The Patent Office.

We copy from the Seventific American the folowing interesting account of the Patent Office: The Patent Office is the noblest building, architecturally speaking, in Washington. It was originally founded exclusively for a Patent Office, but, upon the creation of the Department of the Interior, its offices were located in the Pateni Office building, and the affairs of that office were subordinate to the Interior Depart-

The Scientific American earnestly protested ainst this arrangement, and the wisdom of this frotest is now made as clear as a sunbeam to all who have taken note of the wonderful progress which has marked the history of myen-

on during the past ten years.

The Patent Office is now daished according the original plans. Over four hundred thouand dollars of the patent fund have been absorbed in its construction, while the office itself has paid all its legitimate expenses out of its receipts. If the business of the office continues at the same ratio of increase as in the past five years, every available foot of this immense structure will be required for its purpose; and it is to be hoped, in view of this patent fact, that before the close of the next Congress a bill will be passed to establish the Patent Office on an ependent basis, and that a proper building for Interior Department will be authorized. rifty thousand patents have already been tranted, to say nothing of the large number of rejected cases. Models are now rapidly accumulating, and, much sooner than many suppose, the cases now fitted for their reception will be

filled. Either the exaction of models must be dispensed with, or more room will have to be appropriated for their proper use.

Considerable surprise has been expressed that the President should have so long neglected to ppoint a suitable person to fill the vacancy in he Board of Appeals, considering the great ecumulation of cases before that floard.

Mr. Theaker, formerly a member of the Board, a now Commissioner of Patents. Mr. Coomba resigned some months ago, and has resumed the practice of law in Wasnington; Mr. Hodges, of he old Board, alone remained. Judge Foote, a the old Board, alone remained. Judge Foote, a most excellent and competent man, has just intered upon the duties of the Board, and will lo good service. Four chief examiners in the Patent Office, Dr. Page, Mr. Blanchard, Mr. Peale, and Dr. Doane, were applicants for this position, and were each strongly recommended by their triends, but I understand that the President has at last found the right man for the right place in the person of Mr. Fessenden, of Maine, brother of Senator Fessenden, to fill the vacancy.

Respecting the new incumbent, I have been mable to learn anything definite as to his quali-cations. He belongs to a family distinguished or ability and practical good sense. The Board has plenty of legal ability, and it is to be hoped that Mr. Fessenden will bring to its aid the nind of a well-instructed and experienced me-hanic.

THE NEW COMMISSIONER.

horough knowledge of his dunes. He well ge-erves the confidence and cheerful support of he whole clerical force of the office. Commissioner [Theaker possesses a full and whole clerical force of the office. who has ever filled that important chair brings its duties a higher purpose to discharge his rust more lathfully and earnestly; and now hat the vacancy in the Board of Appeals is illed. I trust that he will reclassify the whole usiness of the office, so that the labors may be nore equitably distributed.

me of the examiners are overworked for want of proper assistants, while others have not lough to do; hence, while in some classes the ork is well up, in others there is an unusual commulation of cases. If there are any drones the hive they ought to be expelled, and it ould be an act of well-merited justice to pro-ote some of the assistant examiners who have long and faithfully discharged the duties of

rincipals,
I trust that the Commissioner will resolutely se his influence to promote these much needed eforms and changes. The duties of chief clerk re now ably performed by Thomas Harland, Esq., of Norwich, Conu. The business of the office was never so large

s now. During the month of October six hun-red and twenty-eight patents were issued, and pward of five hundred will propably issue during the month of November. I think the re-ords will show that fully one third of the whole vere clients of the Scientific American Patent Agency, the balance being divided between hunlocal agencies in the various cities of he Union.

## Casting Out Devils in India.

The Carnatic (India) Telegraph says:-Casting out devils in India is extensively practised by the hatives; but there is as much hilliculty to get at the truth as it is to get the piritualists, the Davenports, to declare them elves consummate cheats. We were present tew weeks ago at an exercise of exorcism. e possessed was a young woman of out sixteen, hale and hearty in appearance, d withal "very good fooking," as is e sexpression applied to native women. was much excited as she accompanied, or ather preceded, her exorcist, and broke out sceasionally into singing and dancing with an nergy and manner which showed that she had no self-control. The party which went with aer stopped at a tree on the way, when the express desired her to halt. His command instantly brought her prostrate before him, and he rolled on the ground in violent contortions. But it was objected by her father to ux the deon to that tree; and accordingly the exorcist deressed his patient in a tone of sternness to se and go on further. She did so, and with a ning dance to the sound of the tomtom and he Pujari's hand-drum, she rushed along seemunconscious of all around her. They halted then under a palmira tree, in a desert blace, near the toot of a hillock, where the poor cirl was desired, to the music of the priest's hand drum, to balance herself gracefully, and approach the tree. She did so, and then em-araced it with a tremor, the effect of compul-ion rather than free will. The exorcist went rough a few strophes of incantatory singing; en taking a few locks of her hair, and knot-ig them together, he fastened the bunch to e tree by a nail, and then seizing a live cock one hand over her head, with the other he cut throat, and shed its blood freely over the oping, stumbling girl. He then cut off r hair, and thus freed her from her fastening the tree. The blood-stained bunch of hair thus ft behind, it is said, detains the devil also, and at he or a legion thus exorcised will haunt that ee till he or they shall choose to take posseson of some other unfortunate. The zirl eemed now weak and exhausted, and could ardly walk forward with a steady pace. She as held by one of the male assistants of the riest, and conducted to a tank where she was athed, somewhat like our Baptist sisters, in her othes, and came out of her own accord, hardly et in her right mind. But the scene was not ver. The Pujara broke a cocoanut, and after lacing it over the smoke of incense for a little hile, he litted the smoking censer to her with usual incantatory music and singing. She gain gradually lost her consciousness, and vayed to and fro with wild dishevelled locks. r exorcist demanded of her to tell her demon-l name. She sharply turned upon him, and ith a scream uttered her name. He then in-dired how many devils had possessed her, to hich she replied five. Have they all taken their eparture, he asked. Yes, was the reply, and amediately after she ran along dancing francally, while the party ran after her to her buse, where, after other devilish ceremonies, he recovered consciousness, and the following was married. We ought to have remarked hat the demoniacal possession took place on the rst day of her nuptial rites. She is now right ain, and lives happily enough with her young

-The easiest and best way to expand the hest is to have a good heart in it. -The favorite Rogers statuettes are to be erpetuated by being cast in bronze by Tiffany Co.

