SOUTHERN PERSONAL ITEMS.

George W. Hutton, Esq., was chosen Mayor f Pensacola, Fla., at the last election. -Judge F. T. Hutchins, of Athens, Ga., has ceived a pardon from President Johnson. -A son of General Breckinridge is employed eachier in the banking house of E. M. Bruce

Co., in Augusta, Ga. The New Orleans Times of the 16th notices arrival in that city of General Wade Hampon and the wife of Robert Toombs, of Georgia. -Hon. D. A. Wardlaw and J. A. Inglis have cen elected Associate Justices of the Court of

ppeals of South Carolina. Robert Johnson, formerly United States emator from Arkansus, has just returned to his esidence, six miles below Pine Bluff.

-Major-General Thomas J. Churchill, of the ame State, is working the plantation of his sis-er-in-law, Mrs. Jordan, on the river near the ost of Arkansas.

The Galveston Medical College commenced e first course of lectures on the 4th lustant. Dr. ohn H. Webb is Dean. There are nine pro-

Dr. A. B. Cabaniss, of Jackson, has been ppointed Superintendent of the Lunatic Asy-am of Mississippi by the Trustees of that Insti-

-P. Maloche and E. F. Molton, citizens of New Orleans, were arrested in that city by order f Lieutenant Rayne, who had received intoration that they were preparing to fight a duel. The Tallahassee Floridian says that the Conederate General Patton Anderson was then in allahassee, and that he has quite recovered om the terrible wound he received last year ear Atlanta.

—Samuel W. Nix, Esq., of Amite county, tiss., was killed in the parlor of his father-in-aw's house, recently, by Henry Fish. Mr. Nix and filled various public positions of honor or

—A difficulty occurred at a dancing school in Montgomery lately, between two young men named Dalton Yancey and Conrad Garrett, which resulted in the severe if not fatal stabbing of Garrett by young Yancey. Garrett is said to be in a very critical condition, and is not exceeded by:

-A man calling himself Major Dicks, and among whose papers was found a commission from Governor Oglesby, appointing him sergeantmajor of Illinois volunteers, was arrested in Charleston, S. C., lately, for having extensively swindled the people by pretending to collect claims for the Government for the cotton and other property destroyed in Sherman's raid through the State.

-The Congressmen chosen at the election in Arkansas, according to the returns in the office of the Secretary of State, received the following vote:—Judge Byers, in the Batesville District, 300; Mr. Johnson, Favetteville District, 143; and Mr. Dell, Little Rock District, 47. About 20,000 votes were excluded from the count, on the ground that the voters had not taken a certain prescribed cath of lovalty, which, by-the-way, was not presented to them at the polls.

MISCELLANEOUS JOTTINGS.

—G. B. Lamar is on trial in Savannah on a charge of sfealing Government cotton and at-tempting to bribe United States civil and military

—A despatch from San Francisco says that a considerable shipment of gold and silver bul-tion from the Arizona mines had been received in that city, and the reports from the mines are

very encouraging. -It is officially announced that the people of North Carolina have declared null and void the ordinance of secession by a vote of 19,977 votes against 1940, and 18,527 votes were cast to ratify the ordinance prohibiting slavery, and 3696 t

reject said ordinance. Garibaldi has offered his services to the authorities of Naples to nurse the cholera patients in the hospitals, but the Syndic of the city would not permit him thus to expose himself to danger. No act of Garibaldi's in the height of his military fame is nobler than this. Garibaldi offering to nurse the sick of Naples is grander than Caribaldi entering the city in tri sumph by the side of Victor Emmanuel the King.

-The examination of the claims for portions of the rewards offered for the capture of Booth conclusion. The Adjutant-General's office is still receiving applications, and, in accordance with an order promulgated some time since, will receive all that are dated prior to the 1st of January. The documents relating to the rewards have been referred to the Bureau of Milltary Justice, and are being examined by Colonel Winthrop. It is expected that a report will be made to the Secretary of War on the subject in about two weeks, and that the matter will be

decided about the 1st of February. -In the Supreme Court of the United States Justice Clifford has delivered the opinion in the case or an appeal from the District Court of Wisconsin, in which the Milwaukee and Chicago Railroad Company was the respondent. It appears that certain mortgaged premises wer several times offered for sale, but were not sold. and that the applicant claimed possession on the ground that he was the highest bidder; but the Supreme Court holds that biddings at auction are mere offers, and that there is no bind-ing obligation until the consent of both parties is given. In other words, there must be a mutual understanding to a definite agreement. As the auctioneer may refuse to strike off the property to the highest bidder, so a bid may be withdrawn before the hammer falls. The Court said that justice had been done, and all parties are satisfied but the appellant, and that the decree of the District Court is affirmed, with

-The circular of Coleman & Co., of San Francisco, dated December 8, reports thus on monetary affairs in that city:-"The condition of the money market has not

materially changed since our last reference. There is if anything a slight abatement in the demand. The general inactivity of trade occa-sions a moderate requirement for business pur-poses, and there is no longer any excitement upon the Stock Exchange. Most merchants have done a profitable business this year, and are now in a comfortable condition. Bank accommodations rule for the most part at 19@15 per cent, per month, and out-door transactions

are made at 11@21 per cent. Currency bills on the Atlantic for this steamer have been offered at 42@44 per cent. premium on gold, and tele graphic transfers rule as formerly—3 per cent premium. Sight drafts, payable in coin, may be quoted at 14@2 per cent. premium, and sterling exchange at 484d.@483. for bankers' bills; commercial do. at 49 d.

