A Rebel General Turned Poet. General M. Jeff. Thompson, formerly of Missouri, and now located in New Orleans as a comnustion merchant, sent the editor of the Picayus present of a bottle of Bourbon whisky on bristmas day. Accompanying the present were

the following lines:- New ORLEANS, December 23, 1865. Dear Picayane, I pray,
That on this Christmas day,
You'll accept this fine bottle of whisky;
For 'tis full of "the soul"
Of "Kentucky of old,"

And will make you leel "plucky and frisky."
There's no "medicine" here—
No "bliters" nor "beer;"
There's nothing but good nonest drinking;

And 'twill make you feel good, As all fine whisky should, And lighten your heart up to thinking

Of hours that are past—
That brought picasures, that fast
Through ages of troubles and sorrow. And if on this night You should go to bed "tight,"

You'll not have the headache to-morrow.
M. JEFF. THOMPSON.

-A Florence correspondent thus writes of Powers, the American sculptor, and his latest

"All Florence has flocked to see his beautiful 'Ginevra,' just finished, and exhibiting a new and exquisite triumph of his delicate and expres sive chisel. How beautiful is the drapery of Powers' busts, and how indebted are we to him for relieving us from the monotonous folds of that eternal shawl, and substituting for it the chaste and elegant medieval costume, which falls so gracefully on the shoulders and bosoms of his female portrait busts !

"Nothing can be at once more becoming and elegant than the appearance of these matchless drawing-room marbles, with their draperies, displaying so exquisitely the well-moulded proportions of the figure beneath, and edged themselves with their delicate borderings, displaying the cunningest work of the arrist's hand. Powers' is filled with these elegant productions, of which the arrist's canal the of which the supply can acver, alas! equal the lemand. There is one of his wife, too, of inimitable grace and feeling, and of an expression of mingled pathos and deep intelligence which one never tires of gazing upon, Then, besides, there is his 'Genius of America' and other greater works; the description of which would lead one on to still warmer culogies.

-The Richmond Disputch has the following "We had the pleasure of seeing at the studio of Mr. Valentine, a bust of General Stonewall Jackson, now nearly completed in plaster. a masterly work. The likeness is striking and the whole face bears the impress of great strength in repose. It is more like Jackson than the photograph of him so familiar to every one. It is a life-size bust.
"Mr. Valentine has a bust of J. E. B. Stuart,

partly done, in clay. It promises to be a fine work. He intends to visit Lexington shortly, for the purpose of making a bust of General R. E. Lec.

-A Washington paper states that a few days ago a remarkable "work of art in snow," in the public streets (corner of Eleventh and F), at-tracted the gaze of hundreds. A bust of snow, representing Judge Otto, Assistant Secretary of the Interior, had been formed by a young gen-tleman named Ellicott, which was so remarkably executed as to arrest the attention of all passers, and to evoke special encomiums from those among the bystanders most capaole of pronouncing on its merits. It was a tine likeness, and a ecided evidence of talent and skill in its fabri rator. Young Ellicott has made several casts n clay, of an excellent character, and is now, e understand, doing a second cast of the inte President Lancoln.

-The disposition of the equestrian statue of General Stonewall Jackson, executed by Mr. Frederick Volck, has not yet been determined. This valuable artistic effort is said to be worth not less than \$25,000. Its execution reflects great credit upon this talented sculptor, who has de-veloped in it many points of striking originality

-Macdonald, the sculptor, is engaged on a bus of Charles O'Connor, for which he is to receive two theusand dollars. It is being made to the order of a number of the members of the bench and bar of New York.

-A medall'on in marble of Durand, the landscape artist, is almost finished by L. J. Kuntze, he well-known sculptor.

Southern Share of Taxes.

Washington Correspondence Cincinnati Gazette. Under the act of August 5, 1861, levying a Breet tax of \$20,000,000 on the several States, th gregate quota of the eleven Southern States hen in rel cillion was fixed at \$6,690,000°95. Of his amount South Carolina, the first State to go nto the Itobelion, was assessed as her portion of the tax \$363,510 66, and has already paid into the reasury \$234,756.17; Virginia, whose quota was fixed at \$937,550°66, bas paid in \$171,420°27; Florida, whose proportion was \$77,522°66, has paid in \$43,509°81; Arkansas, whose quota was \$161,886, paid in \$39,165°32; Louisians, whose uota was \$3,385,886, paid in \$220,000; Tennes ee's quota was \$669,408, and paid in \$108,272 North Carolina's quota was \$576,194\*66, and paid n \$35,986. The States of Georgia, assessed at \$584,367.33; Alabama, at \$529,313.33; Mississippi, at \$413,084 66; and Texas, at \$355,106 66, are the only States which have not yet paid something on account of the tax. From this statement in will be seen that the late rebellious States are ndebted in these items alone to the Government

-The oyster trade at the present time is very extensive in Baltimore, notwithstanding the prices for these delicious shell-fish are much higher than they have been for many years.
All large exporting houses have a vast number of hands engaged, which, added to those employed in the work of opening in the numerous hotels and restaurants of the city, combine to form a very considerable element of population. But there is a general complaint on the ourchasers in regard to the righ rates which the oyster hucksters charge, when the supply, even of the best qualities, are still taken in abun-dance from the exhaustless beds of the Chesa-peake and its numerous tributaries. Within the past two or three weeks the prices charged per ushel have ranged from one dollar and twentyive cents to two dollars, the latter sum being paid for the best Cherrystones, which used to sell for from eighty cents to one dollar. It appears from the statements of the largest purchasers that a comparatively small number of persons almost entirely monopolize the trade. and thereby continue to inflate the scale of prices. The proprietors of the best restaurants charge two dollars per gallon for the best oysters, and their profits at that rate must be very light, when it is recollected that a bushel of prime oysters rarely produce a gallon when opened. -A few nights since, Mr. Robert Moseby, for-

merly of the 59th Virginia Regiment, while re-turning to his home from Richmond, was at tacked at the bridge crossing Mayo's creek by two desperate negroes, who were immediately joined by eight or ten more, who came from ambush. The black scoundrels treated Mr. Moseby in the most brutal manner, and robbed him of a number of articles he had purchased in the city. They took his boots from his test his the city. They took his boots from his teet, his hat from his head, and rifled his pockets of what little money he had left after making his pur-chases. At one time, the negroes were about to dispossess him of the animal upon which he rode, but finally concluding that they had made as much as it was safe to carry, they decamped into the bushes from whence they came.