-Camille Doncet is writing a comedy. Les mpatients, the people who cannot want in love, r in business, or in fame.

A Visit to Giants.

In the London Orchestra we find this account of a visit to the giants Chang and Anak, who are exhibiting themselves in Birmingham. The writer went through the process of

The process of chin-chinning is easily performed. You shake hands with yourself at the level of your own nose, and then work an imaginary pump, uttering the words "Chin, chin,' biandly. After that you look happy. Chang is a mountainous poet with a good face. I could happy the state of the could be a could be considered. a mountainous poet with a good face. I could fancy him a sort of celestial Tennyson, who would write 'The Idyls of the Emperor' if he liked. He is very fond of shaking hands with his audience, who don't like it, but are atraid he will hit them if they object; and a blow from Chang's fist would be equivalent to concussion with a steam-engine. Mrs. Chang is a nice lady, with homeopathic feet. I wanted to know how she kissed her husband, and Chang informed me it was his practice to sit down on the hearth-rug and let his wife stand on a chair, by which proand let his wife stand on a chair, by which pro-cess the marital embrace was performed. She only kisses him once a week—on Sunday morning—owing to the difficulties in the way. On week days they merely chin-chin each other, Chung, the dwarf, aithough a small man, is a great card. He is irightfully muscular, and chops at imaginary enemies, after first writing his chop' on the wall. He is first-chop in most things—especially fighting. I should not like to meet him in battle, as he might hurt one's sains before being discovered.

"After entertaining myself with Chang and his friends, I went to see Anak, then exhibiting

under the tutelage of Professor Anderson. He also is a big man, though not so well made as Chang, and, I fancy, padded. He was dressed in a curious ancient garment of necromantic shape, so that Anak, when dressed, may be said to be an Ansk-ronism. He talks French, and is much pestered by middle-aged ladies who have een to Paris, and wish to prove it. It is always middle-aged and old ladies who make themselves ridiculous, and 1 often wonder whether the dear girls of the present time will turn silly when they get old. There were so many elderly fadies talking bad French to Anak, and calling him 'Mossyeu,' that I felt disgusted and left, first recommending Professor Anderson to send little Tom Dot home to bed, for he is a stunted baby who is fast killing himself by late hours and precocity. I hate phenomena—especially under six years of age; and Tom Dot has nothing in him but extreme smallness and cheekingss."

NOTE BY A NON-NATURALIST ON GAME, -Fine feathers do not make fine birds. The plumage of the partridge is particularly plain; and give ne the bird without the teathers!

DUTIES ON RIDING-HORSES.-The first duty when you are on a riding-hor-e is to look as if you liked it. The second is to sit with your knees in and heels well down, and to hold on tight by anything that presents itsell,

-A dog lying on the hearth-rug with his nose to his tail is the emblem of economy. He makes

AUCTION SALES.

Under and by virtue of the power vested in me by an Indensure of Mortgage upon the property bereinafter described executed by the Tyrone and Clearfield Rall-vided, I will upon MO. DAY, the 12th day of February, A. D. 1865, at 12 o'clock M. at the Phinadelphia Exchange, in the city of Philadelphia, by the hands of M. 'homas mad Sons. Auctioneers, a dupon the terms and conditions hereinaster stated, expose to unbite sare by vendue or outery, and will there sell to the highest and best hidder for the same the property conveyed to me in Mortgage as micresaid and next mentioned, viz :—

The whole of that section of the Tyrone and Clearfield Railroad, from the point of intersection with the Pennsylvania Railroad, a or near a vrone Station. In Bishir country to the point of connection with the gradedline of the said lyrone and Clearfield Hailroad known and designated as "the Intersection" being about three miles and one quarter from the Pennsylvania Railroad at lyrone Station as the same is now constructed to sether with all and singular the rail ways rails bridges, fences privileges, fights and all real property of every description acquired by and be onguing to said commany, adjacent to or connected with or on the one of said section of three and one quarter miles of road, and all the tolls income, issues, and profits to be derived, and to arise from the same and all the lands used and occupied (or failways, depose or stations between said points on said section of three and one-quarter miles with all buildings standing thereon or procursed therefor.

A more specific and detailed stalement of the items of property metaled and referred to in the loregoing description may be given as ollows:—

A more specific and detailed statement of the items of property included and referred to hit the foregoing description may be given as ollows:

R. I.ROAD.

Al that section of the said avone and Clearfield Railroad as now located and built, beginning at the point of intersection of the said avone and Clearfield Railroad with the Pennsylvania Railroad at or near Tyrone station. Blair county, Pennsylvania, thence extending northwardy to the point of connection with the graced line of the said Tyrone and Clearfield Railroad known and designated as "The Intersection," being about three and one quarter miles from the Pennsylvania Railroad at avone Station and there terminating; said section of said road between the points aftersaid being about three and one-quarter miles in length. Together with the right of way for the same with such additional widths as are required by the slopes of excavations and cubankments.

Connected with said section or said road, and be onging to said Company between said points and the right of way for the same of the number and length following viz.:-

ing viz.;—
At Tyrone, one siding, about 516 feet long.
At Tyrone Abgine House one siding about 1284 feet

lons.
At Baid Eagle Valley Railroad intersection, two sidings about 1071 reet total length.
AND, ALSO.
At Tyrone, one 100-feet 'rack Scales, with office 12 feet by 12 teet.

AND GENERALLY.

At Tyrone, one 100-feet 'rack Scales, with office 12 feet by 12 teet.

AND GENERALLY.

All the lands ratiways, rails bridges, calverts, trestiewors, tool-houses, ccal-houses, wharves fences, rights-ol-way, workshops machiner; stations, depots, depot-grounds works, masonry and other superstructure, real estate, buildings, and improvements of whatever nature or kind appertaining or belonging to the abovement-loned property, and to the said section of said Tyrone and Clear field Rai road, and owned by said company in connection therewith.

