His Nomination for the Presidency—Ris Temperance.

A writer in the Portland Press gives the following interesting reminiscence of President

"When the convention was held in Chicago, which nominated Mr. Lincoln for the Presidency in 1860, a respectable gentleman of my acquaintance in Massachusetts—not of Mr. Linacquaintance in Massachusetts—not of Mr. Lin-coin's party—was induced to take the opportu-nity in company with several delegates and others interested in the objects of the conven-tion, to go out to Chicago and spend a few days in visiting that section of our country. In a yery few minutes after the final balloting was had and Mr. Lincoln was nominated, it hap-nessed that a train of our standard more than pened that a train of cars started upon the Cen tral Railroad, passing through Springfield, the place of Mr. Lincoln's residence, and Mr. R., the gentleman alluded to, took passage in the same. Arriving at Springfield he put up at a public house, and lottering upon the front door steps, had the curiosity to inquire of the landlord where Mr. Lincoln lived. Whilst giving the necessary directions, the landlord suddenly remarked, 'There is Mr. Lincoln now, coming down the sidewalk; that tall, crooked man, loosely walking this way; if you wish to see him you will have an opportunity by putting your self in his track.

"In a few moments the object of his curiosity reached the point our friend occupied, who, advancing, ventured to accost him thus:-'Is this Mr. Lincoln? 'That, sir, is my name.' 'My name is R., from Plymouth county, Massachusetts, and learning that you have to-day been made the public property of the United States, I have ventured to introduce myself with a view to a brief acquaintance, hoping you will pardon uch a patriotic curiosity in a stranger.' Mr. Lincoln received his salutations with cordiality, told him no apology was necessary for this intro-duction, and asked him to accompany him to his residence. He had just come from the tele-graph office where he had learned the fact of his omination, and was on his return home when

our friend met and accompanied him thither.
"Arriving at Mr. Lincoln's residence he was introduced to Mrs. Lincoln and the two boys, nd entered into conversation in relation to the incoln family of the old colony-the Hingham General Lincoln of the Revolutionary army and he two Worcester Lincolns, brothers, who were Governors of Massachusetts and Maine at one and the same time. In reply to Mr. R.'s inquiry, whether Mr. Lincoln could trace his ancestry to either of those early families of his own name, Mr. Lincoln, with characteristic acctiousness, replied that he could not say hat he ever had an ancestor older than his father, and therefore had it not in his power to trace his genealogy to so patriotic a source as old General Lincoln of the Revolution—though sant conversation, chiefly relating to the early history of the Pilgrim Fathers, with which he seemed familiar, Mr. R. desired the privilege of writing a letter to be despatched by the next mail. Mr. Lincoln very promptly and kindly provided him with the necessary means. As he began to write, Mr. Lincoln approached, and apping him on the shoulder, expressed the hope hat he was not a spy who had come thus early o report his faults to the public! 'By no means, ir,' protested Mr. R., 'I am writing home to my who I dare say, will hardly credit the fac that I am writing in your house.' 'Oh, sir,' exclaimed Mr. Lincoln, 'if your wife doubts your word. I will cheerfully endorse it, if you will rive me permission;' and taking the pen from Mr. R., he wrote the following words in a clear and upon the blank page of the letter:—

" I am happy to say that your huspand is at the resent time a guest in my house, and in due time I rust you will greet his safe return to the bosom of "This gave our friend an excellent autograph of Mr. Lincolu, besides bearing witness to his applicable and cheerful spirit

ospitable and cheerful spirit. "Whilst thus engaged in pleasant conversa-ion the cars arrived that brought from Chicago he committee of the convention appointed to lotify Mr. Lincoln of his nomination. He reeived them at the door, and conducted them to eats in his parlor. Our friend, who related the nterview to us, says that on the reception of his committee Mr. Lincoln appeared somewhat mbarrassed, but soon resumed his wonted tranutility and cheerfulness. At the proper time overnor Morton, of New York, chairman of the ommittee, arose, and, with becoming dignity, formed Mr. Lincoln that he and his fellows ppeared in behalf of the convention now in sion at Chicago, to inform him that he had hat day been unanimously nominated to the President of the United States, and cceptance of the nomination. Mr. Lincoln, sked his permission to report to that body his with becoming modesty, but very handsomely, epned that he felt his insufficiency for the vast sponsibilities which must devolve upon that dee under the impending circumstances of the nes, but if God and his country called for his ervices in that direction, he should shrink from duty that might be imposed upon him, and refore he should not decline the nomination. "After this ceremony had passed, Mr. Lincoln marked to the company, that as an appropriate onclusion to an interview so important and in-resting as that which had just transpired, he good manners would require that he uld treat the committee with something to ink; and opening a door that led into a room a the rear, he called out 'Mary! Mary!' A girl esponded to the call, whom Mr. Lincoln spoke a words to in an undertone; and, closing the oor returned again to converse with his quests. n a few minutes, the maiden entered bearing a irge waiter, containing several glass tumblers nd a large pitcher in the midst, and placed it pon the centre table. Mr. Lincoln arose, and avely addressing the company, said:—'Gentle en, we must pledge our mutual healths in the ost healthy beverage which our God has given man; it is the only beverage I have ever used allowed in my family, and I cannot conscienusly depart from it on the present occasion is pure Adam's ale from the spring,' and taking abler, he touched it to his lips, and pledge em his highest respects in a cup of cold water. course, all his guests were constrained to adre his consistency, and to join in his example.
'Mr. R., when he went to Chicago, had but political sympathy with the vention which nominated Mr. Lincoln: but

FHE EARS AND EYES, -It has been discovered experiments that the human cars, however may be with other animals, do not possess an power of hearing. From numerous trials different individuals, it appears that the high tones are heard best with the right car; and instance has yet been met with in which the aring was exactly alike on the two sides of head. This, however, is but a refined de onstration of a peculiarity which has long en popularly known; for who has not heard ns speak of their "best ear?" Still, a prac al knowledge of the subject may help in the cation of pupils whose ear for music is said be bad. Perhaps but few persons are aware there is also a general difference in the sight the right and the left eye. Some faucy them-lyes near-sighted, when the only defect is that two eyes do not focus alike, a defect that av be remedled by artificial means.

en he saw, as he did see for himself, his sturdy

erence to a high moral principle, he returned admirer of the man, and a sealous advocate

Words in Use. - The peasants of England have more than 300 words in their vocabulary, ancient sages of Egypt, so far as we know their hieroglyphic inscriptions, used but 5 words. A weil-educated person in England America seldom uses more than about 3000 or words in actual conversation. Accurate nkers and close reasoners, who avoid vague word that exactly fits their meaning, employ arge stock, and eloquent speakers may rise to command of 10,000. Shakespeare, who dis-yed a greater variety of expressions than proly any writer in any language, produced all plays with about 15,060 words. Milton's orks are composed of 8000; and the Old Testa-ent says a'l that it has to say with 5642 words.

