The Original "Lord Dundreary" on Spiritualism. A CURIOUS LETTER FROM MR. SOTHERN.

Mr. E. A. Sothern, who has made a reputation by his representation of the character of Lord Dundreary, writes a long letter to a Glasgow paper. In which he gives the following hits of

his personal history:—
"There is an article in the Spiritual Magazine
in which I am referred to. The main count in
the indictment against me is thus stated:—

"'A few years ago a party of apiritualists in New "'A few years ago a party of spiritualists in New York, composed enealy of actors and actresses, held regular sittings for the production of spiritual phenomens. One of the members of this circle was an actor named Stuart, who was recognized by all as a most powerful medium. The manifestations witnessed at these scances were so wonderful as to give to the meetings the distinguishing title of "The Miracle Circle." They created so much interest that it was considered a special privilege to be admitted to this magic chamber. Mr. Stuart at that period was better known as Suart the magnetiser, or magne-worker, than Stuart the actor.'

magnetiser, or magic-worker, than Stuart the actor.'
"The 'actor named Stuart' is now better
known as 'the actor named Sothern.' Followknown as 'the actor named Sothern.' Following sufficiently illustrious precedents, I used an assumed name when I entered on my profession, and I only resumed my own by the advice of my friend Mr. James Wallack. The 'party of spiritualists' was not composed chiefly of 'notors' and actresses.' It would have been none the worse if it had been; but in reality it was composed of twelve gentiemen of high position in their reif it had been; but in reality it was composed of twelve gentiemen of high position in their re-spective professions, who, actuated by a com-mon curiosity and interest, joined in a thorough practical and exhaustive investiga-tion of the phenomena of 'spiritualism.' We were quite ready for either result—to believe if if it were true; to reject it if found false; and in the latter case I at least resolved in due time to expose it. For more than two years we had weekly meetings. At these, by practice, we had succeeded in producing not only all the wonderful 'manifestations' of the professional 'media,' but other effects still more startling. We simply tried to reproduce the appearances and the re-sults which we had heard of, and seen—and we suits which we had heard of, and sech—and we succeeded. Pushing our practice and experiments further, we sitained the capacity to execute feats much more remarkable than those presented at any of the 'spiritual seances.' An American gentleman and myself took the part of he 'media;' the rest of the company assisted and I do not hesitate to say that we outdid everything attempted or accomplished by Home. or the Davenports, or any of the other more no torious spiritual exhibitors.

"Not the least of our discoveries was that the whole thing was a myth. We did all that the spiritualists did, and more; but we were our own agents," and had no need of recourse to supernatural influences, had we the power to command them. We commenced our seances in a spirit of legitimate investigation: we continued hem for the sake of the amusement they gave ourselves and our friends. We became famous in a small way. We had to start an engagement book, and to make appointments. People came from all parts of America, and waited for their turn. We got into a larger line of business than any of the professional exhibitors, and we were extensively patronized. The only difference was, we didn't charge anything. We took no money directly or indirectly. Our entertainment, being free, was liberally supported; and when I add that the evenings invariably wound up with a folly little supper, given solely at our own expense, it may be understood that 'The Miracle Circle' was much favored and warmly encouraged. The indulerance of our love of favored and warmly encouraged. The indulrence of our love of funcost us some money, but yielded us an immensity of pleasure. To speak colloquially, it was an extensive 'sell.' We did put pens under the table, and get signatures of Shakespeare and Garrick, and other valuable antographs; we did produce spirit-hands and spirit-forms; people did float in the air—at least we made our audience really believe they did, which was quite sufficient for our purpose and theirs. We ex-hibited phenomena which were startling enough in all conscience, and we made our visitors be-lieve in their reality. How we succeeded in doing this—how we made some of the most in-telligent men in America believe that they really saw and felt what they only fancied they saw and felt—how we produced results, the causes of which were not apparent to the physical senses of the spectators—how, in line, we did things which must have seemed to be, and what many four visitors believed to be, supernatural and miraculous-I do not intend to explain. We did them; how we did them I do not feel any motive to declare; bus I have not the slightest hesitation in saving that we did not do them by spirit-Yet professional and paid 'media came and saw, and them-elves avowed our superior power over 'the spirits.'

* * "The object of this writer in the having exhibited 'spiritual manifestations' in America, and having exposed them here. I have stated, I hope clearly, that I did produce all the 'manifestations' and did exhibit them, but they were not 'spiritual,' and I did not exhibit them in public, nor for money. I ore consider myself free from the imputations of having obtained money under false pretenses, encouraged lide superstitions, or per-petrated blasphemous barlesques of sacred

Railroad Accidents.

TWO PERSONS KILLED AND A NUMBER WOUNDED ON THE NEW YORK CENTRAL. From the Rochester Union, December 30.

A terrible accident occurred at three o'clock this morning on the Central Raifread, at Port Byron station. It is known that the double rack cast commences at that point, and there it s that the express train which leaves this city at five minutes past one, A. M., meets the through freight coming west. The express train takes the right hand track without stopping—merely checking its speed a trifle until it passes over

The trains were both on time this morning, and the locomotive drawing the express passed over the switch all right; but not so the tender. as the switch rod broke, throwing the hind wheels of the tender off the rails towards the orth track and stopped. The coupling connect-ing the tender with the baggage car broke, and be cars passed with great rapidity down the north track, the broken tender raking the

sides of the cars as they passed along.

A passenger, whose name we did not learn, from Milwaukie, put his head out at a window to see what was the trouble, when the tender truck his head, taking it completely off, killing im instantiv.

The cars kept straight along until they came in collision with the engine of the freight train, making a complete wreck of two passenger cars, and killing a brakeman named Barney Lucker, who was at his post on the platform. Both of his legs were broken. A splinter of wood pone trated his abdomen, tearing the bowels learfully. and another splinter entered his thigh, pluning him to the platform. This splinter had to be sawed off before he could be released from his mpalement. The baggageman, Peter Jackson, received a severe cut on his head, and was otherwise injured, but not seriously. A number of passengers were slightly injured. The locootive drawing the freight train was made a wreck, but the engineer and fireman escaped onhurt. It is a matter of great surprise that re were not killed.

The locomotive drawing the express train was 'W. G. Lapham, a new machine. Tucker's home was at Syracuse. He has a sister residing in this city. He died within an hour or two being injured. The accident caused but little delay in the passage of trains this forenoon.

BAIN THROWN DOWN AN EMBANEMENT-SEVERAL PERSONS, INCLUDING A NEW YORKER, INJURED. om the Charleston South Carolinian, December 28.

While the down train was on its way to this ity yesterday morning, at four o'clock, and some five miles this side of Florence, an axis of the rear passenger car broke, and that vehicle was thrown down an embankment several feet in height, and turned bottom up. The car was illed with travellers, nearly all of whom were more or less bruised. Several were severely in-jured, among whom we have heard mentioned the names of Mr. Laidler, of the Courier, Mr. Samuel White, of New York, and a Mr. Hoyt, of The sufferers, as far as we could earn, were doing well last evening.

