AFRICA.—A diocesan organization is about to be established in Airica, in accordance with a canon of the late General Convention of the Episcopal Church in the United States.

-The three missionaries at the Gaboon have been there from seventeen to twenty-four years, There are now forty-seven members in the church, who are as much elevated in principle and morals above the heathen as are church members in the United States. The inducace of the liquor traffic is sadly demoralizing, and smallpox has diminished the population in all this region.

—A new mission has been established by Bishop Crowther in the Delta of the Niger; called the Bowny Mission, the King and people of Bowny bearing a large share of the expense. DOMESTIC.

CONGREGATIONAL.—Rev. Dr. Stone, of Boston, has decided to accept the call of the First Congregational Church of San Francisco.

The Congregational Church Building Fund, collected on Foreighters' day, amounts, as thus

far reported, to over \$100,000.

—A new Congregational Church has been ganized in New Orleans, and has bought the Second Presbyterian meeting house for \$20,000. Another church of the same order is to be organized soon.

-George Peabody, the London banker, is about to erect a new church, of the Puritan faith, in Georgetown, Mass., in opposition to the new divinity of Rev. Charles Beecher. There are now six Congregational Churches in Charago, the first having been formed in 1851.

PRESETTERIAN.—Rev. Dr. Paxton, of Pittsburg, has accepted the call of the First Presbyterian Church in New York, late Dr. Phillips'. METHODIST. Several of the Methodist Churches n Newark, N. J., are rejoicing in extensive re-

vivals of religion. The Methodist Church in Oregon appears to be greatly in advance of other denominations. and possesses in its ministry an able and earnest body of working men. The Governor of the State is a Methodist, and is regarded as a

devoted Christian. The Willamette University, at Salem, is flourishing. REFORMED DUTCH.—Connected with the General Synod of this church, are the particular Synods of New York, Albany, and Chicago, There are 32 Classis or Presbyteries, 427 churches, and 436 ministers. The amount raised last year for benevolent purposes was \$225,410.44, and for congregational uses \$545,540.99. The number of communicants was reported at 54,286; of families, 34,125. The number adhering to its sanctuaries may thus be reckoned at 20,000

Baptist,-The Western Recorder reports numerous revivals of religion in Kentucky. In Pennsylvania, also, large numbers are uniting EPISCOPAL .- Jay Cooke has made a New Year's

present to the Divinity school, near this city, of eight acres of land, together with money, making the value of \$50,000.

-The Rev. Dr. Coit, of Concord, N. H., has been elected President of Trinky College, Hart-

ford, Ct., in place of Dr. Kerfoot, elected Bishop of Western Pennsylvania. Unitarians are endeavoring

to organize a society in Ithaca. A considerable congregation is attending the preaching. —The majority of the Unitarian Church, at Charleston, S. C., in order to get rid of Rev. Mr. Stebbins, sent there by the American Unitarian Association, rented their edifice to the Methodists, but it is now said the church has been reopened by military authority, and Mr. Stebbins returns to the pulpit.

Turf Items.

-A celebrated trotting mare, belonging to Captain Hammer, known all over the United States as "Lady Gay," died on the plantation of Mr. James Gee, near Nashville, on Friday night

-Count de Lagrange, the owner of the celebrated horse "Gladiator," won \$100,000 on the turf in England, during the present year; the Duke of Beaufort, \$80,000; Mr. Ten Broeck (the American, who stands sixth in the list of winners), \$30,000.

-"Winkfield," an English thoroughbred, who won the Ascot cup in 1856, was lately recognized drawing a butcher's cart in London. The butcher had bought him for thirty shillings; but the old horse, true to the practice of his turf days, troubled his new owner, and protested against his ignoble occupation, by running away when-ever he pleased.

-The London Sporting Life of December 13 says that great preparations have been made at Danebury to celebrate the marriage, of Miss Day, eldest daughter of John Day, with Cannon, the jockey of Mr. Brayley, and who so distinguished himself by the riding of "Ackworth" last year in the Casarwitch and Cambridgeshire. A prog-"light-weights" may therefore soon be looked for.

-A French journal (Le Jockey) contains a list of the principal winning horses in France, Bel-gium, and Baden. "Gladiateur" heads the list with two races, value £6180; "Gontram" comes next, with three races, £4178; the next follows "La Mandarine," four races, £2828; "Mignon," six races, £2254; "Vertugadin," five races, £2194; "Ninmon de l'Enclos." seven races,£2017; "Tournalet," three races, £1896; "La Reine Berthe," six races, £1408; "Fumoe," six races, £1270; "Fidelite," seven races, £1264; "Matamore," five races, £1215; and "Fille de l'Air," three races, £1190.