The said Railroad Sidings, Real Estate and Premises, mentioned in the said morigage, and above described, will be exposed to saile entire and in one sot, and the following terms and conditions will be observed in the making of the said sale:—

The purchaser will be required to pay 85000 of the purchaser will be required to pay 85000 of the purchaser money in each at the time of the said and so the coupons due and payable upon the said Company and secured by the nation of the coupons due and payable upon the said Company to the said John Lakar Thomson, Trustee as accreaid, shall become purchaser by thermselves or with others to the said purchase and the said sale. that then the said holders of the said bones of coupons may for the residue of the said purchase money make payment within twenty days after said sale, either in whole or in part, by transferring and delivering to the said bones or coupons. Thomson, Trustee as accreaid, shall become purchase on the said purchase money to be estimated for the purpose of such payment at the rate of the said bones or coupons may be respectively entitled to receive according to the terms of said morigage, for which the said bonds or coupons may be respectively entitled to receive according to the terms of said morigage, for which the said bonds or coupons may be respectively entitled to receive according to the terms of said morigage, for which the said purchase money the said point of said purchase move the said bonds or coupons may be res

AUCTION SALES.

AUCTION SALES.

No. 17 I. C. E. —

Noter and by virtue of the power vested in me by an indeasture of Morigane upon the property hereinaster described, executed by the Tyrone and Clearfield Railrond 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 county of Blair on the lith day of May. A. D. 1850, in Mortgage Book "A." pages 500-4-5-5-7 and 8, and in the office for Recording Deeds, etc., in and for the county of Cantre, on the 12th day of May. A. D 1850, in Mortgage Book "E." page 170, etc., to secure the payment of bonds of said Company to the amount of two hundred and twenty-five thousand dollars in the same has been demanded, in the payment of the interest due on more than flity thousand dollars in amount of the bonds secured by said mortgage, and having been requested in writing by the holders of more than flity thousand dollars in amount of the said honds the payment of the Ricepst on which has been so demanded from said 'ompany, and been so refused by them, to sell at public accition, upon the notice and terms in the said mortgage mentioned, the premises therein referred to, and to find by such said the dates imposed in accordance therewith. and to discharge my duty as trustee in respect to the premises, it, Josi's EDGAR THOMSON Trustee, as a oversiad, and Marigages in truster the holders of the bonds secured by said mortgage. DO it BEBY GIVE NOTICE, that in pursuance or the power aforesaid vested in me for that purpose by the said indicature of mortgage, and in exercise of the discretio, thereby conferred, and in obsolence to the said mortgage. DO it be a said wested in me for that purpose by the said indicature of mortgage, and in exercise of the discretio, thereby conferred, and in obsolence to the said requisition of the holders of the bonds to the amountatoresaid, and said Mortgage provided, i will, upon Monday, the 12th day of February, A. D. 1886, at 12 chock M., at the Philadelphia Exchange, in the city of Philade The whole of that section of said Tyrone and Clear-field Bailroad from the point of intersection with the Tyrone and Lock Haven Bailroad, near Tyrone. Bair county, Fennsylvania, to Philipsburg, Centre county, Fennsylvania as the same is now constructed, together with all and singular, the railways, rails, bridges, fences privileges, rights and all real proporty of every description, acquired by and belonging to said Company, and all the tolls, income, hauses, 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 procurse therefor.

stations between said points, with all buildings standing thereon or procures therefor.

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

RALIROAD.

All that section of the said Tyrone and Clearfield Ralifoad as now located and built, beginning at the point of intersection of the said Tyrone and Clearfield Ralifoad as now located and built, beginning at the point of intersection of the said Tyrone and Clearfield Ralifoad with Bato Fagic Valley Ralifoad, formerly the Tyrone and Location of the Said Tyrone and Clearfield Ralifoad with Bato Fagic Valley Ralifoad, formerly the Tyrone and Clearfield Ralifoad with Bato Fagic Valley Ralifoad, formerly the Tyrone and Clearfield Ralifoad with Bato Fagic Valley Ralifoad, formerly the Tyrone and Clearfield Ralifoad with Bato Fagic Valley Ralifoad, formerly the former Ralifoad, between the points aforesaid being about twenty miles in length. Together with the right of way for the same, with such additional whiths as are required by the slopes of excavations and embankments.

SIDINGS

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

At Mount Pleasant one siding about 200 feet long.

At Mount Pleasant one siding about 200 feet long.
At 11% mile Post one quarry siding about 383 see: long.
At Submit, 12th Mile Post a second track siding about 1350 feet long. At Summit, one Y and level siding, and one level sid-At Summit, one y and level siding, and one iver siding north or Summit, with the right of way for all beyond the limits of the right of way for the track last mentioned. The total length of said Y and sluings being about 1400 feet.

At Sandy Ridge, a siding about 1268 feet long.

At Powelton, a Y about 1268 feet long, and two sldings about 3784 feet, total length with the right of way for the same.

about 2784 feet, total length, with the right of way for the same.

At Oscola Station, a siding about 744 feet long, together with two lines of track, one of which extends from the man track of the said Tyrone and Clearfield Bailroad, to a warehouse lot owned by the said Tyrone and learfield Bailroad Company, in said town of oscola Decaur township, Clearfield county about 2875 feet lone; and the other of witch extends from a point on the said last-named track immediately west of the crossing of Moshamon creek to Mitter's Coni Mines, in said Decaur township, Clear field county, about 2304 feet long, and also 300 feet additions Bailroad track extending up Moshamon creek together with the right of way therefor, and all embankments, cuitings, bridges and treate-works necessary here 65.

here/o:
At Dunbar, one siding about 370 feet long.
At Steiner's, one siding about 223 feet long.
At Phillipsburg, three sidings about 1500 feet total

At Frinipscarg, three status about 1999 feet total length.

At Gardener's Station, near Eighth Mile Post, a Water Station, 104 66 by 199 feet, with all water rights and fixtures, lands, and appurtenances needini therefor.

At Mount Pleasant a Water Station, 16 feet by 16 feet, with a 1 the water rights and fixtures, lands, and appurtenances needini 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 Oscoola, flecatur township, Clearlie decounty. county.
At 21% Mile Post a lot of ground containing 69 perches, intended for a foreman's dweiling house.
At Pull losburg, one station lot, containing 48 perches with one frame baseoger station, 50 uset by 20 uset, and one temporary frame warehouse, 50 uset by 20 uset, built thereon.

thereon.

At Phillipsburg, one lot or piece of ground, containing 45-169 acres with One frame Warchouse, 50 feet by 30 feet.

One frame Warchouse, 50 feet by 30 feet.
One frame Warchouse, 50 feet by 57 feet.
One frame Warchouse, 50 feet by 57 feet.
One frame Water Station, 16 feet by 16 feet, built thereon, with all the water rights and fixures, lands and appurtenances, needed therefor.