The Suicide in Boston.

ETRANGE STATEMENTS AS TO HIS CONNECTION WITH BOOTH IN THE PLOT TO ASSASSINATE PRESIDENT LINCOLN-SERVICE WITH THE QUERILLA MOSEBY, ETC. ETC. From the Boston Berald, January 1.

A case of self-destruction occurred at the South End on Saturday afternoon, which is, at least, of a melancholy character. Richard Owens, the suicide, was a man of some thirty five years of age, who followed the avocation of a landscape painter. He arrived in this city on the 15th ult. and represented that he came from Zanesville. Chio, where he said he had friends. He obtained employment at Bruce's window shade store, No. 606 Washington street, at a fair remunerative price, showed himself a master of his profession,

and gave universal satisfaction.

At that time he appeared to be in destitute cirumstances, if a scanty garb and an empty pocket denote destitution. But with the proceeds of his labor he improved in spirits and appearance, and produced a favorable impression upon his employer and his associates. Within a day or two past, however, he had manifested the appearance of one being more or less under the influence of liquor, seemed rather more depressed than usual, and talked about killing himself. No one supposed he would commit such an act, however, and no particular notice was taken of

his remark.
On Saturday he requested some money of his on Saturoay he requested some money of his employer, which the latter withheld, tearing it would be expended for liquor. In the afternoon Owens went to Starkweather's gallery to have some likenesses of himself taken, and while sitting manifested so much uneasiness that the artist was compelled to request him to sit quietly in order that a correct nature might be taken in order that a correct picture might be taken. Owens replied that it would be "all right when

poor Dick is gene."
Having secured his pictures, Owens returned to Mr. Bruce's store, and having inclosed some of them in envelopes, directed them to various parties. Mr. Bruce questioned him as to his his-tory, and in response he talked quite strangely, saying he had been on the frontier during the war, and had served with the guerilla Moseby; that he was also connected with Booth in the plot to assassinate President Lincoln, and that he indorsed Booth's course. Presently he went up stairs, and shortly afterwards Mr. Bruce ard the report of a pistol, and, on hurrying to the spot, he found Owens lying dead upon the floor, and a single-barrelled pistol, with which he had shot himself in the torehead, lying by his side. The affair occurred about two o'clock. No one here having any knowledge of Owens' connections or friends, his body was given in charge of an undertaker, and will await for a reasonable time any claim that may be made upon it. Temporary insanity was undoubtedly the immediate cause of the act.

-The days of cheap lodgings seem to have gone by forever. In Madrid and Florence apart-ments are nearly as expensive as in New York, and people of limited means have to choose be tween the cellar and the carret.

AUCTION SALES. Under and by virtue of the power vested in me by an Indenture of Morigage upon the property hereinafter described, executed by the Tyrone and Clearfield Railroad Company to me as Trustee, dated the 1st day of November, A. D. 1856, and recoraced in the office for Recording Deeds, etc., in and for the county of Blair, on the Sth day of November, A. D. 1856, in Morigage Book "B," pages 167, 198, 199, 119, and 111, to secure the payment of Bonds of said Company to the amount of thirty-live thousand dollars, and default having been made for more than finety days after the same has been demanded in the payment of the interest due on more than fifteen thousand dollars in amount of the Bonds secured by said Morigage, and having been requested in writing by the holders of more than fifteen thousand dollars in amount of the said Bonds, the payment of the interest on which has been so demanded from said company, and been so recused by them, to sell at public anction upon the notice and terms in the said Morigage menioned the premises therein referred to and to fulfill by such sale the duties imposed in accordance therewith, and to discharge my duty as trustee in respect to the premises, I. JOHN EDUAR THOMSON, Trustee as aloresaid, and Margages in trust for the holders of the Bonds secured by said morigage, BO HEREBY GIVE NO ICE, that in pursuance of the power aforesaid vested in me for that purpose by the said motentiae of mortgage, and in exercise of the discretion thereby conterred, and in obedience to the said requisition of the holders of the Bonds to the amount atoresaid, as in sais Mor., are provided, I will upon MONDAY, the 18th day of February, A. D. 1866, at 12 o'clock M., at the Fhi adelphia Exchange, in the city of Philadelphia, by the hands of M. 5 homas and Sons, Auctioneers, and upon the terms and conditions hereinalter stated, expose to mblic sale by yeardne or outery, and will there sell to the highest and best bidder for the same, the property conveyed to me in Morigage as atoresaid, and next mentioned, v O T I C

The whole of that section c, the Tyrone and Chearned Railroad, from the point of intersection with the Pennsylvania Railroad, at or near Tyrone station, in Biair county to the point of connection with the graded line of the said Tyrone and Clearfield Railroad, known and designated as "The Intersection" being about three miles and one quarter trom the Pennsylvania Railroad at Tyrone Station as the same is now constructed together with all and singular the railways rails, bridges, fences, privileges, richts, and all real property of every description acquired by and belonging to said commany, adjacent to o. connected with or on the line of said section of three and one quarter miles of road, and all the tolls income, issues, and profils to be destred, and to since trom the same and all the lands used and occupied for railways, depose, or stations between said points on said section of three and one quarter miles, with all bulioning granding thereon or procured therefor.

A more specific and detailed saft ement of the items of property menulad and referred to in the foregoing description may be given as sollows:—

A more specific and detailed surfaments; the items of sproperty meanied and reflected to in the foregoing description may be given as follows:—

BALLROAD.

All that section of the said twrons and Clearfield Railroad as now icosted and until, beginning at the point of increacion of the said Tyrone and Clearfield Railroad with the Pennsylvania Railroad at or near Tyrone station. Bair county, Pennsylvania, thence extending northwardly to the point of connection with the graded line of the said Tyrone and Clearfield Railroad known and designated as "The Intersection, being about take and one quarter miles from the Pennsylvania Railroad, at "tyrene Station, and there terminating; said section of said rous between the points accreased being about three and one-quarter miles in length, Togother with the right of way for the same with such additional widths as are required by the slopes of excavations and embankments

Connected with said section of said road, and be one-ing to said Company between said points, and the right of way for the same of the number and length rollow-ing viz.:—

Lyrone, one stains, about 316 feet long.

At Tyrone Engine House, one siding about 1284 feet long.
At Baid Eagle Valley Railroad intersection, two sldings about 1671 rect total length.
AND, ALSO,
At Tyrone, one 160-feer track Scales, with office 12 feet by 12 feet.

At tyrone, one no-feet track scales, with oface is rect by 12 feet.

And Generally

All the lands, railways frails bridges, culverts, trestleworse, teol-houses, coal-houses, wharves, forces, rightsof-way, worldhops, machiner, stations, depois, depois,
depois, depois, machiner, stations, depois, depois,
real estate, buildings, and improvements of whatever
nature or kind appertaining or belonging to the abovementioned property, and to the said section of said
Tyrone and Clearfield Raircad, and owned by said com
pany is connection therewith.