SNOW STORM IN A BALL-ROOM. - A writer in Once-a-Week gives a description of a Russian ball at Moscow, during which the scene in the ball-room was enlivened by the strange phenomenon of a snow storm, produced by the sudden lowering of the temperature of the room. The writer thus describes it:—The evening passed pleasantly, enough, but toward thes close the heat began to get intolerable, and although the gentlemen did their duty well, it is only fair to say, in fanning the fair ones, and bringing them loss. it became more oppressive. At last a gentleman, braver than the rest (probably his arm acked), threw open the top part of a window, and now happened the phenemenon. A cold gust of wind blew suddenly in through the open window, and the heated air which was congregated in the upper part of the room became suddenly condensed, and descended upon the assembled party in the form of snow flakes. Probably there never was seen so curious a sight in a ballroom. Ladies and gentlemen in ball tollette, in the midst of a dance, and snow-flakes descending; and were it not for the incongruity of the attire, more like a skating party. The snow storm, as may be imagined, was the conversation of the guests for the rest of the evening, and of the inhabitants of the town for the ensuing week.

LITERATURE IN THE SOUTH. -The Atlanta (Ga.) New Era says:—"The disposition to read new books, as now displayed in the South, is unexampled. All manner of books are purchased eagerly and read with care. Poetry, which a engerly and read with care. Poetry, which a tew years ago would have remained on the shelves of bookstores until cobwebs had thickened over their covers, is now bought up and read with a ready relish; and works of fiction, no matter how weak and stale, find some tender female to weep over the haps and mishaps of their ill-conceived heroines. We are glad to see this evident bearing of the public mind. An epoch of book-making is the happiest one in the history of a nation. It is significant of wealth and prosperity. It shows that the minds of the people are turning away from golden idols and are seeking food for mental culture. It evinces the fact that the war and its concomitant train the fact that the war and its concomilant train are no longer biassing the public mind; that all are willing to come up and feed at the same intellectual stall, and labor together for the propagation of an era of letters in our national history. Let us have it."

-At a fire in Troy on Monday the firemen labored under great difficulties in extinguishing the flames, owing to the severe cold. The moment the steamers had ceased playing, after their work was done, the hose collapsed and became as stiff and hard as a bar of Iron. One length of hose became so brittle that it snapped as if it had been a piece of slate. When the pieces were piled into the wagons to be taken to their houses, they retained the shape in which they had congealed, and it was not until long after they had been "strong up" in the Louses and subjected to the warming influence of a friendly fire, that they began to resume their natural form.

## AUCTION SALES.

O T\_\_1 O

Under and by virtue of the power vested in me by an Indenture of Morigage upon the property bereinafter described, executed by the Tyrone and Clearfield Railroad. Company to me as Trustee, daried the 1st day of November, A. D. 1860, and recoraed in the office for Recording Deeds, etc., in and for the county of Blair, on the 8th day of November, A. D. 1890, in Mortgage Book, "B." pages 167, 167, 169 116, and 111, to secure the payment of Bonds of said Company to the amount of thirty-live thousand dollars, and default having been made for more than fineten thousand dollars in amount of the Bonds secured by said Mortgage, and having been requested in writing by the holders of more than fifteen thousand dollars in amount of the Bonds secured by said Mortgage, and having been requested in writing by the holders of more than fifteen thousand dollars in amount of the said Bonds, the payment of the interest on which has been so demanded from said company, and been so requesed by thom, to sell at public auction upon the notice and terms in the said Mortgage mentioned the premises therein referred to and to fulfilly by such sails the duties imposed in accordance therewith, and to discharge my duty as trustee in respect to the premises, I, JOHN EDGAR THOMSON, Truswee as a foresaid, and Mortgagee in trust for the holders of the Bonds secured by said mortgage, DO HEREBY GIVE NOVILE, that in pursuance of the power aloresaid vested in me for that purpose by the said menture of mortgage, DO HEREBY GIVE NOVILE, that in pursuance of the power aloresaid vested in me for that purpose by the Bonds to the said requisition of the holders of the Bonds to the said requisition of the holders of the Bonds to the said requisition of the holders of the Bonds to the said requisition of the holders of the Bonds to the said requisition of the holders of the Bonds to the said requisition of the holders of the Bonds to the said requisition of the holders of the Bonds to the said read and the trust of the said upon the terms and conditions herei in Mortsage as accreasid, and next mentioned, viz:—
The whole of that section of the Tyrone and Clearfield Railroad, from the point of intersection with the Pennsylvania Railroad, at or near 1 yeone Station, in Biair county to the point of connection with the graded into of the said 1 yrone and Clearfield Railroad known and designated as "The Intersection." being about three miles and one quarter from the Pennsylvania Railroad at 1 yrone Station as the same is now constructed together with all and singular the rail ways, rails, bridges, fences, privileges, rights and all real property of every description acquired by and belonging to said commany, adjacent to or connected with or on the line of said section of three and one quarter miles or 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 with all buildings standing thereon or procured therefor.

A more specific and detailed statement of the terms of property incuried and referred to in the foregoing description may be given as follows:—

RAILROAD.

All that section of the said avenue and Clearfield Rail-

RAILROAD.