AND GENERALLY.
All the lands, railways, rails, bridges, culverts, trestle-works, tool-houses, com-houses wharves, fenced, rights of was, workshops, machinery, statung, depois, depot-grounds, works, masonry, and other superstructure rest exists outlaings, and improvements of whatever stature or kind, appertaining or belonging to the above-mentioned property, and to the said section of said tyrone and tien fled Baircad, and owned by said Cempany in connection therewith.

Company in connection therewith.

TELMS OF SALE

The said salroad Sidings Real Estate and premises, mentioned in the said mortgage, and above described, will be exposed to sale entire and in one of any the following terms and conditions will be observed it the mentioned in the said mortgage, and shove described, will be exposed to sale intitre and in one of any the robowing terms and conditions will be observed in the making of the said sale:

The purchase money is cash at the time or the sale and in case any of the holders of any of the bonds or the coupons due and payable upon the sale holders of the Tyrone and clearliefa Rancoad, our pany, and secured by the mortgage executed by he said Company to the said bonds of the Tyrone and clearliefa Rancoad, our pany, and secured by the mortgage executed by he said Company to the said placement by themse vest or with others of 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 purchase money make payment within twenty days after said sale, either in whole or in part by transacring and delivering to the said John Edgar Thomson, Trustee as aforesaid, the said bonds or coupons, or by receipting upon the same for the amount that may be so hid by him or them in whole or in part of the said balance of the said purchase money, to be calimated for the purpose of such payment at the rate or value of the dividend or share of the said bonds or coupons may be respectively entitled to receive according to the terms of said mortgage, for which share or dividend the said being or coupons shall be paid being a receipt upon the said bonds or coupons shall be decemed and taken to be a discharge and acquittance; and the balance of the said purchase money, it any shall be paid by the said purchase inoney it any shall be paid by the said purchase money. It any shall be paid by the said purchase money it any shall be paid by the said purchase money it any shall be paid by the said purchase money it any shall be paid by the said purchase money it any shall be paid by the said purchase money it any shall be paid by the said purchase money it any shall be paid by the said purchase money it any shall be paid by the said purchase money it any shall be paid to the said trustee,

WALL PAPERS.

NEW FALL STYLES

PHILADELPHIA

WALL PAPERS.

HOWELL & BOURKE,

N. E. COR. FOURTH AND MARKET STS.,

MANUFACTURERS OF

PAPER HANGINGS

(11 14 tuth AND

WINDOW SHADES THE STAMP AGENCY, NO. 304 CHESNUT AS BEEL OFFICE.
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 Merriage upon the property heremeterescribed, executed by the Tyrone and Clearfield Raffroad Company to me as Trustee, dated the 1st day of Fobruary. A. D. 1801. and recorded in the office for Recording Deeds, etc., ar and nor the county of Blair, on the 4th day of February. A. D. 1801. and recorded in the office for Recording Deeds, etc., in and for the county of Centre, on the 28th day of February. A. D. 1801, in Mortgage Book R. page 406, etc., to secure the payment of Bonds of Said Company to the amount of 6 by thousand dollars, and default having been made for more than linety days after the same has been demanded. In the nayment of the interest one on more than twenty thousand dollars in smount of the said bond the payment of the interest one on more than twenty thousand dollars in amount of the said bond the payment of the interest one on more than twenty thousand dollars in amount of the said bond the payment of the interest on which has seen so demanded from said Company, and been so refused by them to said a public auction upon the notice and farms in the said mortgage mentioned, the premises therein covered to, and to suntil by such as a the duttes imposed in accordance therewith, and to discharge my duit as Trustee in respect to the premises. I. R. FRANKLIA RALET. Frustee as aftereald, and mortgages in truste in respect to the premises. I. R. FRANKLIA RALET. Frustee as aftereald, and mortgages in trustee the rewith, and to discharge my duit as Trustee in respect to the premises. I. R. FRANKLIA RALET. Frustee as aftereald, and mortgage in trustee of the bower attready concerned and in obedience to the said requisition of the does of the bonds secured by said mortgage. And in exercise of the discretion thereby concerned, and in obedience to the said requisition of the hoders of the bonds to the amount afterested thereby concerned and in obedience to the said requisition of the hoders of the bonds to the amount afterested the terms and c T I C E

vered to the in mertgage as aforesid and next mentioned, viz.:—
The whole of that section of the Tyrone and Clearfield Hallroad from Tyrone Station, Blair county, rean sylvania, to Philipsburg, in Centre county, Pennsylvania, as the same is now constructed, logother with all and singular, the railways, rails, cross-sies, chairs, spikes, iron, timber, bridges, fences, together with all real property or every description acquired by and belonging to said company, appurenant to said road, and all the rights, liberties, privileges, and corporate franchies of said road and company, and all the folls, income, issues, and profits to be derived and to arise from the same and all the lands used and complet for railways depote or stations between said points.

to is, become, issues. and profits to be derived and to arise from the same and at 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 helided and referred to in the foregoing description, may be given as follows:

All that section of the railroad of the said The Tyrone and cleanfield Eallroad at Tyrone Station in Sayder township. Ballr county; thence crossing the Little Juniats river, and running successively through Tyrone borough and Sayder township in Ballr county, and Tryone borough and Sayder township in Ballr county, and Tryone of township in tentre county, to the summit of the Allegheny mountains, and thence through Rush township. Centre county, to and through the borough of Fhilipsburg in Rush township aforesaid, and there terminating, being about twenty-three and a hall miles in length, together with the right of way for the same, with such additional widths as are required by the stopes of excavations and embankinents.

Sidney.

Connected with said section of sain Road and belonging to and company, between said points, and the right of way for the same, of the number and length following, viz.:—

At Tyrone one siding about 26 feet long.

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

At Haid Eagle Valley Railroad Intersection, two sid-ings about 1071 feet, total length. At Mount Pleasant, one siding about 200 feet long. At 11% Mile Post, one quarry siding about 381 feet At 11% Mile Post, one quarry stone about long.

At Summit, 13th Mile Post, a second track siding about 1836 feet long.

At Summit, one Y and level siding, and one level siding north of Summit, with the right o way for all beyond the invite of the right o way for the track last mentioned. The otal ength of said Y and sidings being about 1966 feet.