-The United States Treasurer, Hon. F. E. Spinner, has received a communication from a National bank which has been heretoiore designated as a depositary of public money, asking to be permitted to make returns of average amount of its deposits without including the deposits of Paymasters and other United States disbursing officers. It is represented that the deposits of this character received by the bank within the past six months amount to over four millions of past six months amount to over four millions of dollars, and the petitioner argues that these deposits are the property of the Government, and that, therefore, the bank should not be required to pay the duty of one quarter of one per centum required by law. Each half year, upon the average amount of other deposits that in heavy terms of the state of the in becoming a United States depositary, the bank gave the Secretary of the Treasury satisfactory security, by the deposit of United States bonds and otherwise, for the safe-keeping and prompt payment of the public money deposited with it, and from this it is argued that the deposits in question are technically and legally Government property, and, hence, the duty could not be enforced if the spirit and intention of the act be adhered to. General Spinner, in answer to the communication, refused to authorize the bank to deduct the deposits named

from its return. If the average requires the payment of duty as desired in the law, duty will not be required on deposits made by the United States Treasurer, but on all other deposits the duty will be collected.

- One of the greatest embarrassments resulting to property owners in the South by the late war is the loss of a vast amount of papers relating to the titles of land, and which in the occupation their country seats by the Federal forces very generally suffered destruction by fire or other causes. To obviate the difficulty now prevailing in many localities in the transfer of lands with a reasonable show of title, the General Land Office has ordered its agents throughout the Southern States to carefully collect all vestiges and remnants of the records of their office and forward them to the Commissioner at Washington, that new plots and other archives pertaining to the lands may be supplied as far as possible. New maps are also being got up with all possible despatch. It is well known that at the time of our invasion of the South, many adventurers attached to the army secured many valuable papers and records relative to certain large estates, in the hope of owners offering heavy rewards for their restoration after the close of the way. It is the hope of the way in the search of the commissioner of rewards for their restoration after the close of the war. It is the hope of the Commissioner of Public Lands to be able to furnish so much of the missing data as to prevent parties to the their gaining by the documents they now with-hold in expectation of a bribe.

STOVES RANGES, &o. U L V E R'S

New Patent Deep Sand-Joint

HOT-AIR FURNACE.

RANGES OF ALL SIZES. Also, Phiegar's New Low Pressure Steam Heating Apparatus.

FOR SALE BY CHARLES WILLIAMS, No. 1132 MARKET STREET.

PIANOS, &o.

REDUCTION IN PRICES! REDUCTES SCHOOL IN PRICES!
THE SCHOMAKER PIANO FORTE MANUFACTURING COMPANY, have now at their Warerooms, No. 1021 CHESNUT Street, a superior assortment of their UNRIVALLED PIANOS, which they will sell at greatly reduced prices. Fersons would do well by calling on us before purchasing elsewhere. A guarantee given with every Plano.
THE SCHOMACKER PIANO FORTE MANUFACTURING COMPANY, No. 1021 CHESNUT Street 4.2

ESTEY'S COTTAGE ORGANS, Not only UNEXCELLED, but UNEQUALLED in purity of Tone and I ower designed e-nocially for churches and Schools, but found to be usually well adapted to the Parior and Drawing-Room. For sale only by

Ro. N. SEVENTH Street.

Also, a complete assortment of the Perfect Melodeon contantly on hand.



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PICTURE FRAMES,

AND GILT MOULDINGS

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AND OTHER COMPANIES Will find it to their interest to buy from the understaned

PAPER, ENVELOPES, AND STATIONERY OF EVERY DESCRIPTION, AT LOW PRICES. DIARIES, 1866, FORTY-TWO STYLES. R. HOSKINS & CO.,

BLANK BOOK AND PHOTOGRAPH ALBUM MANU FACTURERS, STATIONERS, AND PRINTERS, 10 24 5 No 20 S. FOURTH Stree I h ladelphia

S. YOST, HOUSE FURNISHING GOODS,

NO. 49 N. NINTH STREET, NEAR ARCH. Has just op a large a sortment of goods, zuitable POR THE HOLIDAYS.

SILVER-PLATED WARE, LABLE CUILERY,

BASKETS, ETC. Also, GOODS FOR CHILDREN, Embracing Spring Horses, Rocking Horses, Sleighs, Velocipedes, Toy Gies, etc.

TO SHIP CAPTAINS AND OWNERS .- THE TO SHIP CAPTAINS AND OWNERS.—THE undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vesses to be raised or repaired, and being a practical ship-carpenter and cauker, will give personal attention to the vessels en trusted to his for repairs.

Captains or Agents, Ship Carpenters, and Machinists having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper Paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.

JOHN H. HAMMITT.

Kensington Screw Dock,
311 DELAWARE Avenue, above LA Street

TSAAC NATHANS, AUCTIONEER AND

MONEY BROKER, N. E. CORNER OF THIRD AND SPRUCE STREETS

Only one Square below the Exchange. SATHANS' Principal Office, established for the last forty years. Money to loan in large or small amounts at the lowest rates, on Diamonds, Silver Plate. Watches lewelry, Clothing, and goods of every description. Office hours from 8 A. M. till 7 P. M. 54 ly 4B

OWEN HOUSE. LATE "MARKHAM'S HOTEL," EUROPEAN PLAN.
ADJOINING WILLARD'S HOTEL.
WASHING ION, D. C.
THOMAS P JACKS, Proprietor.