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

FIDINGS

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

At Tyrone, one siding, about 316 feet long.

ing viz.:At Tyrone, one siding, about 316 feet long.
At Tyrone Engine House, one siding about 1384 feet

long.
At Buid Fagle Valley Railroad intersection, two sidings about 1071 reet total length.
AND, ALSO.
At Tyrone, one 100-feet 1 rack Scales, with office 12 feet by 12 leet.

by 12 reet.

AND GENERALLY,

All the lands railways, rails bridges, culverts trestleworks, tool-houses, coal-houses, wharves fences, rightsof-way, workshops, machinery, stations, depots, depotsgrounds works, masonry and other superstructure,
real estate, buildings, and improvements of whatever
nature or kind appertaining or belonging to the abovemen loned property, and to the said section of said
Tyrone and Charfield Rairoad, and owned by said commany in connection therewith.

nature or kind appertaining or belonging to the abovemen loned property, and to the said section of said Tyrone and Clearfield Hairoad, and owned by said company in connection therewith.

The said Bailroad Sidings, Real Estate, and Premises, mentioned in the said mortgage, and above described, will be exposed to saie 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 saie and in case any of the holders of any of the blonds or the coupons due and payable upon the said bonds of the Tyrone and Clearfield Hailtoad Company, and secured by the mortgage executed by the said Company to the said on he day. Thomson, Trustee as a coresaid, shall become purchasers by themselves or with others to the said overmises at the said saie, that then the said holders of the said bonds or coupons may for the residue or the said purchase money make payment within twenty days after said saie, either in whole or in part, by transferring and delivering to the said John Edgar Thomson. Trustee as a coresaid, 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 bance of the said purchase money to be estimated for the purpose of such payment at the rate or value of the dividend or share of the said purchase money which the said holders of the said purchase money which the said believery and transfer of or a receipt upon the said purchase money in the said purchase money which the said purchase money is be estimated for the purpose of such payment at the rate or value of the dividend or share or the said purchase money which the said purchase money is any shall be paid by the said party so purchasing, in cash, within twenty days after the date of said, to the said Trustee. And it the said saie by parties offer than the holders or owners of the said bonds or coupons as before monthined, then the hald bonds

AUCTION SALES.

Notes and by virtue of the power vested in me by an indesture of Morizage upon the property hereinsider described, executed by the Trions and Clearfield Railroad Company to me as Trustee, dated the light day of May, A. D. 1886, and recorded in the office for Recording Deeds, etc., in and, for the centry of Railro in the 18th day of May, A. D. 1886, in Morizage Book "A." pages 565-4-5-67 and 8, and in the office for Recording Deeds, etc., in and or the county of Centre, on the 12th day of May, A. D. 1859, in Morizage Book "A." pages 170, etc., to secure the pay ment of bonds of sail Company to the amount of two hundred and twenty-five thousand dollars and detault having been made for more than interly days after the same has been demanded, in the payment of the interest due on more than fitty thousand dollars in amount of the bonds secured by said morigage, and having been requested in writing by the holders or more than fitty thousand dollars in amount of the said bonds the psyment of the interest on which has been as demanded from said Company, and been as refused by them, to sell at public at citon, upon the notice and terms in the said morigage mentioned, the premises therein referred to, and to fallif by such sa e the duties imposed in accordance therewith and to discharge my duty as trustee in respect to the gremises, I. JOHN EDGAR THOMSON Trustee, as aforeaid on Mar gage in trust for the holders of the bonds secured by said mortgage. DOHR REBY GIVE NOTICE, that in unreasance of the power atoresaid vested in me for that purpose by the said indenture of morigage, and in exercise of the descretion thereby conferred and in obscience to the said requisition of the holders of the bonds to the amount atoresaid, as said Morizage provinced, I will, upon Monday, the 198 day of February, A. D. 1886, at 12 o'clock M., at the Philadelphia Exchange, in the city of Philadelphia, by the hands of M. Thomas & Sons, auctioneers and upon the terms and conditions heremater stated expose to nublic sale by vendue or outery, and

scription, may be given as follows:—

RAILEOAD.

All that section of the said Tyrone and Clearfield Railroad as now located and built, beginning at the point of intersection of the said Tyrone and Clearfield Kailroad with Baid Fage Valley Railroad, formerly the Tyrone and Lock Haven Bailroad, near yrone, Blair cousty, tacnee extending northwardly to an through the borough of Phillipsburg. 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 same, with such additional widness are required by the slopes of excavations and embankments. by the slopes of excavations and embank

SIDINGS
connected with said section of said Road and belonging
to said Company, between said points, and the right of
way for the same, of the number and length following

way for the same, or the number and length following, viz.:—
At Mount Pleasant one siding about 200 feet lone.
At 11% mile Post one quarry siding about 383 feet long.
At Summit, 18th Mile Post a second track siding about 1250 feet long.
At Summit, 18th Mile Post a second track siding about 1250 feet long.
At Summit, one Y and level siding, and one level siding north or Summit, with the right of way for all be youd the limits or the right of way for the track last mentioned. The total length or said Y and sidings being about 1600 feet.
At Sandy Eldre, a siding about 1258 feet long.
At Powelton, a Y about 1258 feet long, and two sidings about 2754 feet, total length, with the right of way for the same.
At Osceola Station, a siding about 744 feet long, together with two lines of track, one of which extends from the main track of the said Tyrone and Clearfield Railroad, to a warehouse lof owned by the said Tyrone and learfield Railroad Company, in said town of Osceola, Decatur township, Clearfield county, about 2075 feet long; and the other of which extends from a point on the said list-named track immediately west of the crossing of Moshannon creek to Miler's Coal Mines, in said Decatur township, Clearfield county, about 2534 feet long, and siso 600 feet sedditional Railroad track extending up Moshannan creek; together with the right of way therefor, and all embankments, cuttings, bridges, and treatie-works necessary herefor.

At Dunbar, one siding about 376 feet long.

erefor. At Dunbar, one siding about 376 feet long. At Steiner's, one siding about 223 feet long. At Philippeburg, three sidings about 1500 feet total

length.

REAL ESTATE.