At Sandy Edge a siding about 1238 feet long.

At Powelton a Y about 1268 feet long, and two sidings about 1754 feet total length, with the right of way for the same.

At Powerlon & Labour Free test form, and two statings about 73st sect total length, with the right of way for the same.

At Oscoola Station, a siding about 74s feet long, together with two lines of track, one of which extends from the main took of the said Tyrone and Clearfield Railroad Cos warehouse to owned by the said Tyrone and Clearfield Railroad Cos pany, in said town of Oscoola, Decatur township, thearfield county, about 2775 feet ang; and the other of which extends from a point on the said lass-named track immediately west or the crossing of Moshannon creek to Milier's Coal Mines, in said Lecatur township, Clearfield county about 2354 feet long and a sould feet of inditional Railroad track extending up a oshannon creek; together with the right of way therefor, and an embankments, outlings, bridges, and treat-e-works necessary therefor.

At Stefner's one siding about 228 feet long.

At Stefner's one siding about 228 feet long.

At Phillipsburg, three sidings, about 1500 feet, total length.

At Tyrone, one 100-feet Track Scales, with Office, 12

t by 12 sect to Gardener's Station near Eighth Mile Post, a Water Station Bol. 66 by 100 feet together with a Water Station 4 fee by 15 feet erected thereon; will all water rights and fixtures, lands, and appurtenances needful therefor. At A ount Figurant a Water Station 1s feet by 16 feet with all the water rights and fixtures, lands and appartenances need ut therefor A. randy Ridge, a Water Staton 14 feet by 14 feet, with wood sh ds a tached, and all water rights, fix ures, inside and apparentances need in therefor.

One werehouse lot, containing 147 perches, situated in the town of Osceola, Decatur township, Cieardeld countes need At 21% Mile Post a lot of ground, containing 60

perches intended for a foreman's dwelling house.
At Phillipping one s is ton tot containing 49 perches,
wit one trains passencer station 50 neet by 20 feet,
and one emporary trains warehouse, 59 neet by 20 feet, and one emporary trame warehouse, 59 teet by 29 teet, built hercon.

A Phillipsharp, one lot or piece of ground, containing 4 85-100 agree with the trame Warehouse, 30 feet by 20 feet.
One from Turn-table, 30 feet in diameter.
And one frame Water Station 15 feet by 16 feet, built thereon with all the water rights and axtures, land appurtenances need in therefor.

appurienances needul therefor

AND GENERALLY,
Al the lands, railways rails bridges, culverts, trestle works, tool toures, coul houses, wharves, conces, rights of way, workshops machinery, stations deports, deporting works, masoney, and other superstructure, rea, estate builds us, and improvements of whatever naure or kins appertisming or belonging to the above mentioned property and to the said section of the said Tyrone and Cremping in the above mentioned property and to the said section of the said company in connection therewith, and all the rights, illerties, privilence, and composite franchises or said road and Company.

Tyrone and Clearfield Enfront and owned by said company in connection therowith, and all the rights, illierities, privilence, and corporate francines of said road and Company.

TERMS OF SALE.

The said railroad sidings real estate, and premises mentioned in the said mortgage, and above described, while the exposed to said cartile and in one lot, and the following terms and conditions will be observed in the making of the said sale:

The purchaser will be required to pay \$10,000 or the purchase money in cash a the time line of the said; and in cres any of the holders of any of the bonds or the coupons due and payable upon the said bonds of the Tyrone and Clearrie d Kallroad Company; and secured by the mortgage executed by the said Company to the said R. Franklin Raley Trustee as a cread, shall become purchasers by themselves or with others of the said premises at the said sale that then the said to dersor the said bonds or coupons may for the residue of the said purchase money make payment within twenty days after said sale, either in who e or in par. by transcring and delivering to the said amount that may be so hid by him or them in whole or in par 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 division of share of the said purchase money we be estimated for the purpose of such payment at the rate or value of the said bonds or coupons may for the terms of said mortgage, for which share or dividend the said bonds or coupons shall be deemed and mach to the said bonds or coupons shall be deemed and mach to be add. charge and acquitmance and the said sale by parties other than the holders or owners of the said bonds or coupons shall be deemed and mach to be add. charge and acquitmance at the said sale by parties other than the holders or owners of the said bonds or coupons shall be deemed and mach to be add. charge and acquitmance of the balance of said purchase money that may remain after the said sale by parties other than the holders or Any turther information in respect to the said sale or

Any turther information in respect to the said sais of premises, may be had on application to the understand trustee, at his office, No. 42 S. THIRD Street, in the city of Philadel phila.

R. FRANKLIN BALEY, Trustee

FO. 42 S. THIRD Street, Philadelphia.

M. THOMAS & SONS, Auctionsers,

Nos, 139 and 141 S. FOURTH Street,

16 30 f 1F10

LEGAL NOTICES.

10 30 f tF10

TTY, TO THE USE OF LANE SCHOFIELD,

vs. STEVENSON M. LEAMING,
C. P., September T., 1886, No. 17.
Claim for paying, etc., \$104-62 let S. E. corner of Rundle and Sixteenth streis Seventh Ward.
FILLADELPHIA November 15, 1885.
A wift of sefre inclass will be issued upon the above caim at the expiration of three months from the date hereot, unless paid with a that time to

W. A. SLIVER,

Attorney for C almant,
No. 207 S. SIXTH Street.

MONUMENTS, TOMBS GRAVE-STONES, Etc. Just completed, a beauti ul variety of

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

TOMBS, AND GRAVE-STONES,

STALIAN MARBLE MONUMENTS,

RAILROAD LINES.

PHILADELPHIA. WILMINGTON, AND BALPHILADELPHIA. WILMINGTON, AND BALTIMOHE RAILEGAD.

Commencing MONDAY, October 21, 1865. Trains will
leave L. pot corner BROAD Street and WASHINGTON
Avenue, as follows;—

Express Train at 4 65 A. M. (Mondays excepted), for
Baltimore and Washington, stopping at Wilmington,
Peryville, Havre-de-Grace, Aberdoon Perryman's and
Magnolla.

Way-Mail Train at 8 15 A. M. (Sundays excepted), for
Baltimore stopping at all regular stations, connecting
with Delaware Railroad at Wilmington for anisburg and
intermediate stations.

Express Train at 15 P. M. (Sundays excepted), for
Baltimore and Washinston, stopping at Chester, Wilmington Enton, Perryville, and Havro-de Grace.