Technology of Sale.

The said Railroad Sidings, Real Isstate, and Fremises,
mentioned in the said mortgage, and above described,
will be expessed to safe entire and in one jot, and the
following terms and conditions will be observed in the
making of the said sale:—

fellowing terms and conditions will be observed in the making of the said sale:—

The purchaser will be required to pay \$5000 of the purchase money in cash at the time of the sale, and in case any of the holders of any of the bonds of the coupens due and payable upon the said bonds of the Tyrone and Clearfield Hailroad Company, and secured by the movingse executed by the said Company to the said John I drar Thomson, Trustee as aloresaid, shall become purchasers by themselves or with others to the said premises at the said sale, that then the said holders of the said bonds or coupons may for the residue of the said burchare money make payment within twenty days after said sale, either in whole or in part, by transferring and delivering to the said John Edgar Thomson. Trustee as a oresaid, the said John Edgar Thomson, or by receipting upon the same for the amount that may be so bid by him or them in whole or in part of the said balance of the said burchase money, to be estimated for the purpose of such payment at the rate that may be so bid by him or them in whole or in part of the said balance of the said purchase money to be estimated for the purpose of such payment at the rate or value of the dividend or shine of the said purchase money which the said holders of the said bonts or coupons which the said holders of the said bonts or coupons may be respectively entitled to receive according to the terms of said mortgage, for which share or dividend the said delivery and transfer of or a receipt upon the said bonds or coupons shall be deemed and taken to be a discharge and sequitance; and the balance of the said purchase money, if any, shall be paid by the said parrelase money, if any, shall be paid by the said parrelase money, if any, shall be paid by the said parrelase in the said Trustee. And if the said parrelase is the said said by parties other than the holders or owners of the said bonds or coupons as before mentioned, then the balance of said purchase money that may remain after the said payment of \$5000 thereof required to be paid at the time of said sale, shall be paid to the said Trustee, in cash, within twenty days thereafter.

Upon the payment or adjustment of said parchase money, as thereinbefore mentioned, the said Trustee will execute and deliver to the purchaser or purchase so the same a conveyance of the premises aforesaid in pursuance of the power and authority conferred upon him.

Any urther information in respect to said sale, or premises more afformation in respect to said sale, or premises may be had upon application to the understend Trustee, at the office of the Fennsylvania Rairoad Company, No. 238 S. Third street, Philadelphia.

JOHN EDGAR THOMAS & SONS, Auctioneers, Nos. 139 and 141 S. FUETH Street.

Philadelphia

AUCTION SALES,

N Under and by virtue of the power vested in me by an Indenture of Morisage upon the property bereinaster described, executed by the Tyrone and Clearfield Railrand Company to me as Trustee, dated the lith day of May, A. D. 1850 and recorded in the office for Recording Deeds, etc., in and for the country of Bully, on the 18th day of May, A. D. 1850, in Morigage Book "A.," pages 505-4-5-6-7 and 8, and in the office for Recording Deeds, etc., in and for the country of Centre, on the 12th day of May, A. D. 1859, in Morigage Book "E.," page 170, etc., to secure the par ment of bends of sail Company to the amount of two hundred and twenty-five thousand dollars and detault having been made for more than nitry thousand dollars in amount of the bonds secured by said mortgage, and having been requested in writing by the holders of more than fifty thousand dollars in amount of the said bonds the payment of the literest on which has been so demanded from said 'company, and been so refused by them, to sell at public at eview, upon the notice and terms in the said morigage mentioned, the premises therein referred to, and to faith by such as a the dutes imposed in accordance therewith and to discharge my duty as trustre in respect to the premises, T. John EDGAR THOMEON Trustee, as a oresaid and Morigage in trust for the holders of the bonds secured by said morigage, DOH; HEBY GIVE NOTICE, that in pursuance of the power aloresaid vested in me for that purpose by the said indenture of mortgage, and in exercise of the discretely thereby conterred, and in obedience to the add requisited of the holders of the bonds to the amount arressed, as 'corressed the discretely thereby conterred, and in obedience to the add requisited of the holders of the bonds to the amount and the results of the holders of the bonds to the amount and the results of the holders of the bonds to the amount and the said mortgage as all of the property contered to me in mortgage as all revealed and next mentioned, viz: eyed to me in mortgage as aforesaid and next men-oned, viz:—
The whole of that section of said Tyrone and Clear-

The whole of that section of said Tyrone and Clear-field Railroad from the point ofinterection with the Tyrone and Lock Haven Railroad, near Tyrone, Blair county, Peansylvania to Phillipsburg, Centres county, Fennsylvania as the same is now constructed, together with all and singular, the railways, rails, bridges, fences privileces, rights, and all real property of every description, acquired by and belonging to said Company, and all the tolls, income, issues, and profits to be derived and to arise from the same, and all the lands used and occupied for railways, depots, or stations between said points, with all buildings standing thereon or produce therefor. thereon or procured therefor.

A more specific and detailed statement of the items of properly, included and referred to in the foregoing description, may be given as follows:—

All that section of the said Tyrone and Clearfield Railroad as now losated and built, beginning at the point of
intersection of the said Tyrone and Clearfield Hailroad
with Baid Eagle Valley Railroad, formerly the Tyrone
and Lock Haven Railroad, near 1yrone, Blair county,
thence extending northwardly to and through the
borough of Phillipsburg. Rush township, Centre
county, and there terminating. Baid section of said
railroad, between the points aforesaid, being about
twenty miles in length. Together with the right of way
for the same, with such 'dditional widths as are required
by the slopes of excavations and embankments.

Counceted with said section of said Road and belonging
to said Company, between said points, and the right of
way for the same, or the number and length following,
viz.:—

At Mount Pleasant one siding about 290 feet long.
At 11% mile Post one quarry siding about 383 feet long.
At Summit, 15th Mile Post a second track siding about
1230 feet long.
At Summit, one Y and level siding, and one level sid-At Summit, one I and level siding, and one rever sung north or Summit, with the right of way for all be youd the limits of the right of way for the track last mentioned. The total length or said Y and sidings being about 1600 feet.

At Sandy Ridge, a siding about 1268 feet long.

At Powelton, a Y about 1268 feet long, and two sidings about 2764 feet, total length, with the right of way for the same.

At Osceola Station, a siding about 744 feet long, At Osceola Station, a siding about 744 feet long, together with two lines of track, one of which extends from the main track of the said Tyrone and Clearfield Railroad, to a warehouse lot owned by the said Tyrone and learfield Railroad Company, in said town of Osceola, Decatur township, Clearfield county, about 2975 feet long; and the other of which extends from a point on the said last-named track immediately west of the creesing of Moshamon creek to Miller's Coal Mines, in said Decatur township, Clearfield county, about 2934 feet long, and also 639 feet additional Railroad track extending up Moshaman creek together with the right of way therefor, and all embankments, cuttings, bridges, and treste-works necessary herefor.

ercior.