At Gardener's Station, near Eighth Mile Post, a Water Station, lot s6 by 100 feet, together with a Water Station, 14 feet by 14 feet, with all water rights and fixtures, lands, and appurtenances needful therefor.

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

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

One warehouse lot containing 147 perches, situated in the town of Oscoola, Decatur lownship, Clearfield control.

ounty.
At 21% Mile Post, a lot of ground containing 69 perches. Intended for a foreman's dwelling house.

At Philipsburg, one station lot containing 48 perches with one frame basenger station. So feet by 20 feet, and one temporary frame warehouse, 50 feet by 20 feet, built ereon. At Phillipsburg, one lot or piece of ground, containing

At Philipsburg, one let by piece of ground, containing
4 85-160 screes with
One frame Warehouse, 20 feet by 30 feet.
One frame Engine flouse, 31 feet by 57 feet.
One from Turn-Table, 50 feet in diameter.
And one frame Water Station, 16 feet by 15 feet, built
thereon, with all the water rights and fixtures, lands
and appurtenances, needful therefor.

One from Turn-Table, 50 rees in diameter.

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

AND GENERALLY.

All the lands, raitways, rails, bridges, culverts, trestleworks, tool-houses, coal-houses, wharves, fences, rights of way, workshops, machinery, stations, depots, depot-grounds, works, masonry, and other supers meture, real estate buildings, and haprovements of whatever nature or kind, appertaining or belonging to the above-mentioned property, and to the said section of said 'lyrone and cleanfeid Rairoad, and owned by said Company in connection therewith.

The said Railroad Sidings Real Estate and oremises, mentioned in the said mortgage, and above described, will be exposed to sale entire and in one or and the tollowing terms and conditions will be observed in the making of the said saie:

The purchaser while be required to pay \$16,000 of the purchaser while be required to pay \$16,000 of the purchaser will be required to pay \$16,000 of the purchaser will be required to pay \$16,000 of the boads or the coupons due and payable upon the said bonds or the coupons due and payable upon the said bonds of the Tyrone and Cleanfeid Rairoad Company, and secured by the mortgage executed by the said Company to the said John Edgar Thomson, Trustee as aloresald, shall become purchasers by themselves or with others of the said bonds or coupons may for the residue of the said pourchase money make payment within twenty days after said sale, either in whole or in part of the said balance of the said burchase money, to be estimated for the purpose of such payment at the raite or value of the said surchase money, to be estimated for the purpose of such payment at the raite or value of the said burchase in the said bunds or coupons may be repectively emitted to receive according to the terms of said mortgage, for which share or dividend the said burchase money, to be estimated for the purpose of such payment of the said bonds or c

BROWN & MAGEE MANUFACTURERS OF

TRUNKS.

VALISES

BAGS. RETICULES.

And all styles of goods suitable for

Travellers and Excursionists. A large stock of MOROCCO TRAVELLING BAGS AND RETICULES.

FOR GENTS AND LADIES, Of our own Manufacture, suitable for HOLIDAY PRESENTS.

11 25 No. 708 CHESNUT STREET. TO SHIP CAPTAINS AND OWNERS .- THE

TO SHIP CAPTAINS AND OWNERS.—THE undersigned having leased the KENSINGTON SCHEW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased racilities 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.

Caotains 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 R. HAMMITT,

Kepsington herew Dock.

AUCTION SALES.

Under sud by virtue of the power vested in me, by an Indenture of Mortgage upon the property hereanstter described executed by the tyrope and Clearfield Railroad Company to me as Trustee dated the lat day of February. D. 1861. and recorded in the office for Recording Dects, etc., in and toy the county of Rail on the office of Recording Dects, etc., in and toy the county of Rail on Mortgage Book of page 118. etc., and in the office of Recording Dects, etc., in and for the county of Centre, on the 28th of Any of February A. D. 1861. in Mortgage Book E. page 118. etc., and in the office of Recording Dects, etc., to secure the payment of hunds of said Company to the amount of a ty thousand dollars, and refault having been made for more than theely days after the same has been demanted in the Dayment of the interest due on more than twenty thousand dollars in amount of the bend secured by said mortgage, and having been requested in writing by the holder of more than eventy thousand dollars in amount of the said bond the payment of the interest on which has occurs of demanded from said Company, and been so refused by them to sell at public auction upon the notice and terms in the said mortgage mentioned, the premises the cin reterred to, and to find by such as a lie dulles imposed in accordance therewith and to discharge my duty as Trustee in respect to the premises I, R. FRANKLIA RALEY, rustee as aforesaid, and martgages in trust for the holders of the pounts secured by said mortgage, do hereby give notice that, in pursuance of the power acressing vested in me for that purpose by the said indenture of mortgage provided, I will, upon MONDAY, the 12 hadro February A.D. 1898, at 12 o cock M., at the Philadelphia Exchange, in the city of Philadelphia, by the hands of M. Thomes and Sons, and tonescale expose to public saic by vesice or cutery, and will there as a core and expose to public saic by vesice or cutery, and will there as a tore and son the forms and conditions hereina terms. OTIO E.

veved to me in mortgage as aforesaid and next mentioned, viz:

The whole of that section of the Tyrone and Clearfield Hailrond trom Tyrone Station. Blair county Fennsylvana, to Philirosburg, in Centre county Fennsylvana, to Philirosburg, in Centre county Fennsylvana as the same is now constructed, together with a land singular, the railways, rails, cross-fies, chairs,
spintes from, timber, bridges fences, together with all
rest property of every description acquired by and belonging to said ompany, appartenant to said road,
and all the franchies of said road and company, and all the
tranchies of said road and company, and all the
tale income, issues, and profits to be detived
and to arise from the same and all the lands used and occupied for railways depots or stations between said points,
with all buildings standing thereon or procured therefor.

A more specific and defailed statement of the items
of property included and referred to in the foregoing deseription, may be given as follows: scription, may be given as follows:-

RAILROAD.

