AUCTION SALES.

# THE FENIANS.

THE PEPORT OF THE COMMITTEE ON FINANCE. COMMITTEE ROOM, HEADQUARTERS FERIAN passed by the representatives of the Fenian passed by the representatives of the Fennas Brotherhood of America, in convention assem-bled, appointing a Finance Committee to examine the books and papers of the Secretary of the Treasury of the Fenian Brotherhood, B. Doran Killian, and of the late Treasurer, O'Rourke, for the purpose of ascertaining whether the state-ments made by certain members of the Senato ments made by certain members of the Senate of the Fenian Brotherhood against Mr. Killian, Secretary of the Treasury of the Fenian Bro-therhood, and Colonel O'Mahony, President of the Fenian Brotherhood, for malfeasance in office, and unnecessary and wasteful expendi-tures of the funds of the Fenian Brotherhood, uponwhich they, certain members of the Senate, grounded their late action in denusing Generation grounded their late action in deposing Colonel O'Mahony and Killian, be correct, and with a view of presenting to the Brotherhood of Ame-rica a correct statement of facts, the said Finance Committee entered upon their duties at 12 M. of the 6th instant, and have the honor of sub-mitting, as the result of their investigation, the following:--

### BEPORT.

Examination of Mr. Killian's Books. B. Doran Killian entered upon his duties as Secretary of the Treasury of the Fenian Brother-

hood October 30, 1865:-Amount of ascertained balance in the hands

Brotherhood, October 30, 1865, \$75,389	
RECEIPTS PROM OCTOBER 30, 1865, TO J. Dues and final call in currency. Dress and final call in gold. Fremium on sale of gold. Gain on purchase and sale of gold. Sale of bonds in currency. Sale of bonds in gold. Amount returned to Acting Treasurer b W. K. Roberts, November 16, 1865, o	. 858 439 81 . 14,139 64 . 2,761 18 . 163 98 . 40 00 . 20 00

account of transaction in purchase of draft on Paris, September 10, 1865...... 2,256'40 Received from P. O'Rourke, late Treasurer, 70,006'00

6, 1866

I. R. B. and envoys Expense (rent of Headquarters and de-	\$62,567.42
posit)	22,186.25
Furniture	2,608 32
Gas fixtures, plumbing, flag-staff, etc	1.20368
Old claims	6,178 74
Organizing	1,899 69
Printing and stationery	1,882 44
Secret service	470.00
Special appropriation	2.522 00
Special appropriation (gold)	625.00
Postage	705 00
Salaries of officers, clerks, and other em-	0.000
ployes	2 496 39
Secretary of War (to General Sweency)	5,600.00
Preparing bonds.	511 30
Paid I. B. B. refugees.	870.70
Expenses of Military Board	812 80
Senate expenses	2,008 93
Total	8114,578 14
Expenses from January 1 to January 6, as	1.
per vouchers	2,146.64
Total	8116.619.78
Watel assolute	
Total receipts	5141 819.91
Total expenditures	116,719 78
Amount due from Acting Treasurer, Janu-	
ary 6 1800	S01 000 70
ary 6, 1860 This balance (\$81,099 78) by inspection o	the Com.
mittee, is accounted for as follows;-	rue com-
Gold deposits,* as shown by bank book	\$7.748 39
Currency deposits	18 563 24
Cash and draits on hand	
WHEN MARK WEATED ON DIALUTETTETTETTETTETTETT	3.039.69

Gold deposits, "as shown by bank book Currency deposits Cash and draits on hand Drafts al stracted by P. O'Rourke, and which the following letter will explain.	\$7.743 3 18 563 2 8 030-6 9,756-4

Total..... \$81,099.78 \*All the gold received was from the Department of

California.

California. The following letters were furnished the Com-mittee by Mr. Killian, in vindication of his con-duct in not submitting for inspection the books of his department to Measure. Mechan, Gibbons, and O'Rourke, of the Senate :--FENIAN BHOTHERHOOD TREASURY DEPARTMENT, No. 32 EAST SEVENTEENTH STREET, UNION SQUARE, NEW YORK CITY, N. Y., December 6, 1865.-Mr. President:-Having no copy, certified or uncertified, of the proceedings of the late session of the Senate in my possession. I am not session of the Senate in my possession, I am not acquainted with the names of that body's Standing Committees. Oblige me by stating whether or not Messrs. Meehan, Gibbons, and O'Rourke be such Committee, and worthy of respect and

AUCTION SALES. <text><text><text><text><text><text><text> O T I E C N

long. At Baid Engle Valley Railroad intersection, two sidings about 1671 teet total length. AND, ALSO, At Tyrone, one 196-feet Track Scales, with office 12 feet by 12 teet.

by 12 feet. AND GENERALLY, All the lands, rallways, rails, bridges, colverts, trestle-works, tool-houses, coal-houses, wharves, feaces, rights-ci-way, workshops, machinery, stations, depois, depois grounds works, masonry, and other superstructure, real estate, buildings, and improvements of whatever nature or kind appertaining or belonging to the above-men ioned property, and to the said section of said Tyrone and Cleanfeld Rairoad, and owned by said Com-bany in connection therewith. pany in connection therewith. TERMS OF SALE.