-The Treasury Department has received from National Banks bonds amounting to \$301,794,500, as securities for their circulation. These bonds, in case banks fail to meet their liabilities, will be used for the redemption of their notes. Consequently, whether a bank suspends business or not the circulation is redeemable at the Tres

sury Department. Smallpox, scarlet fever, and measles are still prevalent at Quebec, and the hospitals are crowded with patients. Death of Elijah F. Purdy.

We were surprised to hear of the sudden death last night of Hon. Elifah F. Purdy, one of our Supervisors, and for thirty years known as an eminent and able Democratic politician. Mr. Purdy was one of the old regime, al thorough New Yorker in all his experiences and nis aspirations; a benevolent, warm-hearted, and good citizen, loved and honored for all the genial amenities of social life, and trusted in every way as a public officer. Long ago he won the rough but complumentary soubriquet of won the rough but complimentary southriquet of the "War Horse of the Democracy," and for many years his word was law in Old Tammany, of which great political institution he was the "guide, philosopher, and friend," He never coveted public station, being content to make others great rather than seek place for aimself. Yet he was run through a number of the chief places accessible under City and County Govern-ment. He was Alderman from the Tenth Ward in 1838, and when the present equally divided Board of Supervisors was instituted, he was the first man named on the Democratic side. Socially he was one of those men whose chestnut-burr exterior covers a great and noble heart, and no one really knew him who did not cherist his friendship as a mething to be proud of. During the war, and especially through the riots of 1863, Mr. Purdy rose nobly to the demands of his country, and made positive and active loyalty his prime motive. New York has lost one of her very best and most worthy citizens, and his memory will long live in the hearts of thousands of admiring and regretful friends .- N. Y. Times.

COMET DISCOVERED.—Admiral C. H. Davis, Superintendent of the U. S. Naval Observatory and Hydrographical Office, reports to Secretary Welles the discovery of a new comet by H. P. Tuttle, on the evening of January 5. From observations with the equatorial, Mr. James Ferguson, Assistant Astronomer, obtained the following place:-

1866. M. T. W. R. A. Dec. Jan. 5. 8h. 16m. 9-9s. 28h. 88m. 29-89s. 5h 22m 5-07s. The comet is round, of about two minutes (2m.) of are in diameter, with a slight condensation at

AUCTION SALES.

O T I C E

Under and by virtue of the power vested in me by an Indenture of Mortgage upon the property bereinatter described execused by the Tyrone and Chearneld Railroad Company to me as Trustee, dated the ist day of November, A. D. 1800, and recerced in the office for Recording Deeds etc. In and for the county of Blair on the Stn day of November, A. D. 1800, in Mortgage Book "B," pages 197, 105, 109, 110 and 111 to secure the payment of Bonds of said (ompany to the amount of thirty-five thousand dollars, and default having been made for more than ninety days after the Same has been demanded in the payment of the laterest due on more than fifteen thousand dollars in amount of the Bonds secured by said Mortgage and having been reclassed in writing by the holders of more than different thousand dollars in amount of the said dortgage in the said mortgage in the said dortgage in the interest on which has been so demanded from said company, and been so remed by them, to sell at public anction upon the notice and terms in the said Mortgage mentioned he premises therein referred to and to ultil by such sale the Guites innoved in accordance therewith and to discharge my duty as trustee in respect to the premises I, John EDUAR THOMSON, Trusce as aloresia, and Mar gager in trust for the holders of the Bonds secured by said mortgage, DO HEREBY GIVE NO 14. E. that in purpusance of that purpose by the with and obscharge my duty as trusted in respect to the premises I. JOHN EDGAR THOMSON. Trustee as a coresaid, and Mer gages in trust for the holders of the bonds secured by said mortgage, DO HEREBY GIVE NOTICE. that in pursuance of the power aloresaid vested in no for that purpose by the said nedenture of mortgage, and is exercise of the discretion thereby connerted and in obedience to the said requisition of the holders of the Bones to the amount aloresaid as in said Mort. age provided, I will upon MON DAY, the Pith day of February. A. D. 1886, at 12 o'clock M., at the Phi adeiphia Exchange, in the city of Philade-phia, by the bands of M. Thomas and Sons. Auctioneers, and upon the terms and conditions bereinsiter stated expose to bublic as a by vendue of outcry, and will there said to the highest and beet bidder for the same, the property conveyed to me in Mortuage as anoresaid and next neattoned, viz:—

The whole of that section of the Tyrone and Cleardeid Railread, from the round of intersection with the Pennsylvania Railroad, at or near tyrone Station, in Beair county to the point of connection with the graded intersection, being about three miles and one quarter from the Pennsylvania Railroad at Tyrone Station as the same is now constructed together with all and singular the rail was a rails bridges, fences, privileges, fights, and all real property of every description acquired by and belonging to said commany, adjacent to a connected with, or on the line 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 for railways, depose, or stations between said points on said section of three and one quarter miles of the terms of property me alled and referred to in the foregoing description may be given as clows:—

All that section of the said Tyrone and Clearfield Railroad with the Pennsylvania Railroad at Tyrone and Clearfield Railroad lailroad with the Pennsylvania and the remaining

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

long.
At Baid Engle Varley Railroad intersection, two sidings about 1071 reer rotal length.
AND, ALSO.
At Tyrone, one 100-feet (rack Scales, with office 12 feet by 12 feet.

by 12 feet.