All that section of the railroad of the said The Twrone and cleanie d Ballroad Company, beginning on the Pennsylvania Railroad at Tyrone Station in Sayder township. Bair county: thence crossing the Litte Jennistariver, and running successively through Tyrone borough and Sayder township, in Bair county, and Taylor township in entire county, to the sun mit of the Alegheny medintams, and thence through Rush township. Centre county, to and through the borough of Phillipsburg in Rush township atoresaid, and there terminating, being about eventy-liree and a hall miles in length, to either with the right of way or the same, with such additional widths as are required by the slopes of excavations and embanking as. SIDINGS

connected with sald section or sain Road and be onging to said company, between said points, and the light of way for the same, of the number and length following,

At Tyrone one siding about 2 6 feet long, At Tyrone Engine House, one Siding about 1284 feet long.
At Pald Fag e Valley Railroad Intersection, two sid-ings about 1671 leet total length.
At Mount Pleasant, one siding about 200 feet long.
At 11% Mile Fost, one quarry siding about 383 feet

At Summit, 13:h Mile Post, a second track siding about At Summit, 18th side ross, a second rack staining about 1838 feet long.

At 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 total length of said Y and sidings being about 1800 feet.

At Sandy Ridge, a siding about 1208 feet long.

At Poweiton, a Y about 1268 feet long, and two sidings about 2784 feet total length, with the right of way for the same

about 7784 net total length, with the right of way for the same.

At Orceola 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 to owned by the said Tyrone and Clearfield East road Con pany, in said town of Osceola. Decatur township Clearfield county, about 2975 feet is ng; and the other of which extends from a point on the said last-named track immediately west of the crossing of Meshannon creek is Miler's Coal Miles in said Decatur township. Clearfield county, about 2354 feet long and also 600 feet of additional Railroad track extending up 2 celannon creek; together with the right of way there or, and all embankments, cuttings, bridges, and frest e-works necessary therefor.

At Dunbar, one siding about 270 feet long.

At Steiner's one siding about 223 feet long.

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

REAL ESTATE.

REAL ESTATE.

At Tyrone, one 160-feet Track Scales, with Office, 12 At Tyrone one 198-eet Track Scales, with Office, 12 feet by 12 reet
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 creeted thereon; with all water rights and fixtures, lands, and appurtenances needful therefor.

At Sount Picasant a Water Station 16 feet by 16 feet with all the water rights and fixtures, lands and appurtenances needful therefor.

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

One watchouse lot, containing 147 perches, situated in the town of Oscoola, Decatur township, Clearfield

in the town of Osceola, Decatur township, Clearfield county
At 21% Mile Pest a lot of ground, containing 69 perches intended for a foreman's dwelling house.
At Philipsburg, one station lot containing 48 perches, with one issue passenger station 50 teet by 20 feet, and one temporary trame warehouse, 50 teet by 20 feet, built thereon.

At Philipsburg, one lot or place of ground, containing 4 85-160 acres with
One trame Warehouse, 30 feet by 30 feet
One trame Warehouse, 30 feet by 30 feet.
One from Turn-table, 50 cet in diameter
And one trame Warehouse 31 leet by 16 feet, built thereon with all the water Fights and fixtures, land and appurtenances needful therefor.

AND GENERALLY,
All the lands, railways rails bridges culverts, trestle

Al the lands, rallways rails bridges culverts, trestle works tool houses, coal houses, wharves, tenees rights of way, workshops machinery, stations, depots, depot grounds, works, masonry, and other superstructure, real estate ouldbus, 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 Clearfile d Balitona and owned by said Company in connection therewith and all the rights, liberties, privileges, and corporate tranchises or said

ond and company.
TERMS OF SALE,

The said railiond sidings real estate and premises mentioned in the said mortgage, and above described. While be exposed to said entire and in one lot, and the vollowing terms and conditions will be observed in the making of the said said:—

The purchase money in cash at the time of the saic; and in crese any of the holders of any of the bonds of the Tyrone and the purchase money in cash at the time of the saic; and in crese any of the holders of any of the bonds of the Tyrone and the first of the said company, and secured by the mortgage executed by the said Company to the said R. Franklin Haley. Turstee as a oresaid, shall become purchasers by the mise every with others of the said premises at the said saic that then the said ho derreo; he said honds or coupons may for the residue of the said real ascing in the said saic that then the said to derreo; he said saic, either in whose or in part by transiering and delivering to the said. A. Franklin Haley. Turstee as aloresaid the said bonds or coupons may for the residue of the said saic, either in whose or in part by transiering and delivering to the said. A. Franklin Haley. Turstee as aloresaid the said bonds or coupons or by recepting upon the same to the amount that may be so bid by him or them in wacle or in part of the said balance of the said parchase money which the said holders of the said bonds or compons may be respectively entitled to receive according to the terms of said mortgage, for which share or dividend the said holders of the said bonds or compons may be respectively entitled to receive according to the terms of said mortgage, for which share or dividend the said holders of the said bonds or compons shall be deemed and taken to be a dicharge and acquitance; and the balance of the said bonds or coupons shall be deemed and taken to be a dicharge and acquitance; and the balance of the said parchase money that may remain after the said saic other than the holders of the said saic by parties other than the holders of the said said parchase money, a

C. PERKINS, LUMBER MERCHANT, Successor to R. Clark, Jr., No. 324 CHRISTIAN STREET. Constantly on hand a large and varied assortmen

I. B. SEELEY'S HARD RUBBER Truss Establishment No 1347 CHESNUT TRUSS atreet, near Broad—This Trues, unlike all TRUSS pressure, will never rust, break, chaic or become filthy; fitted to form, requiring no strap; used in bathing; always good as new Support ers, Elastic Stockings, Shoulder Braces, Suspensories, etc., or improved styles Lady attendant. Call and examine, or send for pamphlet.

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

RAILROAD LINES FOR NEW YORK THE CAMDEN AND Amboy and Philaderphia and Trenton Bailroad Company's lines
FROM PHILADELPHIA TO NEW YORK
and was places, from Wahmt street what will be

At 6 A. M., v.a Camden and Amboy Accommoda At 8 A. M., via (amoen and Jersey City Express., At 12 P. M. via Camden and Ambo) Express.