-"Parley," the correspondent of the Boston Journal, writes from Washington as follows: About a formight since, as the Lieutenant-General was driving over from Georgetown to Washington, a butcher's cart drawn by a grey horse came up alongside at a fast galf. Now, the Lieutenant-General has a weakness for fast horses and for fast travelling, so he spoke to his horse 'Cincinnatus,' expecting to give the meat wagon the go-by easily. But the grey nag pelted away, and although the Lieutenant-General and 'Cincinnatus' tried to 'fight it out on that line,' they were beaten in going one block, and distanced before having reached the second cross street. From that moment the conqueror of the rebellion determined to own the nag that had out-trotted 'Cincinnatus,' and all of his personal friends were soon enlisted in the movement to purchase this unknown steed.

Chadwick, mine host of Willard's Hotel, was the fortunate discoverer of the gallant grey, which, on a quiet trial, proved faster than the experienced eye of the Lieutenant-General had supposed. The nag had been bought at a sale of condemned horses, and was obtained of its owner for \$350. Henceforth, instead of plodding along with a load of meat or of cabbage, the grey trotter will be harmessed to the light wagon of the Lieutenant-General, and it is predicted that it will enable him to show his friend Bonner as good time as he was treated to in New York

AN ASTRONOMICAL CLOCK .- There is in the town of Nantucket, Massachusetts, a clock made by the Hon. Walter Folger, when he was only 22 by the Hon. Walter Folger, when he was only 22 years of age. The plan of the whole of the machinery was matured and completed in his mind before he commenced to put it together. It keeps the correct date of the year, and the figures change as the year changes. The sun and moon, represented by balls, appear to rise and set on the face of the clock, with all their variations and phases as in the heavens. It also indicates and phases, as in the heavens. It also indicates the sun's place in the ecliptic; keeps account of the motion of the moon's nodes around the ecliptic, and the sun and moon's declination.

-The trouble with the students in Paris still continued. Lectures at the faculties on law and medicine were resumed on the 21st, but the Professors were unable to proceed, owing to the noise made by the students. The latest dea-patches say that the aguation was diminishing.

Great Storm in Town A A W THREE RECKEN DOWN AND TRLEGRAPH LINES OR STRONG BY ACCUMULATIONS OF ICE.

A correspondent of the Chicago Tribune, writing from Clinton, Jown, Jahnary 10, says;-"This morning the beautiful groves about Mount Verson, and in fact all along the line to this city, were covered from top, to root with a thick conting of ice. All the limbs and twigs, bent and crossing each other in all possible forms, sparkled in the morning light, and waying in the present formed a scene of the present in the market. breeze, formed a scene of mexpressible beauty. No bride 'adorned for her ho band,' was ever dressed so gally as the forest trees of Mount Ver-non. But with all this beauty came destruction, for many of the trees were broken down, and

others were bereft of their finest branches.
"The telegraph lines have suffered very great damage. The ice frozen upon the wires has broken them in hundreds of places between Mount Vernon and Clinton, and very often the insulators are wrenched from the poles. It will take a good many days and a large force to re-pair the lines in this section of Iowa."

Terrible Tragedy in Walworth County, Wisconsin.

A WOMAN AND CHILD MURDERED IN COLD BLOOD -ONE OF THE PERPETRATORS KILLED AND TWO MORTALLY WOUNDED.

RACINE, Wis., January 10.—The Racine Jour not published an account or a terrible tragedy that occurred last Friday evening in Walworth county. A farmer living between Lyons and Geneva had sold his farm for \$3000, and on the morning of the murder had started west to purchase another farm. About eight o'clock in the evening, three men dressed in soldiers' clothes entered the house and murdered the man's wife and child, and then proceeded to ransack the house. A neighbor living across the road hearing the noise, rushed over there, taking with him a revolver. Upon entering the house, the first sight that met his gaze were the bodies of the mother and child weltering in blood. The murderers, in the meantime, were up-stairs, and had started to come down, when the neighbor faced them and fired upon them, killing one in-

-In the old town of Nuremberg lately a haunted house has given much alarm to the usually stolid residents near it. The house has not been used for several years. The apparition takes usually the shape of a white owl, and appears at the traditional hour of midnight

stantly, and mortally wounding the other two. The names of the parties are not a certained.

AUCTION SALES.

