, City Hall.
Fifteenth Ward—H. O. Jones, 164 Hanover st.
Sixteenth Ward—R. C. Green, 167 South Paca st., and corner Patterson and Gibbons st.
Seventeenth Ward—George W. Bumwalt, 9 Hamburg st.
Eighteenth Ward—Rev. W. H. Phelps, 261 Hollins st.
Nineteenth Ward—W. C. Arthur, Lexington st., near Mount st.
Twentieth Ward—Theo. Motte, 128 Pennsylvania ave.

Permits of admission may be obtained of the Committees on the several Schools. A Certificate of Vaccination signed by a physician, must be produced before a permit can be obtained.

By order,
WM. D. McILHON,
feb 6-6t [s. c.] Secretary.

☞ ELECTION.—OFFICE NORTHERN CENTRAL RAILWAY COMPANY, BALTIMORE, February 2, 1865.—The General Meeting of the Stockholders of this Company will be held at CALVERT STATION on THURSDAY, the 23d instant, between the hours of 10 A. M. and 2 P. M., for the purpose of electing TWELVE DIRECTORS for the ensuing year. By order,

ROB. S. HOLLINS, Sec'y.

The Transfer Books will be closed from and after the 11th instant, until after the election. fi 6-10t

PROPOSALS.

QUARTERMASTER'S OFFICE, U. S. ARMY, No. 28 South St., BALTIMORE, Md., February 11th, 1865.

SEALED PROPOSALS, in duplicate, will be received at this office until 12 M., on MONDAY, February 20th, 1865, for furnishing the United States Subsistence Department, delivered in Baltimore, Md., with—

4,000 BARRELS FIRST QUALITY NEW MESS OR PRIME MESS PORK, (which to be stated,) to be full salted, 200 lbs. meat, in full barged oak barrels, with two iron hoops; meat to be free from rust or stain, and to be repacked with a thirty days of delivery. To be delivered in 15 days from date of contract. Three barrels of Pork must be presented as a sample of the Pork to be delivered, which will be retained until the delivery is made.

500 BBLS. FESS BEEF. The back, shoulder clod and shin in the fore quarter, and the shin in the hind quarter to be excluded, (200 lbs. meat, an equal proportion of the fore and hind quarter cuts,) to be packed in full barged oak barrels, with two iron hoops; meat to be free from rust or stain, and to be repacked with a thirty days of delivery. To be delivered in 15 days from date of award. Three barrels of Beef must be presented as a sample of the Beef to be delivered on this contract, which will be retained until the delivery is made.

100,000 lbs. NEW WINTER-CORED BACON SIDES OR SHOULDERS, (with hocks off.) To be packed in tight boxes, to be delivered in ten (10) days from date of contract.

100,000 LBS. of first-quality FLOUR BREAD, to be made wholly of extra or superfine flour, which shall be equal to the standard "Inspection," adopted and in use by the State Flour Inspection in this city. The Flour and Bread will also be examined by the Inspector on the part of the Government, who will reject all that in the quality of the flour or in any other respect is inferior to the standard samples. Bread to be packed in boxes of fifty (50) lbs. bread to each box; boxes to be made of full 9-seasoned wood, of such kinds as will in part contribute to the bread; bottom and top of single pieces, or if of two pieces tongued and grooved together; boxes to be strapped with light green hickory straps. To be delivered in fifteen days from date of award.

130,000 POUNDS PRIME WHITE BEANS (60 lbs to the bushel), well-seasoned and dry, packed in good, strong barrels, fully hand lined. To be delivered within ten days from date of award.

100,000 LBS. OF PRIME RIO COFFEE—to be in double sacks. To be delivered in ten days from date of award.

250,000 LBS. HIGH GRADE BROWN SUGAR. To be packed in barrels like samples to be seen in this office, to be fully hand lined, and to be delivered within ten days from date of award.

20,000 LBS. WHITE CRUSHED SUGAR, to be packed in barrels like sample at this office, to be full hand lined, to be delivered in ten (10) days from date of contract.

15,000 GALLONS OF THE BEST QUALITY OF PURE VINEGAR, made only from cider or whiskey free from all foreign acids or injurious substances, and of a uniform strength, the Whiskey Vinegar taking 28 grains bicarbonate of potash to neutralize one ounce troy—the Cider Vinegar as near the same strength as may be, to be put up in half barrels of 42 gallons capacity—to be made of white oak like sample to be seen at this office. Each delivery to be accompanied with a certificate of a competent Chemist that the Vinegar is of the required strength. One-half to be delivered in ten days and the whole within twenty days from date of award.

60,000 POUNDS ADAMANTINE CANDLES, (to be 16 ounces to the pound.) Brand must be notified. Packed to be strapped with light green hickory straps. To be delivered in ten days from date of award.

10,000 LBS. PEPPER (black). Bidders will please state the variety of Pepper they contract, Sing apore, Penang, &c., furnishing samples; and also state the price per pound at which they will have it ground, put up in four ounce papers, and packed in boxes containing twenty-five pounds of Pepper.—To be delivered in ten days from date of award.

50,000 LBS. DRIED PEACHES, to be in good, strong barrels, fully head lined. To be delivered in ten days from date of award.

2,000 BBLS. FRESH GROUND WHITE OR YELLOW CORN MEAL, (which to be sifted, packed in good, strong, clean barrels, fully head lined. To be delivered as called for.

6,000 GALLONS MOLASSES OR SYRUP—one-half in half barrels of twenty gallons capacity and one half in kegs of ten gallons capacity—to be made of red cane, like sample to be seen in this office. To be delivered in ten days from date of award.

60,000 LBS. (56 pounds to the bushel) RYE. To be in good strong sacks. To be delivered in ten days from date of award.

Separate proposals, *in duplicate*, must be made for each article enumerated, and bidders may propose for the whole or any part of each. Proposals must be made on blank forms, furnished at this office. The certificates attached to the proposals must be signed by two responsible parties.

Express charges on samples must be prepaid, or the proposals will not be considered. Each bid must have a printed copy of this advertisement pasted at its head, and must be specific in complying with all its terms.

Samples must not be enclosed with the samples, but be delivered separate, and endorsed "Proposals for Subsistence Stores."

In all cases not specially expedited the delivery must be made at the time specified. In case of failure the United States reserves the right of purchase elsewhere to make up the deficiency, charging the advance paid over contract price to the party failing to deliver.

All stores will be carefully inspected and compared with the retained samples. Returns of weights, signed by a regular public weigher, must be furnished whenever required.

Certificates of inspection by professional packers or inspectors other than the party furnishing the provisions, will be required for meats, certifying on the part of the seller that the present quality and condition and the immediately preceding inspection.

The meat will also be examined and passed on as by parties from this office on the part of the United States.

Contractors are expected to hoist their goods without expense to the United States until received for shipment.

Payments to be made after the delivery of the stores in such funds as may be on hand; if none on hand, to be made as soon as received.

Each person or every member of a firm offering a proposal, must accompany it by an oath of allegiance to the United States Government, if he has not already filed one in this office. In addition thereto, each bidder will be required to set forth that the articles offered the Government, under the above advertisement, either belong to the party bid