C. PERKINS LUMBER MERCHANT,

Successor to R. Clark, Jr., No. 324 CHRISTIAN STREET. Constantly on hand a large $\kappa^D d$ varied assortment of Building Lumber.

DEAFNESS, BLINDNESS, AND CATARRH.

J. ISAACS, M. D., Processor of the Eye and Ear, freats all diseases appertaining to the above members with the utmost success. Testimonials from the most reliable sources in the city can be seen at his office, No 519 FINE street. The Medical Faculty are invited to accompany their patients, as he has no secrets in his practice.

AUCTION SALES.

Under and by virtue of the power vested in me by an Indenture of Morigage upon the property bereinafter esceribed execused by the Tyrone and Clearfield Railwad Company to me as Trustee, dated the last day on November. A. D. 1879. and recorded in the office for Recording Deeds. etc.. in and for the county of Blair, on the Eth day of November. A. D. 1879. and recorded in the office for Recording Deeds. etc.. in and for the county of Blair, on the Eth day of November. A. D. 1879. and recorded in the payment of Honos of said of company to the amount of thirty-five ibousand dollars, and default having been made for more than inlest days a list of the same has been demanded in the payment of the interest due to more than office of the more dollars in amount of the said bonds, the payment of the interest can which has been demanded in writing by the bolders of more than filteen thousand dollars in amount of the said flouds, the payment of the interest on which has been so demanded from said company spid been so retured by the m. to said Mortgace mentioned the premises therein reterred to and to inflih by such said the duties into ed in accordance therewith and to discharge my duty as trustee in respect to the premises. I. JUHN EDICAR THOMSON, Trustee as aloresaid, and Mer gape in trust for the holders of the Bonds secured by said mortgage, De HEREBY UNE. NO.1.CE. that in pursuance of the power atoresaid vested in me for that purpose by the Said vested in me for that purpose by the Bonds to the amount aioresaid, as in said Mortgage in the said mortgage, and is exceeded to the said reculail for of the holders of the Bonds to the amount aioresaid, as in said Mortgage provided, I will upon MON DAY, the 12th day of February. A. D. 1865, at 12 o'clock M. at the Philadelphia Exchange, in the city of Philadelphia, by the hands of M. Holmas and done the manufacture of the said records of the said vested and beat holders for the same, the property conveyed to me in Mortgage as a consensual and next mentioned, viz.—

The whole o TIC

ing viz.:At Tyrone, one siding, about 316 feet long.
At Tyrone Engine House, one siding about 1284 feet

long.
At Baid Eagle Valley Railroad intersection, two sidings about 1671 reet total length.
AND, ALSO.
At Tyrone, one 160-feet track Scales, with office 12 feet by 12 reet.
AND GENERALLY.

AND GENERALLY.

All the lands, ratiways, rails bridges, culverts, trestleworks, tool-houses, cont-houses, wharves, fences, rightsof-way, workshops, machinery, stations, depots, depotgrounds works, masonry, and other superstructure,
real estate, buildings, and improvements of whatever
men loned properly, and to the said section of said
Tyrone and Clearfield Railread, and owned by said Com
pany in connection therewith.

nature or kind appertaining or belonging to the abovemen loned properly, and to the said section of said
Tyrone and Clearfield Railroad, and owned by said com
pany in connection therewith.

The said Railroad Sidings, Real Estate and Premises,
mentioned in the said mortgage, and above described,
will be exposed to sale entire 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 \$5000 of the
purchase money in cash at the time of the said, and in
case any of the holders of any of the bonds or the
coupons due and payable upon the said bonds of the
Tyrone and Clearfield Railroad Company, and secured
by the mortgage executed by the said Company to the
said John Ldrar Thomson, Trustee as a cresaid,
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 premises at the said sale, that then the said
holders of the said sale, either in whole or in part,
by transferring and delivering to the said John Edgar
Thomson, Trustee as a cresaid, the said bonds or
coupons, 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 purchase money, to be
estimated for the purpose of such payment at the rate
or value of the dividend or shale 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 delivery and transfer of or a
receipt upon the said bonds or coupons shall be deemed
and taken to be a discharge and acquirtance; and the
balance of the said bonds or coupons shall be deemed
and taken to be a discharge and acquirtance; and the
balance of the said bonds or coupons shall be pade
by the said party so purchasing, in cash, within twenty
days after the date of sale, to the said Trustee. And if
the said permises shall be purchased at the said spayment
of

LIQUORS.

CHESNUT GROVE WHISKY.

MERIT ALWAYS ITS OWN REWARD. An article possessing Merit will always conquer preju-dice, abuse, vilification, and aught that envy. hatred, or malice can impose upon it.

CHESNUT CROVE WHISKY Is a strong evidence of the fact. Decried by numbers for what-simply if its merits were known and appreciated-it could not tail to become popular-other things less so in proportion. There is no stimulant giving evidence of so much purity as to produce certificates from such highly respectable parties as Messrs. Booth, Garret, and Camao, or Phindelphia; L. R. Chiton, New York; and Dr. A. L. Hayes, Boston. For Nervous Debility, and all diseases requiring a pure,

mild stimulant, there is nothing like it. For sale by bottle, demijohn, or barrel, at HI Nº 225 N. THIRD STREET.