Under and by virtue of the power vested in me by an Indenture of Mortgage upon the property hereinarter described, executed by the Tyrone and Clearfield Railroad Company to me as Trustee, dated the list day of November, A. D. 1866, and recorated in the office for Recording Deeds, etc., in and for the county of Blair, on the 8th day of November, A. D. 1809, in Mortgage Book "B," pages 197, 108, 109 119, and 1111, to secure the payment of Bonds of saild Company to the amount of thirty-five thousand dollars, and default having been made for more than ninety days after the same has been demanded in the payment of the interest time on more than ninety days after the same has been demanded in the payment of the interest due on more than ninety days after the same has been demanded in the payment of the same has been requested in writing by the holders of more than filteen 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 retured by them, to sell at public auction upon the notice and terms is the said Mortgage mentioned the premises therein reserved to and to utili by such sale the duties imposed in accordance therewith, and to discharge my duty as trustee in respect to the premises. I. JOHN EDGAR THOMSON, Trustee as sioresaid, and Margages in trust for the holders of the Bonds secured by said mortgage, and in exercise of the discretion thereby conferred, and in obedience to the said requisition of the holders of the Bonds to the amount aforesaid, as in said Mortgage, and in exercise of the discretion thereby conferred, and in obedience to the said requisition of the holders of the Bonds to the amount aforesaid, as in said Mortgage, and in exercise of the discretion thereby conferred, and in obedience to the said requisition of the holders of the Bonds to the amount aforesaid, as in said Mortgage, and in exercise of the discretion there and upon the terms and conditions hereinatier stated, expose to public sale by vendue or outery, an OTIC

property included and referred to in the foregoing description may be given as follows:—

RAILROAD.

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 Railroad with the Pennsylvania Railroad at or near Tyrone station, Blair county. Pennsylvania, thence extending northwardly to the point of connection with the graded line of the said Tyrone and Clearfield Railroad known and designated as "The Intersection," being about three and one quarter miles from the Pennsylvania Railroad, at Tyrone Station, and there terminating; said section of said road between the points aforesaid 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.

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

At Tyrone, one stiding, about 516 feet long.

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

At Bald Eagle Valley Railroad intersection, two sidings about 1071 test total length.

AND, ALSO,

At Tyrone, one 190-feet Track Scales, with office 12 feet by 12 test.

AND GENERALLY.

by 12 teet.

AND GENERALLY,
All the lands, rallways, rails bridges, culverts, trestleworks, tool-houses, coal-houses, wharves, lences, rightsol-way, workshops, machinery, stations, denois, depotgrounds works, masonry, and other superstructure,
real estate, buildings, and improvements of whatever
nature or kind appertaining or belonging to the abovementioned property, and to the said section of said
Tyrone and Cleanfield Rairoad, and owned by said Com
pany in connection therewith.

TERMS OF SALE. The said Railroad Sidings, Real Estate and Premises.

TERMS OF SALE.

The said Railroad Sidings, Real Estate and Premises, mentioned in the said mortgage, and above described, will be exposed to sate 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 sale, and in case any of the holders of any of the bonds of the Tyrone and Crearfield Railroad Company, and secured by the mortgage executed by the said Company and secured by the mortgage executed by the said Company to the said John I dgar Thomson, Trustee as a cresaid, shall become purchasers by theirnesses or with others to the said premises at the said sale, that then the said holders of the said bonds or coupons may for the residue of the said purchaser money make payment within twenty days after said sale, either in whole or in part, by transfering and delivering to the said John Edgar Thomson. Trustee as a cresaid, the said bonds or coupons, or by receipting upon the same by the annount that may be so bid by him or them in whole or in part of the said balance of the said purchase money to the estimated for the purpose of such payment at the rate or value of the dividend or shale of the said purchase money which the said holders of the said purchase money which the said holders of the said purchase money which the said holders of the said purchase and taken to be a discharge and acquirtance; and the balance of the said purchase money which the said barream and acquirtance; and the balance of the said purchase money which the said barream and acquirtance; and the balance of the said purchase money, if any, shall be paid by the said party se purchasing, in cash, within twenty days therefaler.

The date of said to the said Trustee, And if the said party se purchase of the said saile by sartles other than the holders or owners of the said purchase money, as hereinbetore mentioned, then the balance of said saile, shall be paid to the bala Trustee, in cash, within

J. C. PERKINS. LUMBER MERCHANT.

of Building Lumber.

A N O. R. D. I. N. A. N. C. E.

To Make an Appropriation to the Guardians of the Poor for the Year 1865.

Section I. The Select and Common Councils of the City of Philaselphia do ordain, That the sum of four hundred and forty-seven thousand three hundred and fifty (\$447,350) dollars be and the ame is hereby appropriated to the Guardians of the Poor 19 defray the expenses of that department for the year 1866, as iollows:—

HOSPITAL DEPARTMENT.