<text><text><text><text><text>

<text><text><text><text><text> **AUCTION SALES. N** <u>O</u> <u>T</u> <u>I</u> <u>O</u> <u>E</u>. Toder and by virtue of the power vested in me, by an anti-field executed by the tyrone and Cleardoid Hallroad the contrast of the tyrone and Cleardoid Hallroad the contrast of the tyrone and Cleardoid Hallroad the the contrast of the power vested in the by an interaction of the tyrone and Cleardoid Hallroad the the contrast of the tyrone and Cleardoid Hallroad the the contrast of the tyrone and Cleardoid Hallroad the the contrast of the tyrone and Cleardoid Hallroad the the contrast of the tyrone and Cleardoid Hallroad the the contrast of the tyrone and Cleardoid Hallroad the the contrast of the tyrone and Cleardoid Hallroad the the tyrone as Trustee deated the lat day of February the the the tyrone and the the office to the the the the tyrone the the the tyrone and the tyrone and Cleardoid Hallroad the the tyrone as Trustee deated the lat day of February the the the tyrone the county of Balt, on Michael the the the tyrone the tyrone and doubles the the tyrone the the tyrone the tyrone the tyrone and doubles the the tyrone has been commarised in the tyrone and doubles the interest due on more than twenty thousand doulars the interest due on more than twenty thousand doulars the interest due on more than twenty thousand doulars the interest due on more than the tyrone and the the the the interest due on more than the tyrone and the the the the interest due on more the interest on which has one to the interest due to the bioders on the noider and the tyrone the the salt mortgage mentioned, the premises the first in the the tyrone the nortgage mentioned, the premises the due the tyrone the tyrone the nortgage mentioned, the premises the the the tyrone the tyrone the nortgage mentioned, the premises the the tyrone the tyrone the nortgage mentioned, the premises the the the tyrone the tyrone the nortgage mentioned, the premises the the the tyrone the tyrone the nortgage mentioned, the premises the the the tyrone the tyrone the nortgage due

AUCTION SALES,

The life projects with the section of the Tyrone and Chear-thored, viz.:--The whole of that section of the Tyrone and Chear-field Railroad from Tyrone Station. Blair county, Penn sylvaria, to Phillipsburg, in Centre county, Pennsyl-sylvaria, the same is now constructed, together with all and singular, the railways, rails, cross-fies, chairs, spikes, fron, timber, bridges, fences, together with all real property of every description acquired by and be-longing to said company, appurtenant to said road, and all the rights, liberties, privileges, and corporate tranchies of said road and company, and all the to is, facome, issues, and profits to be derived and to arise from the same and all the lands used and oc-cupied for railways depois or stations between said points, with all buildings standing thereon or procured therefor. A more specific and detailed statement of the items of property included and reierred to in the foregoing de-scription, may be given as follows :--RAILEROAD.

scription, may be given as iolows:--BALLEOAD. All that section of the said Tyrone and Clearfield Rall-road as now located and built, beginning at the point of intersection of the said Tyrone and Clearfield Bairroad with Baid Esgie Valley Railroad, formerly the Tyrone and Lock Haven Railroad, near Tyrone, Blair county, tacnoe extending northwardly to and through 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 same, with such rdditional widths as are required by the slopes of excavations and embankments. SIDINGS

of property included and relative to its above the solution of the section of the railroad of the said the Tvrone and the safe'd Balfroad Company, beginning on the Pennsvivania kallroad, at Tyrone Station. In Sayder township, Bisir county: thence crossing the Little Juniata river, and running successively through Tyrone borough and Snyder township, in East county, to the summit of the Allegatory mountains, and thence through Rush township. Centre county, to and through the borough of Phillipsburg in Rush township afformship and thence through Rush township. Centre county, to and through the borough of Phillipsburg in Rush township afformship in the safe exception of the same, with such additional widths as are required by the slopes of excavations and embankments. SiDINGS 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,

At Mount Picasant one siding about 200 feet long. At Mount Picasant one siding about 280 feet long. At 11% mile Post one quarry siding about 383 resc long. At Summit, 13th Mile Post a second track siding about

30 seet long. At Summit, one Y and level siding, and one level sidig north of Summit, with the right of way for all be ond the limits of the right of way for the track last entioned. The total length of said Y and sldings being

mentioned. The total length of said Y and sldings being about 1600 seet. At Sandy Bidge, a siding about 1266 feet long At Powelton, a Y about 1265 feet long, and two sldings about 2784 heet, 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 Rairoad, to a warehouse lot owned by the said Tyrone and flearfield Rairoad Com-pany, in said town of Osceols, Decatur township, Clear-field county, about 2975 feet long, and the other of with extends from a point on the said last-named track immediately west of the crossing of Moshannon creek to Miler's Coal Mires, in said Decatur township, Clear field county, about 2354 feet long, and glao 690 feet sddifield county, about 2354 feet long, and slao 600 feet sddl-tional Haliroad track extending up Moshaman creek; togeth:r with the right of way therefor, and all embank-ments, cuttings, bridges, and trestie-works necessary

At Dumbar, one siding about 370 feet long. At Steiner's, one siding about 223 feet long. At Philipsburg, three sidings about 1500

At Gardener s Station, near Eighth Mile Post, a Water Station, 10 66 by 100 lest, together with a Water station, 14 feet by 14 icct, with all water rights and fatures, lands, and appurtenances needful therefor. At Mount Pleasant & Water Station, is feet by 16 feet, with a i the water rights and fixtures, lands, and appurte-

And a needful thereior. At Sandy Ridge a Water Station. 14 feet by 14 feet, with woodsheds attached, and all water rights, fixtures, lands, and appurtenances needin, therefor. One warehouse of, containing 147 perches, situated in the town of Osceola, Decatur township, Clearlield control of the statistical statistics of the statistics

At 21% Mile Post a lot of ground containing 59 perches, intended for a foreman's dwelling house. At Philipaburg, one station lot, containing 48 perches with one traine oursenger station, 50 teet by 20 feet, and one temporary irame warehouse, 59 feet by 20 feet, built because the static static static static static static static because the static static static static static static static static because the static static

hereon. At Phillipsharg, one lot or piece of ground, containing

A 15-10 acres. with One frame Warchouse, 50 feet by 30 feet. One frame Engine House, 31 feet by 57 icet. One iron Turn-Table, 50 feet in diameter. And one frame Water Station, 15 feet by 16 feet, built thereon, with all the water rights and fixtures, lands and appurtenances, needful therefor.