M. NATHANS & SONS, IMPORTERS OF

BRANDIES, WINES, GINS, ETC. No. 19 N. FRONT STREET, PHILADELPETA.

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MATCHES AND BLACKING, NO. 2 STRAWBERRY STREET,
Pirst Street above Second between Market and Chesnu
54

DENTISTRY.

ISAIAH PRICE, DENTIST, GRADUATE OF Philadelobia College of Dental Surgery, class 1833-4, formerly of West Chester, Pa., having served three years in the Army, has resumed the practice of his profession at No. 241 N. ELLVENTH Street. Philadelphia, where he will endeavor to give satis actory attention to all who may require his professional services.

BRIDESBURG MACHINE WORKS, No. 65 N. FRONT STREET,
PHILADELPHIA
are propared to fill orders to any extent for our

MACHINERY FOR COTTON AND WOOLLEN MILLS including all recent improvements in Carding, Spinning, and Weaving.

We invite the attention of manufacturers to our extension party. ALFRED JENES & SON.

AUCTION SALES.

Luder and by virtue of the power vested in the, by an Indicature of Merigage upon the property hereinatier described, executed by the Tyrene and Clearfield Railroad Company to me as Trustee, dated the lat day of February. A. D. 1881, and recorded in the office for Recording Deeds, etc., in and upor the county on Bair, on the 4th day of February. A. D. 1881, in Morigage Book B. page 118, etc., and in the office for Recording Deeds, etc., in and upor the county of David Deeds, etc., in and or the county of David Deeds, etc., in and or the county of Centre, on the 28th day of February, A. D. 1881, in Morigage Book B. page 118, etc., and in the office for Recording Deeds, etc., in and or the county of Centre, on the 28th day of February, A. D. 1881, in Morigage Book B. page 406, etc., to secure the payment of Fonds of said Company to the amount of in ty thousand dollars, and default having been made for more than linety days after the same has been demanded. In the Dayment of the interest due on more than twenty thousand dollars in amount of the bond secured by said morigage, and having been requested in writing by the holders of more than twenty inousand dollars in amount of the said bond the payment of the interest on which has ocen so demanded from said Company, and been so refused by them to sell at public anotten upon the notice and turns in the said morigage mentioned, the premises therein referred to, and to fulfil by such as a the duties imposed in accordance therewith, and to discharge my duty as Trustee in respect to the premises. I. R. FRANKLIS, RALEY, trustee as alteresaid, and mortgage in frust for the holders of the bonds secured by said morigage, do hereby give notice that. In pursuance of the power atcression vested in me for that purpose by the said indenture of morigage, and in exercise of the discretion thereby conferred, and in obelience to the sain requisition of the hoders of the bonds to the smount atoresaid, as in said mortgage provided, I will, upon MONDAY, the 12 h day of February A.D. 188 OT CO E.

same, the property and tranchises of said Company, convered to me in mortgage as aforesaid and next mentioned, viz:—

The whole of that section or the Tyrone and Clearfield Railroad from Tyrone Station. Blair county, Fenn Sylvania to Philipsburg, in Centre county. Fennsylvania as the same is now constructed, together with all and singular, the failways, rails, cross-ties, chairs, spikes, iron, timber, bridges, fences, together with all real property of every describtion acquired by and belonging to said tomeany, appartenant to said road, and all the rights, liberties, privileges, and corporate franchies of said road and company, and all the to is, income, issues, and profits to be derived and to arise irom the same and at the lands used and occupied for railways 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 reserved to in the foregoing description, may be given as follows:—

All that section of the railroad of the said the Tyrone and Clearfied Railroad Company, beginning on the Pennsylvania Railroad at Tyrone Station in Suyder township. Beir county; thence crossing the Litte Juniata river, and running successively through Tyrone borough and Suyder township, in Emire county, to the summit of the Allegheny monniams, and thence through Rush township. Centre county, to and through the borough of Philipsburg in Rush township aforesaid, and there forminates, 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 sopes of excavations and embankments.

Silving Rush township aforesaid, and the right of way for the rame, of the number and length following, viz.;—

At Tyrone one siding about 2'6 feet long.

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

ong.
At Balu Fagle Valley Railroad Intersection, two sidness about 1071 leet, total length.
At Mount Pleasant, one siding about 200 feet long.
At 11% Mile Post, one quarry siding about 383 feet long,
At Summit, 13th Mile Post, a second track siding about
1350 feet long.
At Summit, one Y and level siding, and one level siding
north or Summit with the right or way for all beyond
the imits or 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 2761 feet, total length, with the right of way for
the same.

At Powerlon a rooter 120s and two status about 2784 reet, total length, with the right of way for the same.

At Oscoola 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 io: owned by the said Tyrone and Clearfield Railroad Company, in said town of Oscoola, Decatur township, Clearfield county, about 2975 feet long; and the other of which extands from a point on the said last-named track immediately wess for the crossing of Moshannon creek to Miller's Coal Mines, in said Decatur township, Clearfield county, about 2354 feet long and also 650 feet of additional Railroad track extending up a oshannon creek; together with the right of way therefor, and all embankments, cuttings, bridges, and trest-e-works necessary therefor.

At Dunbar, one siding about 278 feet long.