Express Train at 469 P. M. (Sundays excepted), for
Baltimore and Washinston, stopping at Wilamgton,
Newark, Milton Northeast, Perryville, Havre de-Grace,
Perryman's, Edgewoon, Magnolla, and Stemmer's RunMight Express at 11:15 P. M. 10? Baltimore and Wash
logion, stopping at Chester Wilmington, Newark, Elkton, Northeast, Perryvile, and Havre de-Grace.

Passenings by Boat from Baltimore for F. BTPESS
MONROF NORFOLK, CITY POINT and RICHMOND
will take the 8-16 A. M. Train.

As an additional accommodation for those holding
flekets for these points a Special Car will leave the
Philadelphia Denot at 11 45 A. M. connecting at Grav's
Ferry with the Morning Evoress train from New York,
WILMI NGTON ACCOMMODATION TRAINS,
Stopping at all stations between Philadelphia and
Wilmington.

Leave Philadelphia at 11 15 A. M., 239, 5-80, 7-90, and
10-90 P. M., The Ten P. M., train connecting with Delaware Wilmington
Leave Philadelphia at Il 15 A. M., 339, 5-90, 7-90, and 10-90 P. M. The FIRP P. M. train connects with Delaware Rallyond for Militard and intermediate stations.
Leave Wilmington at 7-90, 8-15, and 9-30-A. M.; 3-08 and 4-50 P. M.
Trains for New Castic leave Philadelphia at 8-15 A. M., 3-30 and 5-90 P. M.
THEOUGH TRAINS FROM BALTIMORE,
Leave Wilmington at 12-09 M., 4-27, 3-02, and 9-54 P. M.

P. M. CHESTER FOR PHILADDLPHIA.

Leaves Chester at 801, 838, and 10'14 A. M; 12'38, 3 43, 459, 5'34, and 8 38 P. M. Sis, and 10'14 A. M; 12'38, 3 43, 459, 5'34, and 8 38 P. M. Way Mail: 1'10 P. M., ENDRESS; 14'10 P. M., Way Train; 6'35 P. M., EXDRESS; 9'25 P. M., EXDRESS; M. EXDRESS; Leave Chester at 8 96 A. M., 150 and 11'30 P. M., Leave Wilm ngcon at 5'13, 9'40 A. M.; 2'26, 5'10 P. M., 12'25 A. M., SUNDAY TRAINS.

Leave Wilm ngron at 5-13, 9-40 A. M.; 2-25, 5-10 P. M., 12-25 A. M.

SUNDAY TRAINS.

Express Train at 4-95 A. M. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Abardeen, Perryman's, and Magnolta.

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

Accommodation Train at 10 P. M. for Wilmington and way stations.

BALLIMORE FOR PHILADELPHIA

Leave Baltimore at 9-25 P. M. stopping at Havre de-Grace, Perryville and Wilmington, Also stops at Eigenton and Newark (to take Passengers for Philadelphia, and leave passengers from Washington or Baltimore), and Chester to leave passengers from Baltimore of Washington.

A Special train with passenger car attached will leave Wilmington for Philadelphia 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, Superfit modent.

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

GREAT TRUNK LINE

FROM PHILADELPHIA TO THE INTERIOR OP

PENNSYLVANIA. THE SCHUYLKILL.

SUSQUEHANNA. CUMBERLAND.

AND WYOM NG VALLEYS.

AND NORTH, NORTHWEST, AND THE CANADAS.

WINTER A. FAAGEMENT OF PASSENGER TRAINS.

Leaving the Company's Depot, at THREFERITE

and (ALLOWHILL Streets, Philadelphia, at the follow
ling hours.—

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

MORNING MAIL,

At 8:00 A. M. for kending, Lebanon, Harisburg, Pottaville, 'Pinegrove, Tamaqua, Sunbury, Willamsport,
Emita, Rochester, Niagara Fairs Buffaro Allentown,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,
Hagerstown etc., etc.,

This train connects at READING with the East Pen
sylvania Railroad trains for Allentown, etc.; and with
the Lebanon Valley train for Harrisburg etc.;
PORT CLINTON with Catawissa Railroad trains
Williamsport, Leck Haven, Elmia, etc.; at HAE
RINEL No. with Northern Central, Cumberiand Valley
and Schujskii and Susquenama trains for Northcumberiand, Williamsport, York, Chambersburg, Pine
grove, etc.

snd Schup Riti and Susquenama trains for Northumberiand Williamsport, York, Chambersburg, Pine
grove, etc.

Leaves Philadeichia at 3 30 P. M., for Reading, Pottaville, Harrisburg, etc., connecting with Reading and
columbia Raircad train for Militon. Williamsport
Elmira, Buffalo, etc.

Reading at 4 300 A. M., stopping at all was
stations, arrives in Philade phila at 3 33 A. M.
Returning, leaves Phi adelphia at 4 30 P. M., arrives in
Reading at 7 30 P. M.

Trains for Philadelphia leave Harrisburg at 7 23 A. M.
and Pottsville at 8 30 A. M. arriving in Philadelphia at
1 30 P. M. Attention trains leave Harrisburg at 7 23 A. M.
and Pottsville at 2 5 P. M.; arriving at Philadelphila at 7 00 P. M.

Harrisburg Accommodation leaves Reading at 7 35 A.
M. and darrisburg at 9 90 P. M.

Market train with a Passenger car attached leaves
Philadelphia at 2 45 neon for Reading and all way stations leaves Reading at 1; 30 A. M., and Downington at
12 30 P. M. Philadelphia and all way stations
All the rebove trains ran daily surinars excepted.
Sunday trains leave Pottsville at 3 50 A. M., and Phila
delphia at 3 12 P. M.
CHESTER VALLEY RAHROAD,
Passengers for Downingtown and nermediate points
take the 8 00 A. M. and 4 30 P. M. trains from Philade
takes the 8 00 A. M. and 4 30 P. M. trains from Philade

Passengers for Downingtown and intermediate points take the 5-00 A. M. and 430 P. M. trains from Philadelphia, returning from Downington at 705 A. M. and NEW YORK EXPRESS FOR PITTSBURG AND THE

NEW YORK EXPRESS FOR FITTSBURG AND THE WEST.