At Tyrone one 100-iest Track Scales, with Office, 12 feet by 12 iest At Gardener's Station, near Eighth Mile Post, a Water Station lot, 66 by 160 iest, together with a Water Station, 14 feet by 14 feet, crected thereon; with all water rights and fixtures, lands, and appurtenances needful therefor. At 5 count Phosant, a Water Station, 16 feet by 16 feet, with all the water rights and fixtures, lands and appurtenances needful therefor. At sound Phoge, a Water Station, 14 feet by 14 feet, with wood she ds attached, and all water rights, fixtures, lands and appurtenances needful therefor. One warchouse lot, containing 147 perches, situated in the town of Oscoola, Decatur township, Clearfield county a the town of Osceon, Decitin townsor, Craning 69 At 21% Mile Post, a lot of ground. containing 69 perches, intended for a foreman's dwelling house. At Phillipsburg, one station lot containing 48 perches, with one frame passenger station, 50 test by 20 feet, and one temporary frame warehouse, 50 test by 20 feet, built thereon. A: Phillipsburg, one lot or place of ground, contain-ing 45-100 acres with ing 4 85-100 acres with One trame Warebouse, 30 feet by 30 feet One frame Ensine House, 31 teet by 57 teet. One from Turn-table, 59 feet in diameter And one frame Water Station 16 feet by 16 feet, built thereon, with all the water rights and dxtures, land, and appurtenances needful therefor.

# HAILBOAD LINES.

FOR NEW YORK -THE CAMDEN AND Amboy and Philadelphia and Trenton Rairead Company's lines FROM PHILADELPHIA TO NEW YORK and way places, from Wainut street whar, will leav

At 5 A. M., via Camuen and Amboy Accommoda-PARK

follows Viz :- Pass
At 6 A. M., via Camden and Amboy Accommodation (2015)
At 8 A. M., via Camden and Jersey City Express. 500
At 8 A. M., via Camden and Jersey City Express. 500
At 12 P. M. via Camden and Amboy Accommodation (Preight and Passenger)., 4 245
At 8 M. (noon) and 8 P. M., via Camden and Amboy Accommodation (Preight and Passenger)., 4 245
At 6 and 11:30 P. M. via Camona and Amboy Accommodation (Preight and Passenger)., 14 215
At 6 and 11:30 P. M. via Camona and Amboy Accommodation (Preight and Passenger)., 14 215
At 6 and 10 A. M., 6 and 5 P. M., for Mount Holty, Ewansville, Pemberion and Vincentowit; at 6 A. M., nd 2 P. M. for Frechold.
At 6 and 10 A. 12 M. 34, 5 6 and 11:36 P. M. for Palmyra, Elverton, Delanco, Deverty, Edgawatar, Barthard F. M. Incer rundication to Trenton.
At 230 P. M. attentionat "Trenton," for Bristol, Barthreiter, Bernetter Barton, Bern, et Villow St.At 9 A. A. 430 and 9 45 P. M. via Kenalgion and 57 W. (Restrict Art 90 A. 840 P. M. 2010 With 2010 Villow St.At 9 M. M. 430 and 9 45 P. M. via Kenalgion and 53.49
At 19 P. M. (Nglut) via Kensington and Joney City Express. 225

Express The 646 P. M. Line will run daily. All others Sundays

The 543 P. M. Line will full data? Excepted At 730 and 11:16 A. M., 3, 3:30, 4:30, 5 and 5:45 P. M., and IR Midnight, for Bristel Treaton, etc. At 7A, M., 10:36, 3, 5 and 6 P. M. for Cornwells, Torris-dale, Ho mesburg, Tacony Wissmontha, Bridesburg and Frankiord, and at 8 P. M. for Holmesburg and Intermediate Stallong

and Frankiord, and at S P. M. for Hoimesburg are Intermediate stallons DELVIDERE DELAWARE RAILROAD. For the Delaware River Valley, Northern Penneri-vania, and New York Stare, and the Groat Lakes. Two through trains daily (Sundays excepted) from Kensington Bepot as follows:-At 750 A. M. and S20 P. M. for Ningara Falls, Buffalo, Dunklick. Canandaigus, Elmirs, Ithacs, Owego, Ecchester, Einshamton, eswego, Syracuse, Great Hend. Monitose Wikesbarre, Scranton, Strondsburg, water Gap, Ecviders, Easton, Lambertville, Fleming-ton, etc. The 250 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentowa, Bethlehem, etc. & to P. M. for Lambertville and intermediate Stallons. For Kew York, and Way Lines leaving Kensington

At 5 P. M. for Lambertville and intermediate Stations. For New York, and Way Lines leaving Kenningron Depot, take the cars on Firth street, above Wainnt, half an bour before departure. The cars run into the Depot, and on arrival of each Train, run from the Depot. Fifty Pounds of Basarge only allows I each Passenger. Fassen ers are prohibited from taking anything as Das-gase but their wearing appared. All baggage over fifty pounds to be paid for extra the company limit their responsibility torong gase to One Dollar per pound, and will not be liable for any amount beyond side, except by special confined.

special contract. Graham's Bagrage Express will call for and deliver bagrage at the Depois. Orders to be left at 3 Wainut st LINES FROM NEW YORK FOR PHILADELPHIA.

MARKES FROM NEW YORK FOR PHILADELPHIA, Will leave from foot of Cordand street
At 12 M. and 4 P. M., via Jersey City and Camden.
At 7 10 and 115 A. M., 6 P. M. and 12 Night, via Jersey City and Kensington.
From foot of Barclay street at 6 A. M. and 2 P. M., via Ambey and Camden.
From Fler No. 1 North river, at 12 M. 3 and 7 P. M. (Freight and Passenger), via Ambey and Camden.
January 1, 1866.