AND GENERALLY,
All the lands, raliways, rails bridges, culverts, trestieworks, tool-houses, coal-houses, wharves, fences, rightsol-way, workshops, machiners, stations, denots depotgrounds works, masonry and other superstructure,
real estate, buildings, and improvements of whatever
nature or kind appertaining or belonging to the abovemen lones property, and to the said section of said
Tyrone and Clearfield Rai-road, and owned by said company in connection therewith.

pany in connection therewith.

Tr.RMS OF SALE.

The said Bailroad 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 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 purchase well be required to pay \$5000 of the purchase money in cash at the time of the sale, and in case any of the holiers of any of the bonds of the coupons due and payable upon the said bonds of the Tyrone and Cearneid Railroad Company, and secured by the mortgage executed by the said Company to the said John Ldrar Thomson, Trustee as a fore-aid, shall become purchasers by themselves or with others to the said of the said bonds of coupons may for the residue of the said premises at the said sale, that then the said holders of the said purchase money make payment whilm twenty days after 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 hid 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 shake of the said purchase money which the said holders or the said purchase money which the said holders or the said purchase money which the said holders or the said purchase 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 comed and taken to be a discharge and acquitrance; and the balance of the said purchase money, if any, shall be paid by the said parry so purchasing, in cash, within twenty days therefore the thing the said clivery and transfer of or a receipt upon the said burchase money, it and the said saie by parties other than the holders or owners of the said saie by parties other than the holders or owners of the said saie by parties other than the holders or owners of the said purchase mone

C. PERKINS. LUMBER MERCHANT, Successor to R Clark, Jr., No. 324 CHRISTIAN STREET.

Constantly on hand a large and varied assortment of Building Lumber. 5 24 ly I. B. SEELEY'S HARD RUBBER
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TRUSS others, cures Ruptures, frees the cord from all
TRUSS others, cures Ruptures, frees the cord from all
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ers, Elastic Stockings. Shoulder Braces, Suspensories,
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AS HEHETOFORE.
STAMPS of EVERY DESCRIPTION CONSTANTLY
ON HAND, AND IN ANY AMOUNT.

11 13 AUCTION SALES,

AUCTION SALES.

N Under and by varies of the power vested in one by an indepture of Mortgage apon the property hereinater described, executed by the Tyrone and a tearlierd Railread Company to me as Trustee, duted the lath day of May A. D. 1839, and recorded in the office for According Decide, etc., in and for the country of Bailr on he 18th day of May A. D. 1839, in Nortgage Book "A." pages 505-4-5-6-7 and 8, and in the office for Recording Decide, etc., in and of the country of entry, on the 12 n day of May A. D. 1839 in Nortgage Book E." page 170 etc., in and of the country of entry, on the 12 n day of May A. D. 1839 in Nortgage Book E." page 170 etc., to secure the par ment of Londs of sail Company to the amount of two hundred and twenty-free monsand dollars in default having been made for more than ninety days after the same has been demanded, in the payment of the interest due on more than fifty thousand dollars in amount of the bonds secured by gain mortgage and having been requested in writing by the horders o more than fifty thousand do lars in an ount of the said bonds the payment of the liner at on which has been so demanded from the fifty thousand do lars in an ount of the said bonds the payment of the liner at on which has been so demanded from the fifty thousand do lars in an ount of the said bonds the payment of the liner at on which has been so demanded from the fifty thousand do lars in an ount of the said terms in the said mor gage mentioned, the premises therein referred to, and to tallity such as e the dottes imposed in accordance therewith, and to discinate my dat as trustee in respect to the premises, i. JON EDGAR THOMSON Trustee as a corsaid and Mr gage in trust for he holers of the bonds secured by said mortgage. DO H. REBY CUVE NO.1 E. that in nursuance of the power atorsaid vested in me or that purpose by the said definite on the holers of the bonds secured by said mortgage. DO H. REBY CUVE NO.1 E. that in purpose by the said definite to the holes and best bidder for the same to propert cyed to me in mortgage as a cresaid and next men-oned, viz :— The whole of that section of said Tyrone and Cour-The whole of that section of said Tyrone and Courfield Railroad trues the point contersection with the Tyrone and Lock Haven Railroad near tyrone. Built county, Fennsylvania as the same is now constructed, together with all and singular the railways rails, bridges, tendes privileges, rights and all ren, properly of every description, acquired by and beinging to said Company and sli the tole, income, besses, 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 but dings standing thereon or produced the produced thereon or produced the produced thereon or produced thereon or produced the produced thereon or produced thereon or produced the produced thereon or pr

stations between said points with all bufdings sounding therein or precurse heretor.

A more specific and de ailed statement of the trems of preserve, the uded and referred of in the foregoing description, may be given as follows:

EAILROAD.

All hat section of the said Tyrone and Clearfield Railroad as now located and built beginning at the point of intersection of the said Tyrone and charfield Railroad with his diagraphic Valley Railroad, formerly the Tyrone and lock lieven hallroad, near tyrone, Blair county taking extending northwardly to anotherwise the borough of Phillipburg. Rush township, Centre county and there terminating Said section of said railroad, between the points aforesaid being about twenty miles in length. Together with the right of way for the saine, with such deliftenal widths as are required by the slopes of excavations and embantments.

SIDINGS connected with said section of said Read and belonging to said Conpany, between said poin s. and the right of way for the same of the number and length following.

way for the same, of the number and length following, viz 3-r

At Mouat P casant one adding about 200 cet long
At 11's falle lost one quarry siding about 35 tee long
At Summit, 15th Mile Post a second track siding about
1550 cet long
At summit one Y and level siding, and one level siding north of Summit, with the right of way for all be
youd the limits of the right of way for the track last
mentioned. The total length of said Y and sidings being
about 1650 feet.
At Sandy Bidge, a siding about 1255 feet long
At I owelton, a Y about 1255 feet long and two sidings
the same.

about 764 feet, total length, with the right of wmy for the same.