At 12 M. (noon) ghd 8 P. M. via Camden and Amboy Accommodation (Freight and Presenger).

At 6 and 1126 P. M. via Camden and Amboy. Accommodation (Freight and Passenger), ist class ticker.

commodation (Freight and Passenger), let class tieket.

2d Class Ticket.

2d Class T

he 6-45 P. M. Line will run daily. A I others Sundays

The 645 P. M. Line will ron daily. A lothers Sundays excepted.

At 730 and 11 15 A. M., 3, 320, 430, 5 and 645 P. M., and 12 Midnight, for Bristel Trenton, etc.

At 7A. M., 1030, 3, 5 and 8 P. M. for formwells, Torrisdate, Ho meebung Tae ony Wisshomins: Bridesburg and Frankord, and at 8 P. M. for Holmesburg and intermediate Stations.

BELVIDLER DFLAWARE RAHLROAD.

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

Two through trains daily (Sundays excepted) from Remsington Depot as fellows:—

At 720 A. M. and 323 P. M. for Niagara Falls, Buffalo, Dunkirk. Cannadagna, Elmira, Ithaca, Owege, Rochester, Isinghomton, eswere Sylacuse, Great Each, Meditose Wilkesbarre, Scranton, "troudsburg, Water Gap, be viders, Easton Lambertville Fleming ton, etc. The 238 P. M., Line connects direct with the Train leaving Easton for Mauch Chank, Allentown, Beilhichem, etc.

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

For New York and Way Lines leaving Kensington Depot the the contexts and way Lines leaving Kensington Depot to the contexts and way Lines leaving Kensington Depot to the contexts and way Lines leaving Kensington Depot to the contexts and way Lines leaving Kensington Depot to the contexts and way Lines leaving Kensington Depot the contexts and way Lines leaving Kensington Depot the contexts and way Lines leaving Kensington Depot the contexts and conte

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 Wainin this
an bour 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 Depot.

Fifty Founds of Rasyage only allowed each Passenger.

Fassen, ers are prohibited from taking anything as was,
cage but their wearing apparel. All bargage over if y
rounds to be paid for extra The formpany limit their
restonsibility for bargage to One Dollar per pound, and
will not be itable for any amount beyond \$160, except by
special contract.

will not be liable for any amount beyond sign, except by special contract.

Graham's Bagrage Express will call for and deliver bagrage at the Depois. Orders to be left at 3 Wainut at Links FROM NEW YORK FOR PHILADELIPHA Will leave from loot of Cortland street.

At 12 M and 4 P. M., via Jersey Cliv and Camden. At 710 and 113 A M., 6 P. M. and 12 Night, via Jersey City and Kensington.

From loot of Barciny street at 6 A. M. and 2 P. N., via Ambey and Camden.

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

January 1, 1866.

FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLV NIA, THE SCHUYLKILL.

SUSQUEHANNA CUMBERLAND,

AND WYOM NG VALLEYS.

AND NORTH, NORTH WEST, AND THE CANADAS.
WINTER A: RANGEMENT OF PASSENGER TRAINS.
Leaving the Company's Depot, at THIRTEENTH and ALLOWHILL Streets. Philadelphia at the ollowing hours.—

ing hours.— MOENING MAIL.

At 8-00 A. M. for Reading Lebanov, Harlsburg, Pottaville, 'Pinegtove, Tamaqua, Sunbury, Williamsport Elmita, Rochesier, Singara Falis, Buffale Allentown Wilkesbarre, Pittston, York, Carilsle, Chambersburg Hagerstown etc., etc. Wikesbarre, Pittstön, York, Carlisle, Chambersburg Haperstown etc. etc.

'his rain connects at READING with the East Pen sylvania Railroad trains for Allensown, etc.; and wit the Lebanon Valley train for Harrisburg etc.;

PORT CLINTON with Catawissa Railroad trains williamsport, Lock Haven, Elmi a, etc.; at HAR RISBI IG with Northern Central, umberland Valley and Schuskil and Susquehauna trains for Northumberland, Williamsport, York, Chambersburg, Pine grove, etc.

unberland, Williamsport, York, Chambersburg, Pine grove, e.c.

Leaves Philadelphia at 3 36 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad train for Columbia, etc. and with Carawisea Railroad train for Milton. Williamsport Eimira, Ruffalo, etc.

BEADING ACCOMMODATION.

Leaves Reading at 630 A. M., stopping at all way stations, arrives in Philadelphia at 935 A. M.

Returning, leaves Phi adelphia at 430 P. M. arrives in Ecading at 750 P. M. arrives in Ecading at 750 P. M., arrives in Ecading at 750 P. M., arrives in Philadelphia is at 755 P. M.; arriving at Philadelphia at 135 P. M., and Potisville at 2.5 P. M.; arriving at Philadelphia at 135 P. M.

Harrisburg Accommodation leaves Reading at 735 A. M. and Harrisburg at 969 P. M.

Market train with a Passenger car attached leaves Philadelphia at 245 ncon for Reading and all way stations. All the above trains run daily sundays excepted.

Sunday trains leave Pottsville at 800 A. M., and Ipomington at 1230 P. F., Philadelphia and all way stations. All the above trains run daily sundays excepted.

Eunday trains leave Pottsville at 800 A. M., and Philadelphia at 316 P. M.

Passengers for Dewningtown and intermediate points to Re the 800 A. M. and 430 P. M. trains from Philadelphia, returning from Downington at 765 A. M. and 238 Noon.

NEW YORK FXPRESS FOR PITTSBURG AND THE

phia, returning from Downlington at 795 A. M. and 230 Noon. NEW YORK FXPRESS FOR PITTSBURG AND THE

Wissy.

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 Harrist arg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Wittenmport Elmira, Baltimore, etc.

He urning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, 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 2:43 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 17 Noct.

Noon, S HUYLKILL VALLEY RAILROAD. S HUYLKILL, VALLEY RAILROAD.
Trains leave Potraville at 8-48 and 11-90 A. M., and 7-1
P. M., returning from Tamaqua at 7-55 A. M. and 1-49 and
4 15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 735 A. M. for Pinegrove and Harrisburg, and at 150 P. M. for Pinegrove and Tremont returning from Harrisburg at 450 P. M., and from Tremont at 700 A. M. and 650 P. M., and from Tremont at 700 A. M. and 650 P. M.