At Bald Fag'e Valley Railroad Intersection, two sid-ings about 1071 ject total length. At Mount Fleasant, one siding about 200 feet long. At 1154 Mile Post, one quarry siding about 383 feet

At 11% Mile Post, one quarry stang hoodt as teet long. At Summit, 13th Mile Post, a second track siding about 1339 feet long. At summit, one Y and level siding, and one level siding north of Summit, with the right of way for all beyond the limits of the right of way for the track last men-tioned. The total length of said Y and sidings being about 1600 feet. At Sandy Eldge, a siding about 1268 feet long. At Powelton, a Y about 1268 feet long, and two sidings about 2784 teet, total length, with the right of way for the same.

Connected with section of sain Road, and belonging to said company, between said points, and the right of way for the same, of the number and length following, viz.:-At Tyrone one siding about 316 feet long. At Tyrone Figino House, one Siding about 1284 feet

At 10 we works needs and all the means about 2784 neet. total length, with the right of way for the same. At Osceola Station, a siding about 744 feet long, toge-ther with two lines of track, one of which extends from the main trick of the said Tyrone and Clearfield Kali-road to a warehouse ist owned by the said Tyrone and Clearfield Bairoad Conpany, in said town of Osceola. Decatur township. Clearfield county, about 2975 feet long; and the other of which extends from a point on the said last-named track immediately west of the cross-ing of Moshannon creek to Miller's Coal Mines. In said Decatur township, Clearfield county, about 2975 feet long and also 690 feet of additional Rahiroad track ex-tending up & oshannon creek; together with the right of way there or, and all embankments, cuttings, bridges, and tractic-works needsary therefor. At Steiner's, one siding about 225 feet long. At Steiner's, one siding about 225 feet long. At Phillipsburg, three sidings, about 1509 feet, total length.

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

and Schuylkill and Susquehama trains for North-umberland. Williamsport, York, Chambersburg, Pine grove, etc. AFTERNOON EXPRESS Leaves Philadelphia at 249 P. M., for Reading, Potta-ville, Harrisburg, etc., connecting with Reading and Columbia Railroad train for adition. Williamsport Elimita, Buffalo, etc. READING ACCOMMODATION. Leaves Reading at 630 A. M. stonping at all way stations, arrives in Philadelphia at 935 A. M. Returning, leaves Philadelphia at 430 P. M., arrives in Reading at 730 P. M. Trains for Philadelphia leave Harrisburg at 725 A. M., and Potisville at 830 A. M., stonping at all vay stations, arrives in Philadelphia at 430 P. M., arrives in Reading at 730 P. M. Trains for Philadelphia leave Harrisburg at 725 A. M., and Potisville at 23% P. M.; arriving at Phila-celphis at 705 F. M. Harrisburg Accommodation leaves Reading at 735 A. M. and Harrisburg at 940 P. M. Market train with a Passenger car attached. leaves Philadelphia at 1236 P. M., and Phila-cions' teaves Reading at 135 A. M. and Harrisburg at 940 P. M. Market trains leave Pottsville at 800 A. M., and Powynington at 1230 F. F. G. Philadelphia and all way sta-tions' teaves Reading and all way stat-tons' teaves Reading and all way stat-tons' teaves Reading and all way stat-tons' teaves Reading at 940 P. M. All teaboyet trains run daily. Studias, accepted. And and Harrisburg Leave Pottsville at 800 A. M., and Phila-dephia at 915 F. M.

RAILROAD LINES.

7

PHILADELPHIA, WILMINGTON, AND BAL. THEORE FAILROAD. TIME TABLE -Commencing MONDAY, Januar 8, 168. - Irains will leave Depot, corner of BEOAD stated and WASHING ION Avenue, as follows:--hatmore and Washington, stopping at Wilmington, Perry vil e. Havre-de-Grace. Aberdeen, Ferryman 9, Marnolia and Stemmer's Run. De aware Reiroad Iran at 315 A.M. (Sunday ex-cepted), for Salisbury, Milford) and Intermediate stations.

Way Mail Tram at 915 A. M. (Sumfays excepted), for Baitmore stopping at Chester, Thurlow Linwood, Claymont, and all regular stations between Wisnington and Baitmore.

Baitmore stopping at Chester, Thurlow Ginvoad, Olaymont, and all regular stations between Winnington and Baitmore.
 Express Train at 245 P. M. (Smadnyr excepted), see Baitmore and Washington, stopping at Oceaner Chymont, Winnington, Newark, Eckton North-east, Perryvide, Havre de Grace, Aberdeen, Perryman's, Magioi and Stemmor's Rue.
 Night Express at 11:15 P. M. for Baitmore and Washington, stopping at Chester Thurlow, Linwood, Chymont, Winnington, Newark, Eckton North-East, Perryvide, Havre de Grace, Aberdeen, Perryman's, Magioi and Stemmor's Rue.
 Night Express at 11:15 P. M. for Baitmore and Washington, stopping at Chester Thurlow, Linwood, Chymon, Wilmington, Newark, Eikkon, North East, Perryvide and Havre de-Grace.
 Tassancers by Bont from Baitmore for Fortrass Monroe, Norfolk, CHY Point and Etchmond will take the 915 A. M. Train.
 As an additional accommodation for those holding Through Tokets for Baitmore. Washington and south-ern points, a Special car will leave the Philade phin Dept at 11:38 A. M., connecting at Gray's Forry with the Morning I Special Car will leave the Philade phin and Souther.
 Mulmington.
 Market Bi Stations between Philadelphin and Wilmington.
 Leave Fhiladelphis at 815 and 11:15 A. M., and 328, 600 and 700 P. M. The 3:30 P. M. train connects while Pelaware Rairoad for Milord and Informediate stations.
 Leave Wilmington at 1:90, 8:45 and 9:90 A. M., and 1:36, 35, 501, 554 and 10:26 P. M.
 Trains for New Castle leave Philadelphin at 5 IS A. M., 35, 501, 554 and 10:26 P. M.
 The Off Hall Throws FROM BALTIMORE Care Chester at 8:01, 8:58 and 10:14 A. M., and 1:36, 35, 501, 554 and 10:26 P. M.
 Marchington at 1:279 M. And 4:30 and 9:35 P. M.
 CHY BALTIMORE TO PHILADELPHIA.
 Leave Chester at 8:01, 8:58, and 10:14 A. M., and 1:376, 35, 501, 554 and 10:26 P. M.
 Thou Malatinove 8:20 A. M., Way Malit