At Dunbar, one siding about 370 feet long.

At Steiner's, one siding about 223 feet long.

At Philipsburg, three sidings about 1500 feet total

REAL ESTATE.

At Gardener's Station, near Eighth Mile Post, a Water Station, lot 86 by 100 feet, together with a Water Station, 14 feet by 14 feet, with all water rights and fixtures. Innes, and appurtenances needful therefor.

At Mount Pleasant a Water Station, 16 feet by 16 feet, with a 1 the water rights and fixtures, lands, and appurtenances needful therefor. nances needful therefor.

At Sandy Ridge, a Water Station, 14 feet by 14 feet, with woodsheds attached, and all water rights, fixtures, lands, and appurtenances needed, therefor.

One warehouse lot, containing 147 perches, situated in the town of Osceola, Decatur township, Clearfie.d

At 21% Mile Pest a lot of ground containing 69 perches, intended for a foreman's dwelling house.

At Philipsburg, one station for containing 48 perches with one frame massenger station, 30 teet by 20 feet, and one temporary frame warehouse, 50 feet by 20 feet, built thereon. hereon.
At Phillipsburg, one lot or piece of ground, containing
85-160 acres, with

4 85-160 acres with
One frame Warehouse, 90 feet by 30 feet.
One frame Finging Lionse, 31 feet by 57 feet.
One from Turn-Table, 50 feet in diameter.
And one frame Water Station, 16 feet by 16 feet, built thereon, with all the water rights and fixures, lands and appurtenances, needin

Che fron Turn-Table, 59 neet in diameter.
And one frame Water Station, 16 leet by 16 feet, built thereon, with all the water rights and fixtures, lands and appurtenances, needful thereor.

AND GENERALLY.
All the lands, milways, rails, bridges, culverts, trestleworks, tool-houses, coal-houses, wharves, iences, rights of way, weisshops, machinery, stations, depots, depot-grounds, works, makenry, and other superstructure, real estate buildings, and improvements of whatever nature or kind, appertaining or belonging to the above-mentioned property, and to the said section of said Tyrone and Cleartical Rairroad, and owned by said Company in connection therewise.

The said Railroad Sidings Real Estate and premises, mentioned in the said motigage, and above described, will be exposed to sale entire and in one for any thousand property in the purchase will be required to pay \$10,000 of the purchase money to cash at the time of the sale and in case any of the holders of the raid soln Edgar Thomson, Trustee as moresaid, shall become purchasers by themselves or with others of the said John Edgar Thomson, Trustee as moresaid, shall become purchasers by themselves or with others of the said purchase money make payment which them the said bolders of the said purchase money make payment within them to the said purchase money make payment within the my days atter said sale, either in whole or in part by transferring and delivering to the said bonds or coupons or by receipting upon the said purchase money, to be estimated to the said bonds or coupons any for the fast or any the said sale, either in whole or in part of the said purchase money of the Said morrisage, for which share or dividend to reserve the said sale by parties of the said delivery and transfer of or receipting to the said bands or coupons that he call purchase money is the early shall be paid by the said pay shall be purchased at the said sale by parties other than the holder

WALL PAPERS.

NEW FALL STYLES

PHILADELPHIA

WALL PAPERS

HOWELL & BOURKE,

N. E. COR. FOURTH AND MARKET STS.

MANUFACTURERS OF

PAPER HANGINGS

fil lituth

WINDOW SHADES

THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE THIRD, WILL BE CONTINUED AS HERETOFORE STAMPS OF EVERY DESCRIPTION CONSTANTLY ON HAND, AND IN ANY AMOUNT.

AUCTION SALES.

Under and by virtue of the power vested in me, by an Indenture of Morinage upon the property becemanter described, executed by the Tyrore and Clearfield Railroad Company to me as Trustee, dated the 1st day of February, A. D. 1861, and recorded in the effice for Ragorling Deeds, etc., in and for the country of Balt. on the 4th day of February, A. D. 1861, in Morinage Book H. page 188, etc., and in the office for Recording Deeds, etc., in and for the country of Centre, on the 28th day of February, A. D. 1861, in Morinage Book E. page 466, etc., to secure the payment of Ronds of safe Company to the amount of B ty thousand dollars, and default having been made for more than minety days after the same has been demanded. In the Payment of the interest due on more than twenty thousand dollars in smount of the bond secured by said morinage, and having been requested in writing by the holders of more than twenty thousand dollars in smount of the said bond the payment of the interest on which has deen so demanded from said Company, and been so refused by them, to sell at public anction upon the notice and terms in the said morinage mentioned, the premises therein referred to, and to furifil by such see a the duties knowed them to sell at public anction upon the notice and terms in the said morinage mentioned, the premises therein referred to, and to furifil by such see a the duties knowed in rust for the holders of the Pountess, I. R. FRANKLIS RAILEY, Trustee as aloresaid, and mortagee in trust for the holders of the Pountess, I. R. FRANKLIS RAILEY, Trustee as aloresaid, and mortage in trust for the power aloresaid vested in me for that purpose by the said indenture of morinage, and in exercise of the discretion thereby conferred, and in obsellence to the said requisition of the bodets of the bonds to the amount atoresaid, as in said morinage provided, I will, upon MONDAY, the lith day of February, A.D. 1865, at 12 of cock M., at the Phinadelphia Exchange, in the city of Philadelphia, by the hands of M. Thomas and Sons, OT

veved to me in mortgage as aforesaid and next men-tioned, viz.:—
The whole of that section or the Tyrons and Clear-field Railread from Tyrone Station, Blair county Penn-sylvania, to Philipsburg, in Centre county, Penns-sylvania, as the same is now constructed, together with al-and singular, the railways, rails, cross-ties, chairs, spikes, iron, timber, bridges, fences, together with al-real property or every description acquired by and be-longing to said Comanny, appurienant to said road, and all the rights, liberties, privileges, and corporate franchises of said road and company, and all the to is, income, issues, and profits to be derived and to arise from the same and all the lands used and oc-supted for railways depots or stations between said points

to is, income, issues. and profits to be derived and to arise from the same and all the lands used and occupied for rail ways depots or stations between said points, with all buildings standing thereon or procured therefor. A more specific and detailed statement of the items of property included and reterred to in the foregoing description, may be given as follows:

RAILROAD.

All that section of the railroad of the said The Tyrone and Cleanfield Reliread Company, beginning on the Pennsylvania Railroad, at Tyrone Station, in Snyder township, Bisir county; thence crossing the Little Juniata river, and running successively through Tyrone berough and Snyder township, in Bisir county, and Taylor township, in centre county, to the summit of the Allegheny mountams, and thence through Rush township. Centre county, to and through the borough of Phillipsburg in Rush township aloresaid, and there terminating, being about twenty-three and a half miles in length, to ether with the right of way for the same, with such additional widths as are required by the scopes of excavations and embankments.