At Oscoola Station, a siding about 744 feet long, together with two lines of track one of which together with two lines of track one of which extends from the main track of the said byrone and Clearfield Railroad, to a warehouse lor owned by the said Tyrone and learfield Railroad Company. In said town of onceols, Deen at township, Clearfield extends from a point on the said last-named track immediately were of the crossing of Moshaimon creek to Miler's Coal Mires, in said Decalur township, Clear field county about 202 feet long, and size 500 fee sidd inone lini road track extending up Moshaiman creek; together with the right of way therefor, and all embank-ments curtings, bridges, and treate-works necessary hereic.

At Dunbar, one siding about 370 feet long. At Stemer's one siding about 222 feet long. At Stemer's one siding about 122 feet long. At Philipsburg, three sidings about 1500 feet total

At Philipsburg, three sidings about 1500 feet total length.

REAL ESTATE.

At Gardener's Station near Eighth Mile Post, a Water Station, to 86 by 160 feet, together with a Water station, 14 feet by 16 feet, with all water rights and fixtures lands, and appurtenances needing therefor.

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

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

One warehouse of containing 147 perches, altusted in the town of Oscoola, Decator township, Clearded county.

ounty.

Af 21% Mile Post a lot of ground containing 69 perches, at 21% Mile Post a lot of ground containing 69 perches, at 2nd, los burg, one station (of containing 48 perches with one rame passenger station, 50 feet by 20 feet and one temporary frame warehouse 50 feet by 20 feet, built ercon. At Philipsburg, one lot or piece of ground, containing

45-140 scres with One frame Warchouse, 90 leet by 30 feet. One frame higher 100se, 31 feet by 37 cet, One from Turn-Table, 50 feet in diameter, And one frame Water Station 16 feet by 46 feet, built

One trame Engine House, 20 teet by 30 teet.
One trame Engine House, 21 teet by 57 teet.
One from Turn-Lable, 50 teet in diameter.
And one trame Water Station, 16 teet had 18 tures, lands and appurtenances needful theretor.

And one trame Water Station, 16 teet had 18 tures, lands and appurtenances needful theretor.

All the lands, 71 tures, 18 tures, 18 tures, lands and appurtenances needful theretor.

All the lands, 71 tures, 18 tures, 18 tures, lands and appurtenances needful theretor.

All the lands, 71 tures, 18 ture

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TO SHIP CAPTAINS AND OWNERS .- THE

TO SHIP CAPTAINS AND OWNERS.—THE undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his triends 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 caulker, will give personal attention to the vessels entrusted to him 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 passers when it of vessels bottoms, for this city, I am prepared to furnish the same on favorable terms.

JOHN H. HAMMITT,

Kegs ngton Screw Dock,

AUCTION SALES.

AUCTION SALES.

NO T I C E.

Luder and by whitee of the power vested m me, by an indenture of Morigage upon the property hereinalter described, cancined by the 19 rone and Chembeld Railroad Company to me as Trustee, and of the left day of February, a. J. 1801, and recorded in the office of the feore ring Deeds, etc., m and are the county of B alt on the 4th day of rebruary, a. D 1801 in Morrings Book a, page 118, etc., and in the Office of Recording Deeds, etc., in and for the county of Centre, on the 28th day of February, a. D. 1801, in Morrings Book E, page 400 erc., to secure the payment of North and Company to the amount of R ty thousand dollars, and cleant hay-ing been made for nore than allesty days after the same has been demanded in the Dayment of the interest of the bone secured by sale of and dollars in the payment of the interest of the bone secured by sale of and dollars in the payment of the interest of the bone secured by sale of and and in the ment of the contract of the bone secured by sale of the miles of the payment of the interest on which has been so refused by them to sale as a sale to the payment of the interest on which has been seen to demanded from sale tompers of the histories of the sale mortage mentioned, the premises therein referred to, and o tuelfi by such sale the duties imposed in accordance therewith as it of discharge in vitation of the holders of the bunds savared by yaid mortage in the sale mortage mentioned, the premises therein referred to, and to tuelfi by such sale the duties imposed in trust for the holders of the bunds and mortage in trust for the holders of the bunds of mortage in trust for the holders of the bunds of yaid mortage in trust for the holders of the bunds of the sale and to the sale and the property and trust of February A.D. 1893 at 11 of cock is, at the Flaindelphia Exchange, in the old of the sale and the property and trusted and the flain and singular the railways rails. Cross-ties, charter yaid and singular the railways rails. Cross-ties, charter yai OTICE.

At Tyrone one siding about \$ 6 feet long,
At Tyrone Figine House, one Siding about 1284 feet
long.
At Bulu Fagie Valley Railroad Intersection, two sidlings about 1071 test total length.
At Mount Fleasant, one siding about 200 feet long.
At His Mulic Fost, one quarry siding about 383 feet

At Mount reason, one stains about 233 feet long.

At Summit, 13th Mile Pest, a second track siding about 1330 feet long.

At Summit, one Y and level siding, and one levelsiding north of Summit, one Y and level siding, and one levelsiding north of Summit with the right of way for all beyond the innits of the right of way for the track last mentioned. The lotal length of said Y and sidings being about 165 feet.

At Sandy Hidge, a siding about 1268 feet long, and two sidings about 165 feet.

At Powerton a Y about 1268 feet long, and two sidings about 2534 feet 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 ir ck of the said Tyrone and Clearfield Railroad Con pany, in said town of Oscoola, Decatur township Clearfield county, about 275 feet on; and the other of which extends from a point on the said las-named frack inmediately west of the crossing of Meshannen creek to Miler's Coal Mines in said Decatur township. Clearfield county, about 254 feet long and a so tow leet of additional Railroad track extending up a columnon creek; together with the right of way there or, and all embourgments, cuttings, bridges, and frest-works necessary thorseor.