At Stefner's, one siding about 223 feet long at Phillipsburg, three sidings, about 1500 feet, total length.

REAL ESTATE.

At Tyrone, one life feet track Scales, with Office, 12

ength.

REAL ESTATE.

At Tyrone one 100-cect track Scales, with Office, 12 At Tyrone, one 100-reet track Scales, with Office, 12 feet by 12 feet
At Gardener's Station, near Eighth Mile Post, a Water Station lot, 65 by 100 feet, together with a Water Station, 14 feet by 14 feet, erected thereon; with all water rights and fixtures, lands, and appurtenances needini therefor.

At Mount Pleasant, a Water Station, 15 feet by 16 feet, with all the water rights and fixtures, lands and appurtenances needini therefor.

At Sendy Ridge, a Water Station, 14 feet by 14 feet, with wood shi ds attached, and all water rights, fixtures, lands and appurtenances needini therefor.

One warehouse lot, containing 147 perches, situated in the town of Osceola, 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 45 perches, with one frame passenger station, 56 test by 26 feet, and one temporary frame warehouse, 56 test by 20 feet, built thereon.

and one temporary frame warehouse, 50 feet by 20 feet, built thereon.

A Phillipsburg, one lot or piece of ground, containing 4 85-100 acres with One frame Warehouse, 30 feet by 30 feet. One frame Ensine House 31 feet by 51 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 fixtures, land jand appurienances needful therefor.

AND GENERALLY,

appurtenances needful therefor.

AND GENERALLY,
All the lands, railways, rails, bridges, culverts, trestle works, tool bouses, coal houses, wharves, iences, rights of way, workshops machinery, stations, depots, depot, grounds, works, masonry, 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 the said Tyrone and Clearfield Railroad and owned by said Company in connection therewith, and all the rights, liberties, privileges, and corporate franchises of said road and Company.

Tyrone and Ciearfield Baltroau and owned by said Company in connection therewith, and all the rights, liberties, privileges, and corporate franchises of said road and Company. TERMS OF SALE.

The said railiend sidimus, real estate, and premises mentioned in the said mortgage, and above described, will be exposed to sale entire 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 of the purchase money in cash at the time of the sale; and in crase any of the holders of any of the bonds or the coupons due and payable upon the said bonds of the Tyrone and Clearfied Ballroad Company, and secured by the mortgage executed by the said Company to the said R. Franklin Rajey, Trustee as a overaid, shall become purchasers by themselves or with others of the said premises at the said sale that then the said hoders 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 transerring and delivering to the said B. Franklin Raley. Trustee as anoresaid, the said bonds or coupons or by recepting upon the same for the amount that may be so bid by him or them in whole or hapart of the said balance of the said purchase money to be selimated 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 bonds or coupons shall be deemed and taken to be a dicharge and acquittance; and the ba ance of the said purchase money, if any, shall be paid by the said parties other than the holders or owners of the said bonds or coupons shall be deemed and taken to be a dicharge and equitance; and the said sale by parties other than the holders or owners of the said bonds or coupons shall be deemed and taken to be a dicharge and equitance; then the balance of the said purchase money, has hereinb

Any turther information in respect to the said sale or Any turther information in respect to the san sale of premises, may be had on application to the undersigned trustee, at his office, No. 42 S. THIRD Street, in the city of Philade phila.

R. FRANKLIN BALEY. Trustee
Fo. 42 S. THIRD street, Philadelphia.
M. THOMAS & SONS, Auctioneers.

Nos. 139 and 141 S. FOURTH Street,
16 30 7 1810

10 30 7 tF10 LEGAL NOTICES.

TTY, TO THE USE OF LANE SCHOFIELD, vs. STEVENSON M. LEAMING, C. P., September T., 1865, No. 17.
Claim for paving, etc., \$104-62 lot S. E. corner of Rundle and Sixteenth streets Seventh Ward.
Philadelphia Avvember 15, 1865.
A will of seire facias will be issued upon the above claim at the expiration of three months from the date nereof, unless paid with a teat time to w. A. SLIVER.

Attorney for Claimant, Attorney for C almant, No. 207 S. SIXTH Street. 11 15wam

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

Will be sold cheap for cash. Work sent to any part of the United States. HENRY S. TARR,
MARBLE WORKS,
134wim No. 710 GREEN Street, Philadelphia.

RAILROAD LINES,

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILEGAD.
TIME TABLE
Commencing MOSDAY, October 22, 1965. Trains will
leave I pot corner BROAD Street and WASHINGTON
Avenue, as follows:
Express Train at 4 05 A. M. (Mondays excepted), for
Baltimode and Washington, stopping at Wilmington,
Peryville, Hagre-de-Grace, Aberdoen Parryman's, and
Magaolia.
Way-Mail Train at 8 18 A. M. (Sundays excepted), for
Baltimore stopping at all regular stations, connecting Baltimore stopping at all regular stations, connecting with Detaware Railroad at Wi mington for salisbury and with Delaware Railroad at Wilmington for salibury and intermediate stations.

Express Train Mills P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Wilmington Elkion, Perryville, and Havre-de Grase.

Express Train at 4'00 P. M. (Sundays excepted) for Baltimore and bashington, stopping at Wilmington, Newark, Fikton, Northeast, Perryville Havre de-Grace Petryman's, Edgewood, Magnolis, and Stammer's Run, Might Express at 11'15 P. M. for Baltimore and Washington, Stopping at Chester Wilmington, Newark, Elkton, Northeast, Perryville, and Havre de Grace.