UP. M. SUNDAY TRAINS. Express Train at 455 A. M. for Baltimore and Wash-perton, stopping at Winnington, Perryv He, Havre-de-Grace, Aberdeen, Herryman's, Magnolla, and Stemmer's

Run. Night Express 11 15 P. M., for Baltimore and Wash

Night Express II 15 P. M. tor Baltimore and Wash-ington, stopping at Chester. Thurlow Linwood, Clar-mont, Wilmington. Newark Elkion, Northeast, Porty-ville, and Havre-de-Grace. A special train will leave Philadelphia for Wilmington for intermediatestations at 9 P. M. BAL IMORE FOR PHILADELPHIA. Leave Baltimore at 9-25 P. M. stopping at Havre-do-Grace, Perryville, and Wilmington. Also stops at Elk-ton and Newark (to take passenners or Philaceiphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Wash-ington.

Chester to leave passengers from continue of water-ington. A special train will leave Wilmington for Philadelphia and intermediate stations at 630 P M Freight train, with passenger car attached, will leave Wilmington for Perryville and intermediate s atlens a "04 P. M. H. F. KYNNFY, Superintendent.

NORTH PENNSYLVANIA RAILROAD,-

N DEATH FRANKIEL above Thompson. For BETHLEHEM, DOYLESTOWN, MAUGH CHUNK, EASTON, WILLIAMSPORT, and WILLESS BABRE. At 730 A. M. (Express), for Bethlehem. Allentown, Mauch Chunk, Hazieton, Williamsport, and Wilkes-

At 749 A. M. (Express), for Bethlehem. Allentown, Mauch Chunk, Halleion, Williamsport, and Wilkes-barre. At 340 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 645 P. M. At 515 P. M., for Bethlehem, Allentown, Maush Chunk, Danville and Williamsport. For Doylestown at 855 A. M., 230 and 415 P. M. For Fort Washington at 10 A. M. and 11 P. M. For fort Washington at 10 A. M. and 11 P. M. For Lansdate at 615 P. M. White cars of the Second and Third Streets Lins Other Passenger Cars run direct to the depot. TRAINS FOR PHILADELPHIA, Leave Bethlehem at 625 A. M., 245 and 509 P. M. Leave Doylestown at 620 A. M., 245 and 509 P. M. Leave Londale at 640 A. M. Leave Londale at 640 A. M. Destre Doylestown at 5 M. A. M. and 18 P. M. M. Leave Londale at 640 A. M. Leave Londale at 640 A. M. Philadelphia for Bethlehem at 92 A. M. Bethlehem for Philadelphia at 720 A. M. Bethlehem for Philadelphia at 720 A. M. Bethlehem for Philadelphia at 720 A. M. Bethlehem for Philadelphia at 4 P. M. Through Tickets must be procured at the ticket offices, THIRD Street. or BERKS Street. 55 ELLB CLARE, Agent

confidence as such. Respectfully yours, B. DORAN KILLIAN,

John O'Mahony, Leident of the F. B. I certify that Mar Killian presented the within letter, opened, to Mr. P. J. Meehan, in my presence, and in the presence of Messrs. Gib-

bons, Roberts, and Bannon. THOMAS MULCARY.

December 8, 1865. Member of Military Board. HEADQUARTERS FENIAN BROTHERHOOD, Decem-ber 7, 1865.—B. Doran Killian, Esq., Secretry of the Treasury, Fenian Brotherhood.—Sir:—In reply to your communication of this date. I have to inform you that I do not consider the gentlemen named therein to be proper parties to in-spect the private affairs and financial resources of the Fenian Brotherhood, for the following reasons:

1st. Mr. Mechan stands accused, by three of the highest officials of the Irish republic, with being the primary, if not the sole, cause of the recent arrests in Ireland.

2d. Mr. O'Rourke's financial accounts as late Treasurer of the Fenian Brotherhood are not yet cleared up satisfactorily, while he refuses to submit his bank books to inspection.

3d. I have seen the names of all three in connection with an illegal and unconstitutional session of the Senate of the Fenian Brotherhood, said to be now held in this city. For the after reason as fer the former, you will pay no atten-tion to the demands of these gentlemen, who, with their associates in illegality, are obviously conspiring the disruption, if not the destruction of the Feman Brotherhood.

в I have the honor to be, sir, your obedient servant, Joня O'Mаноху,

President of the Fenlan Brotherhood. I certify that Mr. Killian presented the within letter, opened, to Mr. P. J. Meehan m my presence, and in the presence of Messrs. Gibbons, Boberts, and Bannon. THOMAS MULCAHY, Member of Military Board.

December 8, 1865.