At Dunbar, one siding about 237 feet long.

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

At Tyrone one 106-feet Track Scales, with Office, 12 feet by 12 sect
Al Gardener's Station near Eighth Mile Post, a
Water Station lot, 66 by 160 feet, fog ther with a Water
Station, 4 see by 14 feet erected thereon; with all
water rights and fixtures, lands, and appurtenances and referred and exteres, takes, and appurenances need uitherefor.

At Mount Fleasant a Wa'er Station Is feet by Is feet with all the water rights and fixtures lands and appurenances need uitherefor.

At landy filoge, a Water Station, 14 feet by I4 feet, with wood for de attached, and all water fights, fixtures, lands and appurenances need uitherefor.

One warshouse for, containing 147 perches, situated in the town of Oscoola, Decaptr township, Clearfield

the town of Oscoon, Decatur township, Clearnes At 218 Mile Post a lot of ground, containing 69 perches intended for a foreman's dwelling house.

At Phillipsburg, one station lot, containing 48 perches, wit, one frame passenger station 50 test by 20 feet, and one emporary frame warehouse, 50 feet by 20 feet,

perches intended for a foreman's dwelling house.

At Phillipsburg, one station lot, containing 48 perches, with one frame passenger station 59 test by 20 feet, and one semporary frame warehouse, 50 test by 20 feet, and one semporary frame warehouse, 50 test by 20 feet, built hereon.

A Phillipsburg one lot or piece of ground, containing 4 85-108 acres with.

One frame Warehouse, 39 feet by 36 feet.

One frame Warehouse, 39 feet by 36 feet.

One frame Warehouse, 39 feet by 51 test.

One frame Warehouse, 31 feet by 16 feet, built there on with alt the water rights and fixtures, land, and appurtenances needful therefor.

AND GENERALLY.

All the lands, railways rails, bridges, culverts, trestile works, tool houses, coal houses, wharves, tences rights of way, workshops machinery, stations depois, depotyrouse works, masonry, and other superstructure, feat estate builds us and improvements of whatever nature or kind spectral must of belonging to the above mentioned property and to the said section or 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. TEKMS OF SALE.

The said railroad sidings real estate, and premises mentioned in the said corporate franchises of said road and company in cash at the time of the said the collowing terms and conditions will be observed in the making of the said said:—

The purchase money in cash at the time of the said; and the following terms and conditions will be observed in the making of the said said:—

The purchase money in cash at the time of the said Frank-lin Ratey. Trustee as a cresual of the bonds of the Tyrone and Clearfied Egilroad Company, and secured by the mortage executed by the said company to the said bonds of the Tyrone and Clearfied Egilroad Company, and secure of the said bonds or the nature of the said bonds of the Tyrone and Clearfied Egilroad Company, and secure of the said purchase money in part by the meriginal purchase money in

pursuance of the power and anthony distribution.

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

R. FRANKLIS BALEY. Trustee

No. 42 S. THIRD Street, Philadelphia.

M. 7HOMAS & SONS, Auctioneers,
Nos. 139 and 141 S. FOURTH Street,
Philadelphia

STANDARD SCALES.

FAIRBANKS, STANDARD SCALES,

Adapted to Every Branch of Business Where a Correct and

Durable Scale is Required. A uniform standard of weights, and a correct system of weigning, are subjects claiming the attention of every individual in the community. FAIRBANKS & EWING.

MASONIC HALL, No. 715 CHESNUT STREET, PHILADELPHIA. 8 21mths6m4p

RAILROAD LINES.

OR NEW YORK, THE CAMDEN AND Company's ines
PHOM PHILADEI PHIA TO NEW YORK
and way places, from Walhut street what will have as
tollows viz. t-

commodation (Freight and Fassenger), let class stacket.

20 Case Ticket.

and Jersey City Exp ess . At 12 P M. (Night) via Kensington and Jersey (ity 1 x press
The 6-45 P. M. Line will run dally. All others Sundays The 0-35 P. M. Line will run dally. All others Sundays excepted at 7.38 and 11-15 A. M. 3, 3-39, 4-29, 5 and 6-45 P. M., and 12 Midnight for Bristol Trenton etc.
At 7.A. M. 10-50, 3, 5 and 6 P. M. for Cornwells. Torrisdale, Ho mesting To-ony Wissinomine Bridesburg and Frankford, and at 8 P. M. for Holmesburg and incorpolate tabless.

dale, Ho mesunis. To ony Wissinomine: Beidesburg and Franklord, and at 8 P. M. for Holmesburg and intermediate Stations.

1-ELVIDLEE DI LAWARE RAILROAD.

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

Two through trains daily (Sundays excepted) from Kensington Pepet as follows:—

1-24.7-24 A. M. and 1-20 P. M. for Niagara Falls, Buffsio, Dunkirk. Cancachigua, Elmira, Ithaca. Owego, Rechester, Binchamton, Eswego Syraouse, Great Jiend. Montrose Wilkesbarre, Isranton, propadaburg, Water Gap. I.e videre, Easton, Lambertvilla Fleming ton, etc. The 3-26 P. M. Line connects direct with the Train saving Easton for Manch Chuns, Allennown, Berbiehem, etc.

1-25. At 9.P. M. for Lambertville and intermediate Stations. For New York and Way Lives leaving Kensantron Depot, take the ears on Firth street above Walnut haf an hour before departure. The cars run into the Depot, and on arrival of each Train, run from the Depot, and on arrival of each Train, run from the Ospot. Filty Pounds of Engage only allowed each Passenger. Passeti, ers are prehibited from faking anything as bagging but their wearing appared. All baggings over five pounds to be paid for extra. The Company limit their restoneibility tows bagges to One Dollar per pound, and will not be Usbie for an amount beyond slide, except by special contract.

will not be liable for any amount beyond \$100, except by special contract.