SIDINGS

Connected with said section or sail: Boad, and belonging to said company, between said points, and the right of way for the same, of the number and length following, viz.:

At Tyrone one siding about 2'6 feet long.

At Tyrone Engine House, one Siding about 1284 feet long.

At Bald Fagle Valley Railroad Intersection, two sid-

At Pyrone Engine House, one braing about 1919.
At Bald Fagle Valley Ballroad Intersection, two sidings about 1911 leet total length.
At Mount Pleasant, one siding about 200 feet long.
At 113 Mile Post, one quarry siding about 383 feet

At 11% Mile Post, one quarry stong about as long.
At Summit, 13th Mile Post, a second track siding about 1330 feet long.
At Summit, one Y and level siding, and one level siding north of Summit, with the right of way for all beyond the limits of the right of way for the track last mentioned. The jotal length of said Y and sidings being about 1000 feet.
At Sandy Ridge, a siding about 1268 feet long.
At Poweiton, a Y about 1268 feet long, and two sidings about 2784 feet total length, with the right of way for the same.

At Powellon, a I about 1202 elections, and two sidings about 1734 feet total length, with the right of way for the same.

At Osceola Station, a siding about 744 feet long, together with two lines of track, one of which extends from the main trick of the said Tyrone and Clearfield Ralirond to a warehouse not owned by the said Tyrone and Clearfield Ralirond Company, in said town of Osceola, Decatur township, Clearfield county, about 2075 feet ing; and the other of which extends from a point on the said last-named track immediately west of the crossing of Moshannon creek to Milier's Coal Mines, in said Decatur township, Clearfield county, about 2354 feet long and also 600 feet of additional Ralirond track extending up Moshannon creek; together with the right of way therefor, and all embankments, cuttings, bridges, and treste-works necessary therefor.

At Dunbar, one siding about 223 feet long.

At Phillipsburg, three sidings, about 1509 feet, total length.

length. REAL ESTATE.

At Tyrone one 160-feet Track Scales, with Office, 12 At Tyrone one 160-feet Track Scales, with Office, 12 feet by 12 feet
At Gardener's Station near Eighth Mile Post, a
Water Station of 86 by 100 feet together with a Water
Station. 14 feet by 14 feet, creeted thereon; with all
water rights and fixtures, lands, and appurtenances
needful therefor.

At Mount Pleasant a Water Station is feet by 18
feet with all the water rights and fixtures, lands and
appurtenances needful therefor.

At Sandy Ridge, a Water Station, 14 feet by 14 feet,
with wood she ds attached, and all water rights fixtures,
lands and appurtenances needful therefor.

One watchouse lot, containing 147 perches, situated
in the town of Oscoola, Decatur township, Clearfield
county
At 21% Mile Post a lot of ground, containing 69
perches, intended for a foreman's dwelling house.

At Phillipsburg, one station lot, containing 48 perches,
with one trame passenger station 59 teet by 20 feet,
built thereon.

At Phillipsburg, one lot or piece of ground, contain-

built thereon.

At Phillipsburg, one lot of place of ground, containing 4 85-100 acres with
One trame Warenouse, 20 feet by 30 feet
One trame Marine House 21 feet by 57 feet.
One iron Turn-table, 59 feet in diameter
And one trame Water Station is feet by 16 feet, built
thereon, with all the water rights and fixtures, lands and
appurtenances needful thereon.

And one frame water Station is feet by 16 feet, built thereon, with all the water rights and fixtures, lands and appurtenances needigal therefor.

AND GENERALLY,

All the lands, railways, rails, bridges, entwerts, trestle works, tool houses, coal houses, whateves, issues, rights of way, workshope muchinery, stations, depois, depois, depois, depois, and the sale of the sale state, said disposements of whatever nature or kind apperturing or belonging to the above mentioned property and to the said section of the said temporal in connection therewith, and all the rights, liberries, privileges, and corporate framehouse of said road and company in connection therewith, and all the rights, liberries, privileges, and corporate framehouse of said road and company in connection therewith, and all the rights, liberries, privileges, and corporate framehouse of said road and company in connection therewith, and all the rights, liberries, privileges, and corporate framehouse of said road and company in connection therewith and house described, with the exposed to said entitle and hone loft, and the following terms and conditions will be observed in the making of the said said the fine of the said; and in cress any of the heiders of any of the bonds of the coupons due and parable upon the said bonds of the Tyrone and Clearfeed Railroad Company, and secured by the mortages executed by the said Company, to the said premises at the said said of that then the said bonds of the said premises at the said said of that then the said holders of the said premises at the said of the then the said holders of the said premises at the said of the then the said banders of the said premises at the said company to the said premises at the said of the first properties of the said bonds or coupons or by recepting upon the said premises at the said of the first properties of the said bonds or coupons to the said before or said parchase money to be said made to the said bonds or coupons to the said before or said parchase of the said premises an Any turther information in respect to the said sale or oremises, may be had on application to the undersigned trustee, at his office, No. 42 S. THIRD Street, in the

frustee, at his office, No. 42 S. Thomas city of Philade phila.

R. FRANKLYN RALEY. Trustee

No. 42 S. THIRD street, Philadelphi

M. THOMAS & SONS, Auctioneers.

Nos. 135 and 141 S. FOURTH Street

Philadelphi

Philadelphi

LEGAL NOTICES.

CITY, TO THE USE OF LANE SCHOFIELD,

VS. STEVENSON M. LEAMING.

C. P., September T., 1885, No. 17.

Claim for paving, etc., \$164 of 2/of S. E. corner of Rundle and Sixteenth streets. Seventh Ward.

PHILADELPHIA. November 15, 1865.

A wilt of scire inclass will be issued upon the above came at the expiration of three months from the date hereof, unless paid with n that time to

W. A. SLIVER.

Attorney for C almant,

No., 207 S. SLXTH Street.

MONUMENTS, TOMBS. GRAVE-STONES, Etc. Just completed, a beautiful variety of ITALIAN MARBLE MONUMENTS, TOMBS, AND GRAVE-STONES.

Will be sold cheap for each. Work sent to any part of the United States, HENRY S. TARR. 1 24wim No. 710 GREEN Street, Philadelphia. RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL-PHILADELPHIA, WILMINGTON, AND BALTIMOHE RAILROAD.

Commencing MONDAY, October 23, 1855. Trains will
leave L-pot corner BROAD Street and WASHINGTON
Avenue, as follows:—
Express Train at 4 to A. M. (Mondays excepted), for
Battimore and Washington, stouping at Wilmington
Per) ville, Havre-de-Grace, Aberdeen, Perryman's, and
Magnolia.