SECRET OF BEAUTY.—The women of Poland are celebrated for their beauty, and the secret of it is, that their girls do not, as with us, jump from infancy to young lady-hood. They are not sent from the cradle directly to the parlor, to dress, set still, and look pretty. No; they are treated as children should be. During childhood, which as children should be. During childnood, which extends through a period of several years, they are plainly and loosely dressed, and are allowed to run, romp, and play in the open air. They take in sunshine as does the flower. They are not loaded down, girded about, and oppressed not loaded down, girded about, and oppressed every way with countless frills and superabundant founces, so as to be admired for their much clothing. Nor are they rendered delicate and dyspeptic by continual stuffing with candies and sweetcakes, as are the majority of American children. Plain, simple food, free and various exercise, and abundance of sunshine during the whole period of childhood, are the secrets of beauty in after life.

CIVILITY .-- Everyone knows the words of Robert Burns:-

### "The rank is but the guinea stamp, The man's the gowd for a' that.

He was once taken to task by a young Edinburgh blood, with whom he was walking, for re-cognizing an honest farmer in the open street. "Why, you fantastic gomeril," exclaimed the poet, "it was not the great coat, the scone bonnet, and the Saunders' boot-hose that I spoke to, but the man that was in them; and the man, sur, for true worth, would weigh down you and me, and ten more such any day."

-The Democratic State Convention of Connecticut will assemble on the 7th of February, to nominate candidates for the approaching April election.

## COAL.

TAMES O'BRIE'N, DEALER IN LEHIGH AND SCHUYLKILL

COAL,

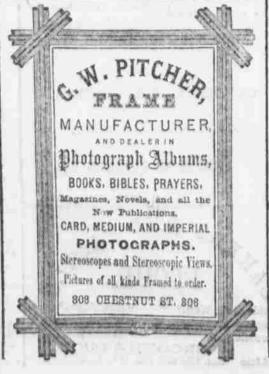
BY THE CARGO OR SINGLE TON. Yard, Broad Street, below Fitzwater.

Has constantly on hand a competent supply of the above superior Coal, suitable for family use, to which he calls the attention of his friends and the

Orders left at No. 205 S. Fifth street, No. 32 S Seventeeath, street, or through Despatch or Post Office, promptly attended to A SUPERIOR QUALITY OF BLACKSMITHS COAL. 781y

## DENTISTRY.

ISAIAH PRICE, DENTIST, GRADUATE OF Philadelphia College of Dental Surgery, class 1853-4, formerly of West Chester, Pa., having served three years in the Army, has resumed the practice of his profession at No. 241 N. ELEVENTH Street. Philadelphia, where he will endeavor to give satisficactory attention to all who may require his professional services. It's ly



and appurtenances needful therefor. AND GENERALLY. All the lands, raiways, rails, bridges, culverts, trestle-works, tool-houses, coal-houses, wharves, fences, rights of way, works, masonry, and other superstruc-ture, real estare buildings, and inprovements of what-ever nature or Eind, appertaining or bolonging to the above-mentioned property, and to the said soction of said Tyrone and Cleanfield Rair road, and owned by said Company in commetion therewith.

Given nature or kind, appertaining or bolonging to the provementioned property, and to the said section of all Tyrone and Clean field Rai road, and owned by said Company in connection thorewith.
The said Railread Sidings Real Estate and premises will be explosed to sale entire and in one or said structure explosed to sale entire and it is one to small the end of the said mortgage, and above described, will be explosed to sale entire and it is one to small the end of the said sele: —
The purchaser will be required to pay 610.000
of the purchase money in cash at the time of the said sele of the purchase money in cash at the time of the said on the compone due and payable upon the said bonds of the Tyrone and Clearfield Rairo ad company, and secured by the morigage executed by the said company to the said perchasers by themsery of the said bonds of compones may for the condons of the said parchase money make payment with others of the said parchase money make payment with others of the said parchase money the said bonds or econones may for the the of the said parchase money in the said bonds or econones may for the said bonds or compones may for the said premises at the said sele. The money the said bonds or compones may for the there of the said parchase money the said purchase money the said purchase money that there is an at the train of the said bonds or outpons is hard of the said bonds or outpons or by receipting upon the said bonds or outpons or by receipting upon the said bonds or outpons why be respectively entitled to receive according to the terms of said mortgage, tore which the said bonds or outpons shall be the said bonds or outpons shall be the said bonds or outpons shall be the said purchase money. The said bonds or outpons shall be the said bonds or outpons shall be the said bonds or outpons shall be the said purchase money that may remore the said parchase money that may remore the said parchase money that may remore the said parentase money that may remore the said parcha

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JOHN H. HAMMITT. 311 DELAWARE Avenue, above LAUREL Street AND GENERALLY,

AND GENEBALLY, All the lands, railwsys rails bridges, culverts, trestle works, tool houses, coal houses, wharves, tences, rights of way, workshops machinery, stations, depots, depot-grounds, works, masonry, and other superstructure, ical estate, baildings, and improvements of whatever nature or kind appertaining or belonging to the above mentioned property, and to the said section of the said Tyrone and Clearfield Bailroan and owned by said Company in conmection therewith, and all the rights, liberties, pitvices, and corporate tranchises of said road and Company. TEEMS OF SALE.

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

mentioned in the said mortgage, and above described, will be exposed to said entitie and in one lot, and the following terms and conditions will be observed in the making of the said saie:-The purchaser will be required to pay \$10,000 of the purchase money in cash at the time of the saie; and in case any of the holders of any of the bonds of the Tyrone and the and payable upon the said bonds of the Tyrone and clearfield Railroad Company, and secured by the mort-rage executed by the said Company to the said R. Frank-lin Raley, Trustee as a creadid, shall become purchasers by the energy of the holders of the said premises at the said saie that then the said holders of the said the said the anoney in the residue of the said premises at the said saie that then the said holders of the said the said saie that then the said holders of the said the said saie. Franktin Raiey, Trustee as a creasid, the said bonds or coupons, or by receipting upon the same for the amount that may be so bid by thin or them in wade or in part by transferring and delivering to the said as the 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 bonds or coupons may be respecively entitled to re-ceive according to the terms of said, mortgage, for which share or dividend the said bonds or coupons hay be respecively entitled to re-ceive according to the terms of said, mortgage, for which share or dividend the said bonds or coupons shall be deemed and taken to be a dicharge and acquittance ; and the ba ance of the said parchase money that may, shall be paid by the said parchase money that may within twenty days after the date of said to the said trustee. And if the said parchase money that may re-man after the said parchase money tha