Leaves New York at 9 to A. M. and 8 to P. M. passing Reading at 10 A. A., and 144 P. M. connecting at Harristotte with Pennsylvania and Northern Central Baltimore. Etc.

Halting Limita. Baltimore. etc.

Ha Enning, Express Train leaves Harristotte on arrival of Pennsylvania Express from Fittsburg, at 5 and 9 to A. M. passing Reading at 4 to and 10 52 A. M. arriving at New York at 10 A. M. and 2 to P. M. Sleeping Car accompany by these Irahus through retween Jersey City and Pintsburg, without charge.

Mail Train for New York leaves Harrisburg at 148 P. M. Mail Train for Bartisburg issayes New York at 13 Noon.

P. M. Mail Train for Harrisburg leaves New York at 13 Noon.

Schuylkill Valley Railhoad.

Trains leave Fourstile at 645 and 11-00 A. M., and 7.5 P. M., et turning them Tamaquau; 7.35 A. M. and 140 and 140 and 150 P. M. to turning them Tamaquau; 7.35 A. M. and 140 and 80 BUYLKILL AND SUSQUEHANNA RAILBOAD.

Trains leave Auburn at 7.05 A. M. for Pinegrove and Harrisburg, and at 1.35 P. M. for Pinegrove and Tramont; returning from Harrisburg at 490 P. M. and from Tremont at 7.00 A. M. and 6.00 P. M. and from Tremont at 7.00 A. M. and 6.00 P. M. and from Tremont at 7.00 A. M. and 6.00 P. M. and from Tremont at 7.00 A. M. and 6.00 P. M. and from Tremont at 7.00 A. M. and 6.00 P. M. and from Tremont at 7.00 A. M. and 6.00 P. M. and State of the Pinegrova Delive in the North and West and Canadas. The following taken are onto ned only at the Office of S. Braiford. Treasurer No. 227 S. Fouring reer. Philadeling.

delphin, or of G. A. Nicolis, General Superintendent Reading.

COMMUTATION TICKETS.

At 25 per cent discount between any points desires for lamilles and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points at \$52.50 each for ramilies and firms.

SEASON TICKETS.

For three six nine or twelve months, for holde only to all points at resured rates.

Residing on the line of the road will be furnished with cards, entiting themselves and wives to ticked at halfate.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for saturday Sunday and Monday at reduced fare, to be hed only a the Ticket Office at Thirteenth and Callow-hill streets.

Saminary. Subday and Monday at feduced fare, to be hed 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 TRAINS.

Leave Philadelphia daily at 5-39 A. M., 12-45 noon, and 6-50 a M for Reading Leasmon Harricourg Portavilie, Port Clinton, and all politis beyond.

Close at the Philadelphia Post Office for all places of the road and its branches at 8 A. M. and for all places of the road and its branches at 8 A. M. and for all places of the road and its branches at 8 A. M. and for all places of the road and its branches at 8 A. M. and for all places of the road and its branches at 8 A. M. and for all places of the road and its branches at 8 A. M. and for all places of the New Depot, at Thirtieth and MARKET Streets.

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

On Sandays—Cars leave Eleventh and Market streets at 6-16 P. M. to connect with Pitaburg and krie Main, and at 10 25 P. M. with Philadelphia Express.

Mann's Baggage Express is located as So. 21 S. Eleventh street. Parties desiring Baggage taken to the trains can have st done at reasonable late woon application to him. TEAINS LEAVE AND ARRIVE AT DEPOT, THUSTONES. 

contract
For mather information, as to time and connections,
see b) is and framed cards, or apply to
THOMAS H. PARKE Ticket Agent at the Depot.
An Emigrant Frain rons daily (except Sunday). For
fall information as to tare and accommodation, apply to
FRANCIS FUNK No. 137 Dock Street

RAILROAD LINES, FOR NEW YORK. THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Company's lines
FROM PHILADELPHIA TO NEW YORK
and way places, from Walnut street whar, will leave as
follows. viz :At 6 A. M., via Camden and Amboy Accommoda-At 8 A. M., via Camben and Jersey City Express. 3-90
At 8 A. M., via Camben and Jersey City Express. 3-90
At 12 M. via Camben and Amboy Express. 228
At 13 M. (noen) and 8 P. M., via Camben and Anboby Accommodation (Freight and Passenger). 228
At 8 and 11-30 P. M. via Camben and Amboy Accommodation (Freight and Fassenger), 1st class
licket.

ticket.

2d Class Ticket.

At 6 and 10 A. M., 2 and 5 P. M., for Mount Holiv,
Ewansville, Pemberion, and Vincestown; at 8 A. M.,
ad 2 P. M., for Frechold.

At 6 and 10 A. M., 12 M., 3 M, 5 S, and 11 30 P. M., for Palmyra, Riverion, Delanco, Bevery, Edgewater Burlington Florence Berdentown etc. The 10 A. M. and

5 P. M., lines run direct through to Trenton.

At 2 30 F. M., steambent "Trenton," for Bristol, Burlington Bevery, etc. 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 840 P. M. Line will run daily. All others Sundays At 7.30 and 11°15 A. M., 3, 3°30, 4°30, 5 and 6°45 P. M., and 12° Midnight, ser Bristol Trepton, etc.
At 7.4 M., 19°30, 2, 5, and 8° P. M. for Cornwells. Torrisdalo, Ho'mesburg Tarony Wissinoming. Bridesburg and Frankford, and at 8° P. M. for Holmesburg and intermediate Stations

BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes.
Two through trains daily (Sundays excepted) from Rensington Depot as follows:
At 7:30 A M. and 3:30 P. M. for Ningara Falls, Buffalo, Dunkirk, Camindalgua, Einira, Ithaca, Owege, Rochester, Binghamton, Cawego, Syracuse, Great Lend, Moutrose Wilkesharre, Seranton, Stroudsburg, Water Gap, He videre, Easton Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bellichem, etc.
At 5 P. M. for Lambertville and intermediate Stations.
For New York, and Way Lines leaving Kensington 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.
Fitty Founds of Bagrage only allowed each Fassenger, Passen, ers are prehibited from taking anything as one-gage but their wearing apparel. All baggage 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 elfel, except by special contract.
Graham's Baggage Express will sell for and deliver baggage at the Depots. Orders to be left at 3 Wainut at

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 115 A. M., 6 P. M. and 12 Night, via Jersey
City and Kensington.

From ioot of Barclay street at 6 A. M. and 2 P. M., via
Amboy and Camden.