Way Mail Train at 8-15 A. M. (Sundays excepted), for
Baitimore, stopping at all regular stations, connecting
with Deisware Saircoad at Wilmington for Salisbury and
intermediate stations. with Delaware Railons, at the property of the rest of the property of the rest of the property intermediate stations.

Express Train at 115 P. M. (Sundays excepted), for Ba timere and Washington, stopping at Chester Wilmington Etkico, Perryville, and Havre-de Grace.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester Wilmington, Sewark, Fikton, Northesst, Perryville, inavre de-Grace, Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester Wilmington, Newark, Elkton, Northesst, Perryville, and Stemmer's Run, Night Express at 11:15 P. M. for Baltimore and Washington, stopping at Chester Wilmington, Newark, Elkton, Northesst, Perryville, and Bavre de Grace.

Fassengers by Boat from Baltimore for F. Betherss MONROE, NORFOLK, CUTY POINT and RICHMOND will take the 8:15 A. M. Train.

As an additional accommedation for those holding tickets for these points, a Special Car will leave the Philadelphia Depot at 11:45 A. M. connecting at Grav's Ferry with the Morning Express train from New York.

WILMI NGTON ACCOMMODATION TRAINS, Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:15 A. M., 3:30, 5:00, 7:00, and 10:00 P. M. The 3:30 P. M. train connects with Delaware Railroad for Miltord and intermediate stations.

Leave Wilmington at 7:00, 8:15, and 9:30 A. M.; 3:00 and 5:00 P. M.

Trains for New Castle leave Philadelphia at 8:15 A. M., 3:30 and 5:00 P. M.

CRESTER FOR PHILADDLPHIA.

Leaves Chester at 8:61, 8:56, and 10:14 A. M.; 12:36, 3:43, 4:29, 5:34, and 8:38 P. M.

FROM BALTIMORE TO PHILADELPH A.

Leave Baltimore 8:25 A. M., Way Mail: 1:10 P. M., Express; 4:10 P. M., Way Train; 6:35 P. M., Express; 9:25 P. M., Express; 5:30 P. M., Express; 5:30 P. M., Express Train at 4:05 A. M., 150 and 11:50 P. M., 12:25 A. M.

SUNDAY TRAINS.

Express Train at 4:05 A. M., for Baltimore and Washington, stopping at Wilmington Perryville Howards.

SUNDAY TRAINS.

Express Train at 405 A. M. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, and Magnolia.

Night Express at 11:15 P. M. for Haitimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville and Havre de Grace.

Accommodation Train at 19 P. M. for Wilmington and way stations.

way stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 9°25 F. M. stopping at Havre deGrace, Perryville, and Wilmington. Also stops at Elscton and Newark (to take Passengers for Philadelphia,
and leave passengers from Washington or Baltimore),
and Chester to leave passengers from Baltimore or
Washington.

A special train will leave Wilmington. Massingron.
A special train will leave Wilmington for Philadel-phia at 5:30 P. M. phia at 6:30 P. M.
Freight train with passenger car attached will leave
Wilmington for Perryville and intermediate stations at
6:04 P. M.
H. F. KENNEY, Superintendent.

R E A D I N G R A I L R O A D.

GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA. THE SCHUYLKHLL.

SUSQUEHANNA. CUMBERLAND.

AND WYOMING VALLEYS.

AND NORTH, NORTHWEST, AND THE CANADAS.
WINTER A HARMGEMENT OF PASSENGER TRAINS.
Leaving the Company's Depot, at THIRFEENTE
and CALLOWHILL Streets, Philadelphia, at the following hours.—

and CALLOWHILL Streets, Philadelphia, at the following hours.—

MORNING MAIL,

At 8-00 A. M. for Reading, Lebanco, Harisburg, Pottaville, Pinegrove, Tamaqua, Sumbury, Williamsport, Eimina, Rochester, Niagara Falis Buffalo Allentowa, Wilkesbarre, Pittston, York, Carlisle, Chambersburg Hagerstown, etc. etc.

This train connects at READING with the East Pen sylvania Railroad trains for Allencown, etc.; and with the Lebanon Valley train for Harrisburg etc.; PORT CLINTON with Catawissa Railroad trains Williamsport, Lock Haven, Elmia, etc.; at HAR HABBURG with borthern Centra, Cumberland Valley and Schujikili and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pine grove, etc.

umberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 3-39 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Ealiroad train for Columbia, etc., and with Catawissa Ealiroad train for Milton, Williamsport, Elmira, Buffalo, etc.

READING ACCOMMODATION.

Elmira, Buffalo, etc.

READING ACCOMMODATION.

Leaves Reading at 6:30 A. M. stopping at all way stations, arrives in Philadelphia at 9:35 A. M. Returning, leaves Philadelphia at 4:30 P. M. arrives in Ecading at 7:30 P. M.

Trains for Philadelphia leave Harrisburg at 7:25 A. M. and Pottsville at 8:36 A. M. arriving in Philadelphia at 1:20 P. M. Afternoon trains leave Harrisburg at 1:45 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 7:65 P. M.

Harrisburg Accommodation leaves Reading at 7:35 A. M. and Harrisburg at 9:00 P. M.

Market tran. with a Passenger car attached leaves Philadelphia at 12:35 noon for Reading and all way stations: leaves Reading at 1:30 A. M., and Downington at 12:30 P. M. fc. Philadelphia at 12:35 P. M., and Downington at 12:35 P. M. fc. Philadelphia at 3:15 P. M.

CHESTER VALLEY RAYLROAD.

Passengers for Dewningtown and intermediate points telephological M. M. and 30 P. M. and Philadelphia at 3:15 P. M.

Passervers for Dewningtown and intermediate points take the 800 A. M. and 430 P. M. trains from Philadelphia, returning from Downington at 705 A. M. and NEW YORK EXPRESS FOR PITTSBURG AND THE Leaves New York at 9:00 A. M. and 8:00 P. M., passing Leaves New York at 9:00 A. M. and 8:00 P. M. passing Reading at 10 A. M., and 1:48 P. M. connecting at Harrisburg with Fennsylvania and Northern Central Railroan Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Battimore, etc.

He urning, Express Train leaves Harrisburg on arrival of Fennsylvania Express from Pittsburg, at 3 and 9:05 A. M., passing Reading at 4:40 and 19:32 A. M., arriving at New York at 10 A. M. and 2:48 P. M. Sleeping Caraccompanying these trains through tetween 3-cray City and Pittsburg, without charge.

Mail Train for New York leaves Harrisburg at 1:45 P. M. Mail Train for Harrisburg at 2-2 Noon.

SCHUYLKILL VALLEY RAILROAD. Trains leave Possaville at 645 and 1100 A. M., and 745 P. M., seturning from Tamaqua at 735 A. M. and 140 and 115 P. M. CHUYLKILL AND SUSQUEHANNA RAILROAD.