Any inriher information in respect to the said sale or remises, may be had on application to the undersigned rustee, at his office, No. 42 S. THIRD Street, in the R. FRANKLIN BALEY. Trastee No. 42 S. THIRD Street, Philidelphia. M. THOMAS & SONS, Auchaneors, Nos. 139 and 141 S. FOURTH Street, Philadelphia

Philadelphia 10 30 f tF10 C. PERKINS. LUMBER MERCHANT, Successor to R. Clark, Jr., No. 324 CHRISTIAN STREET. Constantly on hand a large and varied assortment 5 24 ly Building Lumber.

I. B. SEELEY'S HARD RUBBER Truss Establishment. No. 1347 CHESNUT where the stabilishment is truss, unlike all others. cures Ruptures, iroes the cord from all pressure, will never rust, break, chake, or be-come flithy; fitted to form, requiring no strap; used in bathing; always tood as new Support s, Elastic Stocking, Should's Braces, Suspensories, c., of improved styles. Lady attendant. Call and ex-mine, or send for pamphlet. 12 16 1m

THE STAMP AGENCY, NO. 304 CHESNET STREET, ABOVE THIRD WILL BE CONTINUED AS HERETOFORE. STAMPS 01 EVERY DESCRIPTION CONSTANTLY ON BAND, AND IN ANY AMOUNT. II IS

delphia at 9715 P. M. CHESTER VALLEY RAILEOAD. Passengers for Downingtown and intermediate points take the 600 A. M. and 430 P. M. trains from Philadol-phia, returning from Downington at 765 A. M. and 2'39 Noon. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9'40 A. M. and 8'00 P. M., passing Reading at 10 A. M., and 1'48 P. M. connecting at Harrisburg with Pennaylvanis and Northerm Central Eathcast Express Train feaves Harrisburg on arrival of Pennaylvania Express from Pittsburg, at 3 and 9 06 A. M., passing Reading at 4'49 PM M. Sleeping Car accompany ing these trains through to twee Jerzey City and Pittsburg, without charge. Mail Train for New York leaves Harrisburg at 1'45 P. M. Mail Train for New York leaves Harrisburg at 1'45 P. M. Mail Train for New York leaves Harrisburg at 1'45 P. M. Mail Train for New York leaves Harrisburg at 1'45 P. M. Mail Train for New York leaves Harrisburg at 1'45 P. M. Mail Train for New York leaves Harrisburg at 1'45 P. M. Mail Train for New York leaves Harrisburg at 1'45 P. M. Mail Train for New York leaves Harrisburg at 1'45 P. M. Mail Train for New York leaves Harrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg at 1'45 P. M. Mail Train for New York leaves Marrisburg M. M. Marrisburg M. M.

P. M. Mail Train for Harrisburg leaves New York at 12 Noon.
 SCHUYLKILL VALLEY RAILROAD.
 Trains leave Pottsvi le at 6:45 and 11:40 A. M., and 7:15 F. M., returning from Tamaquan: 7:35 A. M. and 1:40 and 4:16 P. M.
 SCHUYLKILL AND SUSQUEILANNA RAILBOAD.
 Trains leave Auburn at 7:35 A. M. for Pinegrove and Harrisburg, and at 1:50 F. M. for Pinegrove and Tremonic returning rom Harrisburg at 4:400 P. M., and from Tre-mont at 7:90 A. M. and 6:60 P. M.
 Through first class tickets and emigrant fickets to all the principal points in the North and West and Camadas The following fickets are dottined only at the Office of S. Bradford. Treasurer, No. 227 S. Fourth street, Phila-delphia, or of G. A. Nicolis, General Superintendent. Reading.

Reading. COMMUTATION TICKETS.

COMMUTATION TICEETS. At 23 per cent discount, between sup points desired for families and firms MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52'50 each for families and firms. SEASON TICKETS. For three, six, nine, or twelve months, for holde only, to all points at reduced rates (CLEGYMEN) Residing on the line of the road will be furnished with cards, entiting themselves and wives to ticked at half-tare.

Tare. EXCURSION TICKETS, From Philadelphia to principal stations, good for Saturday, Sunday and Monday at reduced fare, to be ind only at the Ticket Office at Thirteenth and Callow-bill streets.

India only at the rest of the at the rest of the above bill streets.
 FREIGHT.
 Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.
 FREIGHT TRAINS.
 Leave Philadelphia daily at 5 30 A. M., 12 45 noon, and 6 00 1 M. for Reading Lebanon Harrisong, Potsville, Port Clinton, and all points hevend.
 Glose at the Philadelphia Post Office for all places on the road and its branches at 5 A. M. and (or all principal Stations only at 3 15 P. M.
 Stations only at 3 15 P. M.

the road and its branches at 5 A M. and for all principal Stations only at 215 P. M. S10
PENNSYLVANIA CENTRAL RAILROAD WINTER ARRANGEMENT.
The trains of the Pennsylvania Central Railroad leave to the Winter Arrange Menter and Market Street Passenger Railway run to send the time of departure of seath Train, and allow about 30 minutes, commencing one hour previous to the time of departure of seath Train, and allow about 30 minutes for attp: Their cars are in waiting on the areas consent Market street.
The Street Passenger Cars leave Eleventh and Market streets at 646 P. M. to connect with Pitizudo and Market streets.
Than 's Baggage Express Biocaused at 0.51 & Eleventh areas to be traine on the street. Parties depind bio servers. The cars at the server the trains can be the trains on the trains the trains on the trains on the trains on the trains