Graham's Baggage Express will call for and deliver bascage at the Bepots. 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 Catuden.

At 710 and 41% A M., 6 P. M. and 12 Night, via Jersey City and Kensington.

From foot of Barciay street at 6 A. M. and 2 P. M., via Ambey and Camden.

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

January 1, 1868.

January 1, 1888.

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

FROM PHILADELPHIA TO THE INTERIOR OF
PENANTLY NIA. THE SCHUYLKILL.

BUSQUEHANNA CUMBERLAND.

AND NORTH, NORTHWEST, AND THE CANADAS.
WINTER ALE AGEMENT OF PASSENGER TRAINS.

Leaving the Company's Depot. at THIRT/ENTH
and ALLOWHILL Streets. Philadelphia at the 'ollowing hours.—

and ALLOWHILL streets Philadelphia at the following hours.—

MORNING MAIL.

At \$700 A. M. or Reading Lebanon, Harisburg, Pottaville, 'Pinegrove, Tamaqua, Sunbury, Williamsport, Einfra, Rochester, Niagara Falls Buffno Allentowe, Wilkesbarre, Pittsforf, York, Carlisle Chambershurg Hapershuwn etc. etc.

This rain connects at READING with the East Pen sylvania Railroad trains for Allentown, etc.; and with the Lebanon Valley train for Harrisburg etc.; FORI CLINTON with Catawissa Railroad train; Williamsport, Lock Haven, Emil a, etc.; at HAR BISBLIG with Northern Centra, tumber and Valley and Schupiki and Susquehama trains for Northumberland, Williamsport, York Chambersbury, Pine grove, etc.

and College at 2.5 P. M. arriving at 142 P. M. Altermon tables at 2.5 P. M. arriving at 142 P. M. Altermon tables at 2.5 P. M., and Downington at 125 P. M. arriving at 144 P. M. Altermon tables at 2.5 P. M., arriving at 144 P. M. Altermon tables at 2.5 P. M., arriving at 144 P. M. Altermon tables at 2.5 P. M., arriving at 125 P. M. Altermon tables at 2.5 P. M., arriving at 144 P. M. Altermon tables at 2.5 P. M., arriving at 144 P. M. Altermon tables at 2.5 P. M., arriving at 154 P. M. Altermon tables at 2.5 P. M., arriving at 154 P. M. Altermon tables at 2.5 P. M., arriving at 154 P. M. Altermon tables at 2.5 P. M., arriving at 154 P. M. Altermon tables at 2.5 P. M., arriving at Philadelphia at 2.5 P. M., and Downington at 12.5 P. P. M. and Pownington at 12.5 P. P. C. Philadelphia and all way stations leaves Reading at 12.5 P. P. C. Philadelphia at 2.5 P. M., and Downington at 12.5 P. P. C. Philadelphia at 2.5 P. M., and Philadelphia at 3.5 P. M. P. M., and Philadelphia at 3.5 P. M. Alternon daily endays excepted.

Sunday trains leave Pottsville at 8.50 A. M., and Philadelphia at 3.5 P. M. Alternon daily endays excepted.

Passengers for Downingtown and intermediate points take the 8.50 A. M. and 4.3 P. M. trains from Philadel

CHESTER VALLEY HAILROAD.

Passengers for Downingtown and intermediate points take the 8:00 A. M. and 4:30 P. M. trains from Philadel phis. returning from Downington at 7:05 A. M. and 2:30 Noon.

NEW YORK EXPRESS FOR FITTSBURG AND THE WEST.

Leaves New York at 9:00 A. M. and 8:00 P. M., passing heading at 10 A. M., and I:48 P. M. connecting at Harrisburg with Pennsylvanie and Northern Central Hailroad Fxpress Trains for Faltaburg, Chicage, Williamsport Elmira, Baltimore, etc.

Hallread Express Trains for Fittsburg, Chicage, Williamsport Elmira, Baltimore, etc.

Re urning, Express Train leaves Harrisburg on arrival
of Pennsylvapia Express from Fittsburg, a. 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 throug totween Jersey City
and Fittsburg, without charge.

Mail Train for New York leaves Harrisburg at 1.45

P. M. Mail Train for Harrisburg leaves New York at 12

Neon.

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

SCHUYLKILL VALLEY RAILROAD.

Trains leave Potrsvile at 5-45 and 11-90 A. M., and 7-15
P. M., it turning from Tamaqua at 7-35 A. M. and 1-90 and 415 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7-35 A. M. for Pinegrove and Harrisburg, and at 1-50 P. M., for Pinegrove and Tremont; returning from Harrisburg at 4-90 P. M., and from Tremont at 7-90 A. M. and 6-90 P. M., and from Tremont at 7-90 A. M. and 6-90 P. M. and from Tremont at 7-90 A. M. and 6-90 P. M. and from Tremont at 7-90 A. M. and 6-90 P. M. and from Tremont at 7-90 A. M. and 6-90 P. M. and from Tremont at 7-90 A. M. and 6-90 P. M. and from Tremont at 7-90 A. M. and 6-90 P. M. and from Tremont at 7-90 A. M. and 6-90 P. M. and from Tremont at 7-90 A. Micolis, General Superintendent Reading.

Reading.

COMMUTATION TI- KETS

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

MILEAGE TICKETS.

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

SEASON TICKETS,

For three, six, nme, or twelve months, for holds only, to all points at reduced rate.

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

EXCURSION TI KETS,
From Philadelphia to principal stations, good for Saturday Sunday and Monday at redu of fare, to be had only at the Ticket Office at Phirteenth and Callow-hill streets.

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

FREIGHT.

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

FREIGHT TESINS.