SCHUYLKILL AND SUSQUEHANNA RAHLROAD.
Trains leave Auburn at 135 A.M. for Pinegrove and
Harrisburg, and at 130 P.M. for Pinegrove and Trainout;
returning from Harrisburg at 440 P.M., and from Tremount at 709 A.M. and 600 P.M.
TICKET.

Through first class tickets and emigrant tickets to all
the principal points in the North and West and Canadas.
The following tickets are obtained only at the Office
of h. Brastford, Treasurer, No. 221 S. Fourth street, Philadelphia, or of G.A. Nicolis, General Superintendent

Reading. COMMUTATION TI KETS.

At 25 per cent discount, between any points desired for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points at \$32.50 each for families and firms.

SHASON TICKETS.

For three, six nine or twelve mouths, for holde only, to all points at resucced raises.

CLERENS N.

Residing on the line of the read will be turnished with cards, entailing themselves and vives to tickets at hall-lar.

EXCURSION THE EETS.

From Philadelphila to principal stations, good for Saturday amongs and Monday at reduced tare, to be bud only at the Ticket Office at Thirteenth and Callow-bill streets.

Saturday, Sinday and Monday at reduced fare, to be had only at the Ticket Office at Thirteenth and Callow-hill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

FREIGHT TY -TNS.

Leave Philadelphia daily at 5-20 A. M., 12-55 noon, and 6-90 r. M. for Reading, Leonaron Harrisourg Potaville, Port Clinton, and all points heretad.

Close at the Philadelphia Post Office for all places on the road and its branches at 5-A M. and for all principal Stations only at 2-15-P. M.

PENNSYLVANIA CENTRAL RAILROAD, WINTER ARBANGEMENT.

The trains of the Pushesylvania Central Railroad leave the New Depot, at THIRTIETH and MARKET Streets.

The cars of the Market Street Passenger Hallway run to and from this Depot. They leave From street every two minutes, commencing one home previous to the time of departure of each Train, and allow about 30 minutes for a trip. Their cars are in waiting on the arrival of such Train, and connections are made with all roads crossing Market street.

On Sundays—Cars leave mieventh and Market streets at 6-55 P. M. to connect with Flisburg and Eric Mail, and at 10-25 P. M. with Philadelphia Express.

Namn's Baggage Express is occased at 5-31 S. Eleventh street. Parties desiring Baggage taken to the trains can have it done at reasonable rate upon application to him. TRAINS LEAVE AND ARRIVE AT DEPOT, THUS:—

Eric Express.

At 7-30 A. M. Mail Train.

Eric Express at 730 A. M.
Mail Train 800 "
Paol Accommodation, No 1 1000 "
Fast Line. 1200 M.
Farkesburg 100 M.
Harrisburg Accommodation 2-20 "
Lancaster Accommodation 400 "
Paol Train. No 2 "
Philadeiphia Express Alrive. at 130 A.M.
Cincinnati Express Alrive. Cincionati Express. at 1:30 A M. 7:10 8:20 9:30 11:20 Philadelphia Express.
Paoil Accommodation, No. I...
Parkesburg Train.
Lancaster Train. Eric Express. 11 28 P. M.

Fast Line. 12 10 P. M.

Fast Line. 12 10 P. M.

Fast Line. 12 10 P. M.

Paoli Accommodation, No. 2. 440 P.

Day 1 kpress. 846 P.

Harrisburg Accommodation. 846 P.

Fallaceiphia Express leaves daily Pittaburg and Eric Mail leaves daily (except Saturday). All other trains daily (except Sunday). The Pennsylvania Raliroad Company will not assume any risk for Baggage, except for Wearing Apparei, and timit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

contract.
For further information, as to time and connections, see hills and framed cards, or apply to
THOMAS H. PARKE, Ticket Agent at the Depot.
An Emigrant Train rans daily (except Sunday). For fall information as to lare and accommodation, apply to
FRANCIS FUNK No. 137 Dock Street

RAILROAD LINES.

Company's lines
FROM PHILADELPHIA TO NEW YORK
and way places, from Walnut street whar, will les
follows viz.:At 5 A. M., via Camden and Amboy Accommoda-At 8 A. M., via Camden and Jersey City Express. 208
At 8 A. M. via Camden and Jersey City Express. 208
At 8 P. M. via Camden and Amboy Express. 228
At 12 M. (noon) and 8 P. M., via Camden and Amboy Accommodation (Freight and Passenger). 228
At 6 and 11 30 P. M. via Camden and Amboy Accommodation (Freight and Fassenger), 1st class licket. li gton Beveriy etc Lines Fronton, for Bristot, Bur-Lines From Kensington Depot Will Leave At 11-15 A. M., 4-30 and 6-45 P. M., via Kensington and Jersey City Express At 12 P. M. (Night) via Kensington and Jersey City The 645 P. M. Line will run daily. All others Sundays excepted.
At 7.56 and H'15 A. M., 3, 3:30, 4:30, 5 and 6:45 P. M., and
12 Midnight. for Bristel Trepton, etc.
At 7.A. M., 10:50, 3, 5, and 5 P. M. for Cornwells, Torrisdale, He'mesburg, Theony Wissinoming, Bridesburg,
and Frankford, and at 8 P. M. for Holmesburg and
intermediate Stations.

FOR NEW YORK. THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad

BELVIDERE DELAWARE RAILROAD.

For the Delaware River Valley, Northern Pennsylvania, and New York Staie, and the Great Lakes.

Two through trains daily (Sundays excepted) from Rensington Bepot as follows:

At 730 A.M. and 330 P.M. for Nisgara Falls, Buffale, Dunkirk, Canandagus, Elmira, Ithaca, Owege, Bechester, Binghamton, Gewege, Syracuse, Great Bend, Montrose Wilkesbarre, Scranton, Stroudsburg, Water Gap, Be videre, Easton Lambertville, Fiemington, etc. The 330 P.M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate Stations.

For New York, and Way Lines leaving Rensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The cars run into the Depot, and on arrival of each Train, run from the Depot.

Fifty Pounds of Bagrage only allowed each Passenger. Passengers are prohibited from taking anything as Daggage but their wearing apparel. All bagrage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.

Graham's Bagrage Express will call for and deliver special contract.
Graham's Buggage Express will call for and deliver baggage at the Depots. Orders to be left at 3 Wainut st; LINES FROM NEW YORK FOR PHILADELPHIA. LINES FROM NEW YORK FOR PHILADELPHIA,
Will leave from foot of Cortland street
At 12 M. and 4 P. M., via Jersey City and Camden.
At 7:10 and 11h A. M., 6 P. M. and 12 Night, via Jersey
City and Kensington.
From foot of Barclay street at 6 A. M. and 2 P. M., via.
Amboy and Camden.
From Fler No. 1 North river, at 12 M. 3 and 7 P. M.
(Freight and Passenger), via Amboy and Camden.
WILLIAM H. GATZMER, Agent.
January 1, 1866.