Passengers by Bost from Baltimore for PORTBERS MONBOE, NORFGLK, CHTY POINT and BICHMOND will take the 8-15 A, M. Train.

As an additional accommodation for these holding tickets for these points, a Special Car will leave the Philadelphia Depot at 11'45 A, M., connecting at Gray's Ferry with the Morning Evpress train from New York, WILMINGTON, ACCOMMODATION TRAINS, Stopping at all stations between Philadelphia and Willimington.

Leave Philadelphia at 11 15 A, M., 3'20, 5'00, 7'00, and

Leave Philadelphia at 11 15 A. M., 3 30, 5 00 7 90, and 10 00 P. M. The 3 30 P. M. train connects with Delaware Railroan for Miltord and intermediate stations.

Leave Wilmington at 700, 8 15, and 9 30 A. M.; 3 00 and 4 50 P. M. and 4:50 P. M.
Trains for New Castle leave Philadelphia at 8:15 A. M., 2:20 and 5:00 P. M.
THROUGH TRAINS FROM BALTIMORE,
Leave Wilmington at 12:00 M., 4:27, 5:02, and 9:54 P. M.

P. M. CHESTER FOR PHILADDLPHIA.
Leaves Chester at 801, 538, and 10'14 A. M; 12'36,3 43,
459, 5'34, and 8'88 P. M.
FEOM 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
Leave Chester at 8'56 A. M, 1'30 and 11'30 P. M.
Leave Wilm ngton at 5'13, 9'40 A. M.; 2'25, 5'10 P. M.,
12'25 A. M.
SUNDAY TRAINS.

Leave Wilm ngion at 5-13. 9-40 A. M.; 2-25, c-10 P. M.,
12-25 A. M. SUNDAY TRAINS.

Express Train at 4-05 A. M. for Baltimore and Washington, stopping at Wilmington, Perryytillo, Havre-de-Grace. Aberdeen, Perryman's, and Magnolia.

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 19 P. M. for Wilmington and way stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 9-25 P. M., stopping at Havre de-Grace, Perryville, and Wilmington. Also stops at Elkton 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 for Philadelphia.

Washington.
A special train will leave Wilmington for Philadel-phia at 6:30 P. M.
Freight train with passenger car attached will leave Wilmington for Perryville and intermediate stations at 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 SCHUYLKILL.
SUSQUEHANNA, CUMBERLAND,
AND WYOMING VALLEYS.
AND NORTH, NORTHWEST, AND THE CANADAS.
WINTER AARANGEMENT OF PASSENGER TRAINS.
Leaving the Company's Depot, at THIRTLENTE
and (ALLOWHILL Streets, Philadelphia, at the following hours.—
MORNING MAIL.

Leaving the Company's Depot, at THIRTEENTE and CALLOWHILL Streets, Philadelphia, at the following hours.—

At 8:60 A. M. for Reading, Lebanou, Harisburg, Pottaville, 'Pinegrove, Tamaqua, Sunbury, Williamsport, Emina, Rochester, Niagara Falls, Buffalo Allentown Wilkesbarre, Pittston, York, Carlisle, Chambersburg Hagerstown etc. etc.

This train connects at READING with the East Pen sylvania Railroad trains for Alleniown, etc.; and with the Lebanon Valley train for Harrisburg etc.; PORT CLINTON with Cafawissa Railroad trains williamsport, Lock Haven, Elmia, etc.; at HAR RISBURG with Northern Central, Cumberland Valley and Schuyikil and Susquehanna trains for North-umberland. Williamsport, York, Chambersburg, Pine grove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 3:30 P. M., for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Bailroad train for Milton, Williamsport Elmira, Buffalo, etc.

READING ACCOMMODATION,
Leaves Reading at 6:30 A. M., stooping at all way stations, arrives in Philadelphia at 9:35 A. M.
Returning, leaves Philadelphia at 9:35 A. M.
Returning, leaves Philadelphia at 4:30 P. M., arrives in Beading at 7:25 P. M., arrives in Beading at 7:25 P. M., arriving at Philadelphia at 7:35 P. M., and Pottsville at 2:35 P. M., arriving at Philadelphia at 7:35 P. M., and Pottsville at 2:35 P. M., arriving at Philadelphia at 7:35 P. M., and Harrisburg at 9:40 P.

CHESTER VALUEY RAILBOAD.

Passengers for Downingtown and in crinciliate points take the 5:00 A. M. and 4:30 P.M. trains from Philadeiphia, returning from Downington at 7:05 A. M. and 2:30 Noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. 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 Pennsylvania and Northern Central Railroau Express Trains for Pittsburg, Chicago, Williamsport. Elmira, Baitmore, etc.

Recurning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, at 3 and 9:05 A. M., passing Reading at 4:49 and 10:52 A. M., arriving at New York at 10 A. M. and 2:45 P. M. Sleeping Car accompanying these trains throng retween Jersey City and Pittsburg, without charge.

Mail Train for New York leaves Harrisburg at 1:48 P. M. Mail Train for Harrisburg leaves New York at 12 Noon.

Noon.

SCHUYLKILL VALLEY RAILBOAD.

Trains leave Potswile at 645 and 1140 A.M., and 745 P. M., returning from Tamaqua at 735 A.M. and 149 and 415 P. M..