Leave Philadelphia daily at 5-20 A. M., 12-45 noon, and 8-60 r. M. for Reading, Lebanon Harrisourg, Pottsville, Port Clinton, and all points becond.

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

On Sundays—Cars leave Eleven h and Market streets at 6-45 P. M. to connect with Pilusburg and Erlo Mail, and at 19 25 P. M. with Philusdelphia Express.

Mann's Haggange Express is focused at 80-31 S. Eleventh street. Parties desiring Bargage taken to the trains can have a done at reasonable rate upon application to him. TRAINS LEAVE AND ARRIVE AT DEPOT. THUO:—

1	Pacit Accommodation, No. 1 " 10:00 "
ı	Paoli Accommodation, No. 1
1	Parkesburg. 196 P. M
J	Harrisburg Accommodation " 2-30 "
1	The second secon
ı	
ı	Distable and Wrig Mail " 7:36 "
ł	Philadelphia Expens
ı	Pirtsburg and Eric Mall. 730 "Phttadelphia Express. "1i-10 "
ı	Charman Propaga at 1:30 A M
ı	Cincinnati Express. at 130 A M Philadelphia Express. 718 7 Paol Accommodation, No. 1 8-20 Parkesher Train 933 **
1	
ı	Park solution Train
ı	Pale Propose
1	Eric Express 4 19 50 P. M
ı	Paol Accommodation, No. 1.
l	FAST Liftle
1	Lancaster Train   12 30 P. M   170 P. M
ı	Day Express # 8-40 m
ı	Harrisburg Accommodation
ı	PRIMOGIPHIA Express leaves daily All other
J	Eric Mail leaves dally (except Saturday). All other
1	The Pennsylvania Railroad Company will not assum-
1	The Pennsylvania Railroad Contony Washing Apparel an
١	any risk for Bagyage, except for Wearing Apparel, an
ı	innit their responsibility to One Hundred Dollars in
ı	
1	will be at the risk of the owner, unless taken by specia

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

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALL TINGE BAILROAD.

TIME TABLE, -tommereding MON = AX, Jaquary 8 1866. —Trains will have Depot, corner of BROAD street and Washington, at other as follows:

Express from at 466 a. M. (Marrian see Depot), for Baltimore and Washington, stopping at Wilmington, Perryvile, Havre-do-trare Aberdeen, Ferryman's, Barnolla and Stemmer's Run.

Be aware Relighery, Malord and intermediate states.

The aware Relighery, Malord and intermediate states.

Vay Mall Train at 915 A. M. (Sundays excepted), for Baltimore stopping at Coster Claymont, and all regular stations between Wilmington and Baltimore.

Express Train at 245 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Coster Claymont, Wilmington, Swark & Aton North-sai, Perryving, Havre de Grace, Aberdeen, Perryman's, Magacia and Schemer's Eub.

Might Express at 11:15 P. M. for Baltimore and Washington, Stopping at Chester harrow, Linwold, Claymont, Wilmington, Newark, Elikon, North East, Perryving Land lisvic de-Grace.

Passeners by Boat from Baltimore for Fortress Monree, Norois, city Point and Richmond will take the 915 A. M. Truin.

As an additional accommodation for those holding Through Tickets for Baltimore, Washington and Southern Forting Proposity is an about the Philadephia and Wilmington.

As an additional accommodation for those holding Through Tickets for Baltimore, Washington and Southern Proposity as Special Car will leave the Philadephia and Wilmington.

Leave Philadephia at 815 and 11-15 A. M. and 220, 586 and 700 P. M. The 320 P. M. train compects with Delaware Railroad for Milord and intermediate stations. Leave Wilmington at 7-60 S 15 and 9 30 A. M., and 100 and 500 P. M.

Theus for New Castle leave Philadelphia at 8 15 A. M., 350 and 500 P. M. (File Per Fork Phila Delayma, and 100 P. M., Express 1655 P. M. Payress 9-25 P. M. Express.

An Accommodation Train for Haven-de-Grace and intermediate stations will leave Baltimore and 10 P. M., Leave Chester at 8-61, 856 and 10-14 A. M., and 19-18.

Leave Chester

SUNDAY TRAINS

Express Train at 495 a. M. for Baltimore and Washington, Stopping at Wilmington Perrev 16, Hawfo-de-Grace, Aberdeen, Porryman's, Magno Ia, and Stemmer's Grace, aberosen, Perryman's, Misgno la, and Stemmer's lum.

Night Express 11 15 P. M., for Baltimore and Washington, stopping at thester. There over inwood, Claymont, Whit ington Newark Etkien, Northeast, Perryville, and Bayre-de-Grace.

A special train will leave Philadelphia for Wilmington for intermediate stations at 5 P. M.. stopping at Mayre-de-Grace, Perryville, and Wilming on. Also stope in Etkien and Newark to take passengers or Philadelphia and leave passengers from Washington or Battimore) and Chester to leave passengers from Baltimore or Washington. A special train will leave Wilmington for Philadelphia and intermediate stations at 6 by P is

Freight train, with passenger car attached, will leave Wilmington for Perryville and intermediate attons at 6 kl P. M. H. F. KENNEY, Superintendent.

NORTH PENNSYLVANIA RAILBOAD. POT SETHILLHEM DOYL STOWN, MAUCH CHUNK, EASTON, WILLIAMSFORT, and WILKES BARR. BARRS. At 700 A. M. (Pxpress), for Bethlehem Allentown, Manch chunk, Hazleron, Williamsport, and Wilkes Manch thunk, Hasleron, Williamsport, and Wuscebarre,
At 3:30 P. M. Express: for Bethiebem, Easton, etc.,
reaching Easton at 6:45 F. M.,
At 5:15 F. M. tor Bethiebem, Allentows, Manch.
Chunk, Danville and Williamsport,
For Doylestown at 3:35 A. M., 3:30 and 4:15 P. M.
For Fort Washington at 16 A. M., and I F. 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 Bethiebem at 6:25 A. M. and 16:52 A. M., and
6:15 P. M.,

Leave Doy estown at 6 30 A. M., 8 15 and 5 30 P. M. Leave Lanedale at 6 10 A. M. Leave Fort Washington at 10 5 A. M., and 2 15 P. M. ON SUNDAYS

Philadelphia for Beth enem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 4 P. M.
Bethlehem for Philadelphia at 4 P. M.
Through Tickets must be procused at the ticket officea,
THIRD Street or BERES Street.