Through first class tickers and emigrant fickers to all the principal points in the North and West and Canadas The tollowing tickers are optained only at the Office of S. Bradford, Treasurer, No. 277 S. Fourth street, Phila-delphia, or of G. A. Nicolis, General Superintendent

COMMUTATION TICKETS COMMUTATION TICKETS

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

MILEAGE TICKETS.

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

SEASON TICKETS,

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

CLERGYMEN Residing on the line of the road will be furnished with cards, entiting themselves and wives to ticked at half-

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

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

EREIGHT TP#INS.
Leave Philadelphia daily at 530 A. M., 12 45 noon, and 650 I. M. for Reading Lebanon Harrisourg Pottsville. Port Clinton, and all points her ond.

MAILS

Close at the Philadelphia post office for all places or the road and its branches at 5 A. M. and for all principal Stations only at 2 15 F. M.

ELECTRICAL STREET STREET

the road and its branches at 5 A. M. and for all principal Stations only at 715 P. M.

PENNSYLVANIA CENTRAL RAILROAD WINTER ARRANGEMENT. The trains of the Pennsylvania Central Railroad leave the New Depot, at 14 Highlight and MARKET Streets. The cars of the Market Street Passonger Railway run to and from this Denot They leave Front street every two minutes, commencing one bour 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 Sandays—Cars leave Eleventh and Market streets at 645 P. M. to connect with Phitaburg and Eric Mail, and at 1025 P. M. with Phitadolphis Express.

Mann's Bagging Express is located a. No.31 S. Eleventh street. Parties destring Bagging taken to the trains can have it done at reasonable rates upon application to him.

LEAVE. At 730 A. M.

RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND BAL

PHILADELPHIA, WILMINGTON, AND BAL

14 ORE RAILBOARD.

TIME AD LE - COMMERCES MIN SAT. Jaquer? 8
1608.— Trains will leave Depot, critice of Baload atcost
and Washing Ous Avenue, as follows:

Express rain at 400 a M (Sondays excepted) for
Railmore and Washington stopping, at Wilmington,
Ferrylle havro-de-Grace aberloon, erryman's,
8 monolis and cleamer's film

I'e aware Retroad crisin at 845 a. M (Sunday excepted), for Salishery, Middle and intermediate
stailers.

Way Mail train at 15 a A. M. (Sundays excepted), for
Battimore stopping at thestor, Taurow sin wood,
Claymont, and all regular stations between Wilmington
and Battimore.

Express Train at 143 P. M. (Sundays excepted), for
Fattin ore and Washington, stopping at closier
Claymont, Wilmington, Swark Exton North-sast,
Perryston, Havre we Grace, Aberdeen, Ferryman's,
Magazolis and Stemmer's Rus.

Night Express at 11:05 P. M. for Baltimore and
Washington, Stopping at Chester hurlow, Linward,
Caymont Wilmington Newark, Ethion, North Flast,
Persystels and liavre de-Grace.

Pessencers by Boat from Baltimore for Fortress
Monroe, Nortoic, (Hy Point and Eichmond will take
the 915 A. M. Train,

Sa an additional accommodation for those holding
through Tickets for Baltimore, Washington and Outhern boints, a Special car will leave the Philade phia
Depoit at 1120 A. M., connecting at Gray's Ferry with
the Morting it Stations between Philadelphia and
Wilmington.

Leave Philadelphia at 5 is and 11:15 A. M., and 2 50
and 5:00 P. M. The 3 30 P. M. train connects with
Delaware Raitrond for Millord and intermediate stations.

Leave Wilmington at 7:0, 8 is and 9 so A. M., and 2 50
and 5:00 P. M.

The new Willington at 7:0, 8 is and 9 so A. M., and 2 50
and 5:00 P. M.

The new Wilmington at 7:0, 8 is and 9 so A. M., and 2 50
and 5:00 P. M.

The property of the series o

BORNE WHIRINGTON at 170), 8 15, and 9 30 A. M., and 3 60
Tra ns for New Castie leave Philadeinhia at 8 15 A. M.,
230 and 500 P.M.
BROUGH TRAINS FROM BALTIMORE
Leave Witnington at 1.00 M. and 4 20 and 9 35 P. M.
Leave Chester at 8:01, 8 58, and 19 14 A. M., and 12 28,
242 501, 5 44 and 19 22 P. M.
Leave Chester at 8:01, 8 58, and 19 14 A. M., and 12 28,
243 501, 5 44 and 19 22 P. M. Way Mail; 1:10 P. M.,
Elicab Baltimore 8 25 A. M., Way Mail; 1:10 P. M.,
Empress; 6 35 P. M. Express: 9 25 P. M. Express,
An Accommodation Train for Havre-de-Grace and intermediate stations will leave Baltimore at 16 P. M.
18 AINS FOR BAL, 1MOR.
18 Leave Chester at 8 32 A. M., 223 and 11 56 P. M.
Leave Withinston at 12 27, 543, and 10 33 A. M., and
4 P. M.
SUNDAY TRAINS

Express Train at 445 A. M. for Baltimore and Wash-ington, stopping at Wilmington Petrovite, Hayre-de-Grace, Abergeen, Perryman's, Magno in, and Stemmer's Run.
Night Express [1 16 P. M., tor Battimere and Wash-ington, stopping at Chester Thur ow .inwood, Clay-mont. Whinington Newark Elkicoa, Northeast, Perry-ville, and Bayr-de-Grace.
A special train will leave Philade phia for Wilmington

A special train will leave Philadelphia for Wilmington tor intermediate state as a P. M.

BAL IMOR! FOR PHILADELPHIA.

Leave Baltimore at 9th P. M. stopping at Havre-deGrace, Perryville, and Wilmington. Also stops at Eleton and Newark (to take passenvers or Philadelphia and 
leave passengers from Washington or Baltimore) and 
Chester to leave passengers from Baltimore or Washinston. ington.