From Pier No 1 North river, at 12 M. 3 and 7 P. M.
(Freight and Passenger), via Amboy and Camden.

January 1, 1866.

ORTH PENNSYLVANIA RAILEOAD,
Depot. THIRD Street above Thompson.
For BETHLEHEM. DOYLESTOWN, MAUCH
CHUNK, EASTON, WILLIAMSPORT, and WILKES
BAERE.
At 730 A. M. (Express), for Bethlehem. Allentown,
Mauch Chunk, Hazleton, Williamsport, and Wilkesharra. Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.
At 3:30 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 5:45 P. M.
At 5:15 P. M., for Bethlehem, Allentown, Masch Chunk, Danville and Williamsport.
For Doviestown at 8:25 A. M., 2:39 and 4:15 P. M.
For Fort Washington at 10 A. M., and II P. M.
For Lanside at 5:15 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6:35 A. M., and 16:22 A. M., and
6:15 P. M.
Leave Doylestown at 6:30 A. M., 1:15 and 5:30 P. M.

Leave Bothlehem at 6 25 A. M., 2 15 and 5 30 P. M.,
Leave Doylestown at 6 30 A. M., 3 15 and 5 30 P. M.,
Leave Lausdaie at 6 10 A. M.,
Leave Fort Washington at 19 30 A. M., and 2 15 P. M.,
ON SUNDAYS.
Philadelphia for Bethlehem at 5 A. M.,
Philadelphia for Doylestown at 3 P. M.,
Doylestown for Philadelphia at 7 20 A. M.,
Eethlehem for Philadelphia at 4 P. M.,
Through Tickets must be produced at the ticket offices.
THIRD Street or BERKS Street.

ELUS CLARK, Agent

REIGHT LINES FOR NEW YORK AND a 1 the Stations on the CAMDEN and AMBOV and connecting Railrona's Increased despatch.

The Casivela AND AMBOV RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 5 o'c. ock P. M., daily (Sundays excepted).

Freish must be delivered before 44 P. M., to be forwarded the same day. Returning, the above imas will leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton. Frinceton, Engagon New Brunswick, and all points on the Camden and Ambov Railroad; also, on the Bevidere, Delaware, and Flomington: the New Jersey, the Freehold and Jamesburg, and the Eurington and Mount Holly Railroads, received and love arded up to 1 P. M.

The Belvidere Dalaware Railroad connects at Philipsburg with the Leblah Valley Railroad, and at Menunthe Burington and Mount Holly Rai roads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad connects at Philipsourg with the Lehlah Valley Bailroad, and at Manunkachute with all points on the Delaware Lagkawanna, and Western Bailroad, forwarding to Syracuse, Buffalo, and other points in vestern New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Centra. Reliroad, 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 sent with eac. load of goods or no receipt will be given. 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 shoot of Fortieth street, near the Drove Yard, or at Pier No. 1 worth river, as the shipters may designate at the time of shipment. For terms or other information apply to WALTI R FREENAN. Fielght Agent.

11 So. 228 S. De Laware Avenue Philadembus.

8P M. train will stop at School Lane Wissableken hanayank, Spring Mill, and Conshohecken enly. ON SUNDAYS.

Leave Philadelphia 9 A. M., 3% and 7 P. M. Leave Norristown 7 A. M., and 6 P. M. Leave Philadelphia 9 8 35 minutes, 1: 95 A. M., 1%, 3, 45 5 M., 63. 800, and 15 P. M. Leave Manayank 65, 7%, 820, 9%, 115, A. M., 2, 5, 6%, 5% P. M. ON SUNDAYS. CN SUNDAYS,
Leave Philadelphia 9 A. M., 2%, and 7 P. M.
Leave Manayunk 7% A. M. 6%, and 8 P. M.
W. S. WIL-ON, General Superintendent.
Depot NINTH and GREEN Streets

WEST JERSEY RAILROAD LINES.—
From icot of MARKET Street (Upper Perty).
Daily, except Sundays.
FALL AND WINTER ARRANGEMENT.
Commencing WEDNESDAY. November 15, 1866.
For Bridgeton Salem and all Stations on West Jorsey and Salem Ballroads, at 9A. M. and 330 P. M.
For Millyllic and all intermediate Stations, at 9 A. M. and 33 M. M. For Bridgeton Salem. and al. Stations on West Jorsey and Salem Ballroads, at 9 A. M. and 330 P. M.

For Milville and all intermediate Stations at 9 A. M. and 3 h. M.

For Cape May and intermediate Stations at 9 A. M. to Millville contecting with breight Train Passenger Carattached for Cape May, due 349 P. M., and 3 P. M.; through Passenger oue 8 P. M.

For Chassboro and intermediate Stations, at 9 A. M., and 3 30 P. M.; through Passenger oue 8 P. M.

For Woodbury, Gloucester, etc., at 9 A. M., 3, 3 % and 5 30 P. M.

For Woodbury, Gloucester, etc., at 9 A. M., 3, 3 % and 5 30 P. M.

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

J VAN RENSSELAER, Superintendent.

THE WEST JERSEY EXPRASS COMPANY will attend to all the usual branches of express business, receive, deliver, and forward through other responsible Express Companies, to all parts of the country, any stricle infristed to them.

A Special Messenger accompanies each through trais. Office, No 5 Wanut street

Biblioghous Capenal Company.

Time of Passenger accompanies each through trais. Office, No 5 Wanut street

Railroad.

This preat line traverses the Northern and Northwest countries of Pennsylvania to the city of Eric, on Lake Eric. It has been leased and it is operated by the Pennsylvania Railroad Company.

Time of Passenger, Rhains At Philadelphia.

Arrive Lasiwaid—side mili Train, 120 P. M.

Eric Express Train, 1-10 A. M.

Leave Westward—Eric Muli Train, 720 P. M.

Passenger cars run through on the Eric Mail and Express Trains without campre, both ways, between Philadelphia and Eric Express Train, 1-20 A. M.

Passenger cars run through on the Eric Mail and Express Trains without campre, both ways, between Philadelphia and Eric Express Frain, 1-10 A. M.

Leave Westward—Eric Mail Train, 720 P. M.

No change of ears between Eric and New York.

Fine Express Philadelphia, and Wy York 13 P. M.

No change of ears between Eric and New York.

Fine Employment of the company and was and off treight has income.

Fo