January 1, 1866. January 1, 1866.

NORTH PENNSYLVANIA RAILROAD.—
Depot, THIRD Street above Thompson.
For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKES BARRE.
At 7:30 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkes-barre. Mauch Chunk, Hazleton, Williamsport, and Wilkenbarre.
At 3:30 P. M. (Express). for Bethlehem, Easton, etc., reaching Easton at 6:45 P. M., At 5:15 P. M., for Bethlehem, Allentown, Mauch Chunk, Danville, and Williamsport.
For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.
For Fort Washington at 10 A. M. and II P. M.
For Lansdale at 6:15 P. M.
White cars of the Second and Third Streets Line City Passenger Cars ran direct to the depot.
TRAINS FOR PHILADELPHIA,
Leave Bethlehem at 6:25 A. M. and 16:02 A. M., and 6:15 P. M.
Leave Doylestown at 6:30 A. M., 3:15 and 5:30 P. M.

Leave Bethielem at 9.20 A. M., 3°15 and 5°30 P. M.
Leave Doylestown at 6.20 A. M., 3°15 and 5°30 P. M.
Leave Lansdale at 6°10 A. M.
Leave Lansdale at 6°10 A. M.
Leave Fort Vashington at 18°50 A. M., and 2°15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Deylestown for Philadelphia at 7°20 A. M.
Bethlehem for Philadelphia at 4 P. M.
Through Tickets must be procured at the ticket offices.
THIRD Street, or BERKS Street.

#5

THIRD Street, or BERKS Street.

RELLIS CLARK. Agent

AND

AND

AND

THE CAMIJEN AND AMBOY RAILROAD AND

TRANSPORTATION COMPANY FREIGHT LINES

for New York will leave WALNUT Street Wharf at 5

o'clock P. M., daily (Sundays excepted).

Freight must be delivered before 45 P. M., to be forwarded the same day. Returning, the above lines will leave New York at Iz noon, and 4 and 8 P. M.

Freight for Trenten. Princeton, Kingston. New Brunswick, and all points on the Camden and Amboy Railroad; also. on the Belvidere, Delaware, and Flemington; the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Helly Railroads, received and forwarded up to 1 P. M.

The Belvidere Belaware Bailroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on it e Delaware. Lackuwanna, and Western Railroad, forwarding to Syracuse, Buffalo, and other points in western New York.

The New Jersey Centra Railroad, and at Newark with the Morris and Essex Bailroad.

A slip memorandum, specifying the marks and numthe New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad. A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sont with easy load of goods or no recent will be siven. Increased facilities have been made for the transportation of Live Stock. Drovers are invited to try the route When stock is furnished in quantities of two car-loads or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, or at Fier No. 1 North river, as the shippers may designate at the time of shipment. For terms, or other information, notely to WALTER FREE MAN. Freight Agent, 11.1 No. 236N. DELAWARE Avenue Philadelphia.

D HILADELPHIA, GERMANTOWN, AND NORMISTOWN RAILROAD.
On and after WEDNESDAY, November 1st, 1865, until

On and atter WEDNESDAY, November 1st, 1885, until Eurher Notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 40, 11, 12 A. M., 1, 2, 3*10, 38*, 4, 5, 58*, 6, 7, 8, 9, 40, 11, 2*P M.
Leave Germantown 6, 7, 75*, 8, 8 29, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 45, 6, 6, 7, 8, 9, 10, 11 P. M.

The 8 28 down train, and 3% and 5% up trains will not stop on the Germantown Branch.

Leave Philadelphia 9:10 A. M., 2, 7, 10M P. M.
Leave Germantown 8 A. M., 1, 6, 93 P. M.

CHENNUT HILL RAILBOAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, 3% 5%, 7, 9, and 11 P. M.

Leave (hesnut Hill, 7:10, minutes 2, 2008, 13, 45.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, 3% 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill 7:10 minutes, 8, 9:40, H:40 A. M., 40, 3:40, 5:40, 8:40, and 10:40 minutes P. M.

CN SUNDAYS.

Leave Philadelphia 9:10 minutes A. M., 2 and 7 P. M.

Leave Chesnut Hill 7:40 minutes A. M., 12:40, 5:40, and 9:23 minutes P. M.

F. R CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8:25 minutes, 11:05 A. M., 1%, 3, 4%, 6, 8:05 minutes, and 11% P. M.

Leave Norristown 5%, 7, 7:50, 9, 1; A. M., 1%, 4%, 6, and 8 P. M.

8 P. M.
The 5% P. M. train will stop at School Lane Wisahicken, Manayunk, Spring Mil, and Conshohocken only.
Leave Philadelphia 9 A. M., 2%; and 7 P. M.
Leave Nerristown 7 A. M., and 5 P. M.
FOR MANAYUNK
Leave Philadelphia 5, 825 minutes, 11:05 A. M., 1%, 3,
45; 53; 65, 805, and 115 P. M.
Leave Manayunk 63, 75; 820, 98, 115; A. M., 2, 5, 6%,
83 P. M.
ON SUNDAYS.

Leave Philadelphia 9 A. M., 2%, and 7 P. M., Leave Manayunk 7M. A. M. 5M, and 8 P. M., W. S. WIL-ON, General Superintendent, Depot NINTH and GREEN Streets

W EST JERSEY RAILROAD LINES,—
Daly, except sundays
From foot of MABKET Street (Upper Ferry),
Daly, except sundays
FALL AND WINTER ARRANGEMENT,
Commencing WEDNESDAY, November 15, 1865.
For Bridgeton, Salem, and all Stations on West Jersey
and Salem Ballroads, at 9A. M. and 3:39 P. M.
Fo. Millville and all intermediate Stations, at 9A. M.
and 31. M. nd 3 1. M. For Cape May and intermediate Stations at 9 A. M. to For Cape May and intermediate Stations at 9 A. M. to Miliville, connecting with Freight Train Passenger Car ittashed for Cape May, due 345 P. M., and 3 P. M.; hrough Passenger one 8 P. M. For Glassboro and intermediate Stations, at 9 A. M., 1d 3 20 P. M. For Glassboro and intermediate Stations, at 9 A. M., 2, 250 and 30 P. M.

For Woodbury, Gloucester, cic., at 9 A. M., 2, 250 and 530 P. M.

Freight train will leave Philadelphis, from Sandford's wharf, at 10 A. M., and Camden at 12 M.

J. VAN RENSELLAER, Superintendent,

THE WEST JERSEY EXPRESS COMPANY
will attend to all the usual branches of express business, receive, Coliver, and forward through other responsible Express Companies, to all parts of the country, any article infrusted to them.

A Special Messenger accompanies each through train.

Office. No 5 Wainut street.

A Special Messenger accompanies each through train.

A Special Messenger accompanies each through train.

Office No 5 Wanut street

1865 — PHILADELPHIA AND ERIE RAILEOAD.

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