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 735 A.M. for Pinegrove and Harrisburg, and at 159 P.M., for Pinegrove and Tremont: returning from Harrisburg at 440 P. M., and from Tremont at 760 A.M. and 600 P.M.

TICKETS.

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 S. Brafford, Treasurer, No. 227 S. Fourith street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.

COMMUTATION TICKETS.

COMMUTATION TICKETS.

At 25 per cent disgount, between any points desired for families and drms
MILEAGE TICKETS
Good for 2000 miles, between al. points at \$52.50 each for families and firms.

BEASON TICKETS.

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

CLERGYMEN

Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at hair-tare.

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

fad only at the Ticket Office at Thirteenth and Callow-hill streets.

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 5:50 A. M., 12:45 noon, and 6:00 r. M. for Reading, Leboanon, Harrisourg, Pottsville, Port Clinton, and all points beyond.

MAILS

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 ARRANGEMENT.
The trains of the Pennsylvania Central Railroad leavs to a New Depot, at 1HLNTLETH and MARKET Streets.
The care of the Market Street Passenger Railway run to and from this Depot They leave Front street every two minutes, commercing one hour previous to the time of departure of each Train, and allow about 30 minutes for a trip. Their care are in waiting on the arrival of each Train, and connections are made with all roads crossing Market street.
On Sundays—Care leave Eleventh and Market streets at 5.45 P. M. to connect with Fiftsburg and Erie Mail, and at 16.25 P. M. with Philadelphis express.
Mann's Haggage Express is located at No.31 S. Eleventh street. Parties desiring Baggage taken to the trains can have it done at reasonable rates upon application to him. TRAINS LEAVE AND ARRIVE AT DEPOT, THUS:— DENNSYLVANIA CENTRAL RAILROAD,

contract
For further information, as to time and connections,
see bills and tramed cards, or apply to
THOMAS H. FARKE, Ticket Agent at the Depot.
At Emigrant Train runs daily (except Sunday). For
full information as to fare and accommodation, apply to
FRANCIS FUNK No. 137 Dock Street

RAILROAD LINES,

OR NEW YORK.—THE CAMDEN AND Company's lines
FROM PHILADELPHIA TO NEW YORK
and way piaces, from Walnut street whari, will leave as follows, viz.:—
At 6 A. M., via Camden and Amboy Accommoda-At 11:15 A. M. 4:36 and 6:45 P. M., via Kensington and Jersey City Express. At 12 P. M. (Sight) via Kensington and Jersey City Express. Express.
The 6-45 P. M. Line will run daily. All others Sundays excepted
At 730 and H 15 A. M., 3,5 30, 4 30, 5 and 5 45 P. M., and
B Midnight, for Bristol. Trenton, etc.
At 7A, M., 19 50, 5, 5 and 6 P. M. for Cornwells, Torrisdale, Ho mesburg, Ts-ony, Wissinomine, Bridesburg,
and Frankford, and at 8 P. M. for Holmssburg and
intermediate Stations.

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 Kensington Depot as follows:
At 7:0 A M. and 1:30 P. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Eimira, Ithaca, Owego, Rochester, Binghamton, exwego, Syracune, Great Bend, Montrose Wilkesbarre, Seranton, Stroudsberg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chank, Allentown, Bethlehem, 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, each Passenger, Passensers are prohibited from taking anything as bages as the Depots. Orders to be left at 3 Walnut at Lines FROM NEW YORK FOE PHILADELPHIA, LINES FROM NEW YORK FOE 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 foot of Barclay street at 6 A. M. and 2 P. M., via.
Amboy and Camden.
From Pier No. I North river, at 12 M. 3 and 7 P. M.
(Freight and Passenger), via Amboy and Camden.
January 1, 1866.

NORTH PENNSYLVANIA RAILROAD.—
Depot, THIRD Street above Thompson.
For BETHLEHEM, DOYLESTOWN, MANCH CHUNK, EASTON, WILLIAMSPORT, and WILKES BARRE.
At 730 A. M. (Fxpress), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Willamsport, and Wilkesbarre,

Mauch Chunk, Hazleton, Willamsport, and Wilkesbarre.

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, Danvillie and Williamsport.

For Doylestown at 8:25 A. M., 2:30 and 4:15 P. M.

For Fort Washington at 10 A. M. and 11 P. M.

For Lansdale at 6:15 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 6:25 A. M. and 10:02 A. M., and 6:15 P. M.

Leave Doylestown at 6:30 A. M., 3:15 and 5:30 P. M.

Leave Lansdale at 6:10 A. M.

Leave Lansdale at 6:10 A. M.

Leave Lansdale at 6:10 A. M., and 2:15 F. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 1:26 A. M., by Philadelphia for Doylestown at 8 P. M.

Doylestown for Philadelphia at 7:20 A. M.

Bethlehem 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.

Et.Lis CLARK. Agent

THIRD Street, or BERKS Street.

REIGHT LINES FOR NEW YORK AND

A I the Stations on the Camben and amboy and connecting Railroads Increased despatch.

The Camben And Amboy Eallroad And The Camben and Increased despatch.

The Camben And Amboy Eallroad And Transfor Revation Company Freight Lines for New York will leave Walnut Street Wharf at 5 o'clock P. M., dairy (Sundays excepted).