85
ELLIS CLARK, Agent THIRD Street or BERES Street.

BULIS CLARK. Agent

REGIST LINES FOR NEW YORK AND

a i the Stations on the Cambern and amboy and
connecting Railroads. Increased despatch.

The Camber Les and amboy Railroad And
TRANSFOR ATION COMPANY FREIGHT LIYES
for New York will leave Walnut Street Wharf at 5
o'clock P. M., dany (Sundays excepted).

Freight must be delivered before 4% P. M., to be for
warded the same day. Returning, the above lines will
leave New York at fa noon, 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 Flemingten the New Jersey the Freehold and Jamesburg, an
the Burlington and Mount Holly Rai roads, received and
forwarded up to I P. M.

The Belvidere De sware Railroad connects at Phillipsburg with the Lebigh Valley Railroad, and at Manunkachunk with all points on the Delaware Lackawanna,
and Western Railroad, forwarding to Syracuse, Buffalo,
and o her points in Vestern New York.

The New Jersey Railroad connects at Elizabeth with and western Balivoad, forwarding to Syracuse, Buffalo, and o ber points in vestern New York.

The New Jersey Ralivoad connects at Elizabeth with the New Jersey Centra Balivoad, and at Newark with the New Jersey Centra Balivoad, and at Newark with the Morris and Essex Baliroad

Asip memorandum, specifying the marks and numbers, shappers and consignees, must in every instance, be sent with each load of goods or no recent will be given. Increased facilities have been made for the transportation of Live Stock. Drovers as e invited to try the route when stock is furnished in quantities of two cashloads or more, it will be delivered at the foot of Fortleth street, near the Drove Yard, or at Fier No. I North river as the shippers may designate at the time of shipment. For terms, or other information, analy to WALTHE FREEMAN Fieight Agent, 11 No. 228 S. DELLAWARE Avenue Philadenphia. HILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILBOAD.
On and after WEDNESDAY, November 1st, 1865, until

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

Further Notice.

FOR GERMANTOWN

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3-10,

25, 4, 5, 5%, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M.,

1, 2, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11 P. M.

The 32 down train, and 3% and 5% up trains will not

The 826 down train, and 3% and 5% up trains will not stop on the Gero:antown Branch.

ON SUNDAYS.

Leave Philadelphia 946 A. M., 2-7, 10% P. M.

Leave Germantown B. A. M., 1-6-9% P. M.

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

Leave Chesnut Hill 746 minutes, 8, 940, 11-40 A. M.

40, 3-40, 5-40, 6-40, and 10-46 minutes P. M.

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

Leave Chesnut Hill 7-46 minutes A. M., 12-40, 5-40, and 9-25 minutes P. M.

FC R CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8-35 minutes, 11-65 A. M., 1%, 3, 4%, 5%, 6%, 8-95 minutes, and 11% P. M.

Leave Norristown 5%, 7, 7-50, 3, 11 A. M., 1%, 4%, 6, and 8-7 M.

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

8 P. M. train will stop at School Lane Wissa-hicken, Mannyunk, Spring Mil, and Conshohocken only. ON SUNDAYS. Leave Philadelphia 9 A. M., 25, and 7 P. M. Leave Norristown 7 A. M., and 5 P. M. Leave Philadelphia 6. 8:35 minutes, 11:65 A. M., 13, 3, 45, 58, 68, 865, and 115 P. M. Leave Mannyunk 53, 75, 8:26, 93, 118, A. M., 2, 5, 6%, 83 P. M.
ON SUNDAYS. Depot NINTH and GREEN Streets

Leave Manayunk 78 A. M. 5%, and 3 P. M.

W. S. WIL-ON, General Saperintendent,
Depot NINTH and GREEK Streets

W. EST JERSEY RAILROAD LINES,
From foot of MARKET Street (Upper Ferry).

Daly, except Sundays

FALL AND WINTER ARRANGEMENT,
Commencing Weddnesday, 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 Millylle and all intermediate Stations, at 9 A. M. and 3.1 M.
For Cape May and intermediate Stations, at 9 A. M., to Millyllie, connecting with Freight Train Passenger Car attached for Cape May, due 3 45 P. M., and 3 P. M.
For Glassboro and intermediate Stations, at 9 A. M., and 320 F. M.
For Woodbury, Gloucester, etc., at 9 A. M., J. 36 and 5 30 F. M.
Freight train will leave Philadelphia, from Sandford's wharf, at 10 A. M., and Camden at 12 M.
Freight train will leave Philadelphia, 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 intrinsted to them.

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

1865 — PHILADELPHIA AND ERIE RAILROAD.
This great line traverses the Northern and Northwest counties of Pennayivania to the city of Eric, on Lake Eile. It has been leased and it is operated by the Penn-sylvania Railread Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA, Arrive Eastward—Eric Mail Train, 7:30 P. M.

Eric Express Trains without change, both ways, between Philadelphia and Eric.

Eric Express Trains, 7:30 A. M.

Passenger care run through on the Eric Mail and Express Trains without change, both ways, between Philadelphia and Brie.

Eric Express Train, 7:30 A. M.

Passenger care four through on the Eric Mail and Express Trains without change, both ways, between Philadelphia and orf freight business of the Company's Agrents—

Eric Express Trains and Market Trains.

For information respecti