A special train will leave Wilmington for Philadelphia and intermediate stations at 6 30 P. M.

Freight train, with passenger car attached, will leave Wilmington for Perryville and intermediate stations a 6 04 P. M.

H. F. KENNEY, Superintendent.

NORTH PENNSYLVANIA RAILROAD, —
Depot, THIRD Street above Thompson.
For BETHLEHEM, DOYLESTOWN, MASCH
CHUNK EASTON, WILLIAMSPORT, and WILKES
BARRY.
At 730 A. M. (Express), for Bethlehem, Alloutown,
Mauch Chunk, Harleson, Williamsport, and Wilkes-

At 730 A. M. (Express), for Bethlehem. Alleutown, Mauch thunk, Hazle on Wildiamspott, and Wilkessbarre.

At 330 P. M. (Express) for Bethlehem Easton, etc., reaching Easton at 645 P. M.

At 315 P. M. for Bethlehem, allentown, Mauch Chunk. Danville and Williamsport.

For Doylestown at 835 A. M., 2:30 and 445 P. M.

For Lansdale at 645 P. M.

White cars of the Second and Third Streets Linu City Passenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6:25 A. M. and 10:07 A. M., sed.

6 15 P. M.

Leave Doy estown at 6:30 A. M., 2:15 and 5:30 P. M.

Leave Doy estown at 6:30 A. M., 2:15 and 5:30 P. M.

Leave Fort Washington a. 18:36 A. M., and 2:15 P. M.

Philadelphia for Bethlehem at 3 A. M., Philadelphia for Bethlehem at 3 P. M.

Doylestown for Philadelphia at 7:20 A. M.

Bethlehem for Philadelphia for P. M.

Through Tickets must be procured at the ticket offices.

THIRD Street, or BEEES Street.

Bethlehem for Philadelphia for Bet

Through Tickets must be prouned at the ticket offices.

THED Street, or BEEES Street.

E.J. REIGHT LINES FOR NEW YORK AND all the Stations on the C. MDEN and AMBOY and connecting Railroads Increased despatch.

THE CAMIES AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 5 o'cick P. M., daily (Sundays excepted).

Freight must be delivered before 4% P. M.. to be forwarded the same day. Returning, the above innes will leave New York at 12 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 Niemington; the New Jersey, the Freehold and Jamesburg, and the Burlington and Menut Holly Railroad, received and forwarded up to 1 P. M.

The Elvidere De aware Railroad, connects at Philipsburg with the Lehigh Valey Railroad, and at Manunkachunk with all points on the Delaware Lackawanna, and Western Railroad, forwarding to Syracuse, Buffalo, and o her points in hestern New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Railroad connects at Elizabeth with the Morris and Essex Railroad.

A slip memorandum, specilying the marks and numbers shippers and consignees must, in every instance, be sent with cachload of goods or no recept will be given. Increased facilities have been made for the transportation of Live Stock. Drovers are invited to try the route. When stock is furnished in quantities of two car-loads or more, it will be delivered at the foot of Forieth street. near the Drove Yard, or at Pier No. 1 North river as the shippers may des gnate at the time of shipment. For terms, or other information, amply to WALT) R. FREEDAN Freight Agent.

11 No. 228 S. Di. Laware And.

Poerhystown Railroad A.

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

On and arter WEDNESDAY, November 1st, 1865, until Furner Notice.

FOR GLEMANTOWN
Leave Philadelphia 6. 7. 8, 9, 10, 11, 12 A. M., 1, 2, 3 10, 39, 4, 5, 58, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 10, 12, 3 4, 5, 58, 6, 7, 8, 9, 10, 11 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, 10, 11 P. M.
The 8 2s sown train, and 3% and 5% up trains will not stop on the Germantown Branch.

ON SUN DAYS,
Leave Philadelphia 9 10 A. M., 2, 7, 10% P. M.
Leave Germantown 8 A. M., 1, 8, 9% P. M.
Leave Philadelphia 9 10 A. M., 2, 7, 3%, 5%, 7, 3, and 11 P. M.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, 3%, 5%, 7, 3, and 11 P. M.
Leave Chemat Hill 7 10 minutes, 8, 949, 11 49 A. M., 40, 340, 5 40, 640, 840, and 10 40 minutes P. M.
Leave Philadelphia 9 10 minutes A. M., 2 and 7 P. M.
Leave Chemat Hill 7 40 minutes A. M., 2 and 7 P. M.
Leave Philadelphia 6, 833 minutes, 11 45 A. M., 18, 3, 5%, 5%, 69 8 805 minutes, and 118 P. M.
Leave Norristown 5%, 7, 750, 9, 11 A. M., 1%, 4%, 5, and P. M.
The 5% P. M. train will stop at School Lane Wivsa-

SP. M. train will stop at School Lane Wissahickon, Manayunk, Spring Mill, and Conshohocken only.

Leave Phila clobia 3 A. M., 25, and 7 P. M.
Leave Norms, who T. A. M., and 5 P. M.
POR MANAYUNK
Leave Philade phila 6 8 25 minutes, 11 05 A. M., 15, 3,
45, 55, 50, 806, and 115 P. M.
Leave Manayunk 65, 75, 820, 93, 115, A. M., 2, 5, 654,
856 P. M.
ON SUNDAYS. ON SUNDAYS.

Leave Philadelphia 9 A. M., 24, and 7 P. M.

Leave Manayunk 75, A. M. 55, and 8 P. M.

IV. S. WIL-ON, General Superintendent.

Depot NINTH and GREEN Streets

Depet NINTH and GREEN Streets

WEST JERSEY RAILROAD LINES.—
From foot of MARKET Street (Upper Ferry).
Daily, except Sunda\*8
FALL AND WINTER ARRANGEMENT.
Commencing WEDNESDAY. November 15, 1865.
For Bridgeton, Salem, and all Starlons on West Jersey and Salem Railroads, at 9 A. M. and 5:30 P. M.
For Millyille and all intermediate Stations, at 9 A. M.
and 3.4 M.