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

Freight for Trenton. Princeton, Kingston. New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere. Delaware and Fiemlington: the New Jorsey, the Freshold and Jamesburg, and the Burlington and Mount Holly Railroad, and at Manunkachunk with all points on the Delaware Lackawanna, and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Vestern New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Central Esilroad, 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 enc. load of goods or no receipt will be transportation of Live Stock. Drovers are invited to try the route When stock is furnished in quantities of two cas-loads or more, it will be delivered at the foot of Ferrieth street, near the Drove Yard, or at Pier No. I North river, as the shippers may designate at the time of shipment. For terms, or other information, apply to Walter R FREE & AN. Feight Agent.

D HLADELPHIA, GERMANTOWN, AND

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and after WEDNESDAY, November 1st, 1865, until

On and after WEDNESDAY, November 1st, 1865, until burker Notice.

FOR GERMANTOWN

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3°10, 3%, 4, 5 6%, 6, 7, 8, 9, 10, 11, 2 P. M.

Leave Germantown 6, 7, 7%, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 6 6%, 7, 8, 9, 16, 11 P. M.

The 82b down train, and 3% and 5% up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9:10 A. M., 2, 7, 16% P. M.

Leave Germantown 8 A. M., 1, 6 9% P. M.

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

Leave Chesnut Hill 7:10 minutes, 8, 940, 11:40 A. M., 40, 3:40, 5:40, 6:40, 8:40, and 10:40 minutes P. M.

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

Leave Chesnut Hill 7:40 minutes A. M., 2 and 7 P. M.

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

Leave Philadelphia 9:10 minutes A. M., 12:40, 5:40, and 9:25 minutes P. M.

F(B CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 8:35 minutes, 11:45 A. M., 1%, 3, 4%, 5%, 6%, 8:05 minutes, and 11% P. M.

Leave Norristown 55, 7, 7:50, 9, 11 A. M., 1%, 4%, 6, and 8 P. M.

The 5% P. M. train will stop at School Lane Wiesen

8 P. M. train will stop at School Lane Wissa-hickon, Manayunk, Spring Mili, and Conshohocken only. ON SUNDAYS. Leave Philadelphia 9 A. M., 2% and 7 P. M. Leave Norristown 7 A. M., and 5 P. M. FOR MANAYUNK Leave Philadelphia 6, 8:35 minutes, 11:05 A. M., 125, 3, 425, 5%, 6%, 8:65, and 11% P. M. Leave Manayunk 6%, 7%, 8:20, 6%, 11%, A. M., 2, 5, 6%, 8% P. M.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 3 A. M., 24, and 7 P. M.

Leave Manayunk 7k A. M. 6k, and 8 P. M.

W. S. WIL-ON, General Superintendent,

Depot NINTH and GREEN Streets WEST JERSEY RAILROAD LINES.—
From toot of MARKET Street (Upper Ferry).
Daily, except Sundays.
FALL AND WINTER ARRANGEMENT.
Commencing WEDNESDAY, November 15, 1865.
For Bridgeton, Salem, and all Stations on West Jersey and Salem Railroads, at 9 A. M. and 3'30 P. M.
For Millville and all intermediate Stations, at 9 A. M.
md 31. M.
For Cape May and Intermediate Stations.

and 3 1. M.

For Cape May and intermediate Stations at 9 A. M. to Miliville, connecting with Freight Train Passenger Car attached for cape May, due 3 45 P. M., and 3 P. M.; through Passenger cue 8 P. M.

For Glassboro and Intermediate Stations, at 9 A. M., and 3 30 P. M.; Tor Woodbury, Gloncester, etc.

For Glassoro and intermediate Stations, at 9 A. M., St. 13 9 P. M.

For Woodbury, Gloucester, etc., at 9 A. M., 3, 3 90 and 5:20 P. M.

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

THE WEST JERSEY EXPRESS 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 article intrusted to them.

A Special Messenger accompanies each through train.

Office, No 5 Wainut street

A Special Messenger accompanies each through train.
Office. No 5 Wainut street

1865 —PHILADELPHIA AND ERIE
RAHLROAD.
This great line traverses the Northern and Northwest
counties of Pennsylvania to the city of Erie, on Lake
Erie. It has been leased and it is operated by the Pennsylvania Railroad Company.
Time of PAASENGLETBAINS AT PHILADELPHIA.
Arrive Eastward—Erie Mail Train 1400 P. M.
Erie Express Train 11-10 A. M.
Leave Westward—Erie Mail Train, 720 P. M.
Passenger cars run through on the Erie Mail and
Express Trains without change, both ways, between
Philadelphia and Erie.
NEW YORK CONNECTION.
Leave New York at 600 P. M., arrive at New York 115 P. M.,
No change of cars between Ette and New York
Flegant Siesping Cars on all Night Trains.
For information respecting passenger husiness, apply
at THIRTIETH and MARKET Streets, Philadelphia.
And for freight business of the Company's tagents—
8. B. Kingston Jr., corner THERTE Frei Maid AR
RET Streets, Philadelphia; J. W. Reynolds, Erie; William Strown, Agent, N. C. k.
B. Remission Streets, Philadelphia,
H. HOUS' ON, General Freight Agent, Philadelphia,
H. W. GWINNER General Ticket Agent, Philadelphia,
H. W. GWINNER General Ticket Agent, Philadelphia,
H. W. GWINNER, General Superintendent.