THOMAS B. FARKE, Ticket Agent at the Depot. THOMAS B. FARKE, Ticket Agent at the Depot. THOMAS B. FARKE, Ticket Agent at the Depot. A Emigrant fram runs daily (except Sunday). For fall information as to fare and accommodation, apply to FRANCIS FUNK. No. 137 Dock Street

THIRD Street or BERKS Street. ELLIS CLARE. Aport FALLINES FOR NEW YORK AND Al the Stations on the CAMDEN and AMBOY and connecting Rairoads Increased despatch. THE CAMIES AND AMBOY RAILROAD AND TRANSFORTATION COMPANY FRAIGHT LINDER for New York will leave WALNUT Streat Whart at 5 o'cock P. M., daily (Sundays excepted). Treight must be delivered before 4% P. M., to be for-warded the same day. Returning, the above ince www leave New York at 12 noon, and 4 and 8P. M. Freight for Treaton. Frinceton, Kingston New Bruns-wick, and all points on the Camden and Amboy Rail-road; also, on the Belvidere. Delaware, and Floming-tor warded up to I. P. M. The Belvidere De aware Railroad, noceived and forwarded up to I. P. M. The Belvidere De aware Railroad connects at Phil-hybourg with the Lehich Valey Rairoads, no at Manuf-kachunk with all points on the Coleaware. Lackawanna, and Western Railroad, forwarding to Syraouse, Buffalo, and other points in V estern New York. The New Jersey Centra Railroad and a Newart with the New Jersey Rairoad and at Newart with the Mortls and Essex Railroad and at Newart with the Mortls and Essex Railroad and at Newart with the Mortls and Essex Railroad.

the New Jersey Contra Railroad and at Newark with the Morris and Essex Railroad A silp memorandum, specifying the marks and arms-bers, shippers and consignees, must in every fastanes, 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 are invited to try the route When stock is furnished in quantities of two car-loads or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, or at Fior Ka. 1 North river, as the shippers may designate at the time of shipment. For terms, or other information, apply to WALTI'R FREEMAN, Freight Agent, 11 No. 225 S. DELAW ARE Avenue Fulladeiphia.

PHILADELPHIA, GERMANTOWN, AND NOBRISTOWN RAILROAD. on and atter WEDNESDAY. November 1st, 1866, units

Eurlier Notice FURTHER Notice FOR GLEMANTOWN Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 '19, 294, 4, 5, 55, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 78, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 45, 6, 65, 7, 8, 9, 10, 11 P. M. The 8 26 down train, and 354 and 55% ap trains will not stop on the Germantown Remark.

The 520 down train, and 3% and 5% ap trains will not stop on the Germantown Branch. ON SUN DAYS. Leave Philadelphia 940 A. M., 2, 7, 10% P. M. Leave Germantown 5, A., 1, 6, 9% P. M. CHESNUT HILL RAILBOAD. Leave Philadelphia 6, 10, 12 A. M., 2, 5, 3% 5%, 7, 3, and 11 P. M. Leave Chesnut Hill 740 minutes, 8, 940, 1140 A. M. 40, 340, 540, 640, 540, and 10% minutes F. M. 2. Leave Philadelphia 910 minutes A. M., 2 and 7 F. M. Leave Chesnut Hill 740 minutes A. M., 1240, 540, and 925 minutes P. M. F. CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 8, 355 minutes, 1145 A. M., 125, 540, and 925 minutes P. M. Cave Philadelphia 9, 0, 1145 A. M., 125, 540, and 926 minutes M. M. 105 A. M., 125, 540, and 926 minutes M. M. 105 A. M., 125, 540, and 926 minutes M. M. 115, 540, and 926 minutes M. M. 105 A. M., 155, 540, and 927 minutes M. M. 105 A. M., 155, 540, and 928 M. Leave Sorristown 555, 7, 750, 9, 11 A. M., 18, 455, 6, and 87 M. The 555 P. M. train will stop at School Lane Wissa-

Leave Norristown 53, 5, 730, 9, 11 A. M., 19, 79, 6, 404
S P. M.
The 5% P. M. train will stop at School Lane Wissabickon, Manayunk, Spring Mill, and Conshohocken only. ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, and 7 P. M.
Leave Norristown 7 A. M., and 5 P. M.
Leave Philadelphia 6, 355 minutes, 11:05 A. M., 18, 2.
4%, 5%, 6%, and 1% P. M.
Leave Manayunk 65, 7%, 8 39, 6%, 11%, A. M. 2, 5, 6%, 5% P. M.

b% P. M.
 ON SUNDAYS.
 Leave Fhiladelphia 9 A. M., 2%, and 7 P. M.
 Leave Manayunk 75 A. M. b%, and 8 P. M.
 W. S. WHLSON, General Superintendent.
 Depot NINTH and GREEN Streets

WEST JERSEY RAILROAD LINES. From foot of MARKET Strees (Upper Ferry). Daly, except sundays. FALL AND WINTER ARRANGEMENT. Commencing WEDNESDAY. November 15, 1862. For Bridgeton, Salem. and all Stationson West Jersey and Salem Rairoads, at 9 A. M. and 3'30 P. M. Foc Millyille and all intermediate Stations, at 9 A. M.

For Cape May and intermediate Stations at 5 A. M. to For Cape May and intermediate Stations at 5 A. M. to Mill ville, connecting with thering stations at 0 A. 20, 50 Mill ville, connecting with Freight Train Passenger Car attached for Cape May, due 3:45 P. M., and 3 P. M., through Passenger due S P. M. For Giassboro and intermediate Stations, at 9 A. M., End 3:30 P. M.

For Woodbury, Gloucester, etc., at 9 A. M., 3, 239 and 520 P. M.