Item 1. Drugs and medicines, ten thousand (\$10,000)

Item 1. Drugs and medicines, ten thous and (B10,000) loilars.

Item 2. Sugar, butter, lard, oat, and cake moal, one thousand (\$1000) dollars.

Item 3. Brandy, wine, whisky, and porter, eight housand (8000) dollars.

Item 4. Surgical instruments, leeches and leeching, four hundred (\$400) dottars.

Item 5. Books and binding for medical library and preservation of pathelogical spectmens, two hundred and fifty (\$250) dollars.

Item 8. Marketing for hospital and nurses' tables, eight thousand (\$8000) dollars.

Item 7. Salary of apothecary and assistants and recording clerks, two thousand three hundred (\$2300) dollars.

dollars.

Item 8. Wages on pay roll, three thousand three hundred (\$5300) doilars.

Item 9. Board of resident physicians, two thousand one hundred (\$2100) dollars.

Item 10. Incidental expenses, three hundred (\$300)

INSANE DEPARTMENT. Item 11. Marketing for Insane Department, two thousand four hundred (\$2400) dollars. Item 12. Salaries of resident physician and clerk, and board of assistant resident physicians, one thousand eight hundred and sixty (\$1800) dollars. Item 13: Wages on pay roll, chargeable to Ihsane Asylum, four thousand three hundred (\$4300) dol-Item 14. Incidental expenses, two hundred (\$200)

CHILDREN'S ASYLUM. CHILDREN'S ASYLUW.

Item 15. Marketing and supplies for matron's and nurses' tables, six hundred and fifty (\$650) dollars.

Item 16. Wages on pay roll, chargeable to Children's Asylum, seven hundred (\$700) dollars.

Item 17. Salaries of matron, teacher, and assistant matron, eight hundred (\$800) dollars.

Item 18. Incidental expenses, three hundred (\$800) Item 18. Incidental expenses, three hundred (\$800) HOUSE GENERALLY.

dollars.

HOUSE GENERALLY.

Item 19. Flour, corn, and corn meal, forty-seven thousand (\$47,000) dolars.

Item 20. Beef, mutton, pork, and bacon, ferty-five thousand (\$45,009) dolars.

Item 21. Iea, coffee, rye, sugar, and molasses, thirty-five thousand (\$35,000) dollars.

Item 22. Codfish, butter, lard, rice, corn, hominy, barley, salt, and pepper, fitteen thousand (\$15,000) dollars.

Item 23. Potatoes, beans, and other vegetables, four thousand live hundred (\$4500) deliars.
Item 24. Crackers, hops, mait, vinegar and pickles,
two thousand two hundred (\$2200) dollars.
Item 25. Marketing for Old Women's Asylum, one thousand (\$1000) dollars.

1tem 26. Marketing for Almshouse, eight hundred

S8(0) dollars. 1tem 27. Dry-goods, twenty thousand (\$20,000) dollars.

Item 28. Boots, shoes, hats, and caps, one thousand seven hundred (\$1700) dollars.

Item 29. Hosiery, yarn, thread, cotton, combs, needles, and trimmings, three thousand five hundred

(\$8500) dollars. Lem 80 Tobacco, soap, lime, and starch, three thousand (\$3000) dollars.

Item 31. Hardware, crockery, tinware, brushes, brooms, two thousand five hundred (\$2500) dollars.

Item \$2. Purchase and repair or stoves, and castings, and cooking apparatus, five hundred (\$500) dollars. dollars.

Item 38 General repairs to House, plumbing, gasfitting, and materials therefor, five thousand (\$8000)

Item 34. Fuel, of which all coal used shall be Schuylkill, which shall be obtained from miners only, twenty-six thousand five hundred (\$26,500) Item 35. Gas and oil, six thousand eight hundred 6800) dollars. Item 36. Furniture and straw, three thousand five undred (\$3500) dollars. Item 87. Cleaning sinks and chimneys, two hundred (\$200) dollars.
Item 38. Salaries of Steward, Clerk, and Storekeeper, House Agent, Matron, and Steward's Glerk, five thousand three hundred and fifty (\$0350) dol-

ltem 89. Salaries of Doorkeeper, Engineer, Assistant Engineer, Plumber, Gas-fitter, Baker, general Watchman, and Police Officer, three thousand six hundred and fifty (\$3050) dollars.

Item 40. Wages on pay-roll, chargeable to House generally, twenty-three hundred and fifty (\$2350) dollars.

Item 41. Fire hose and repairs to same, one hundred (\$100) dollars. Item 42. Incidental expenses, four bundred (\$400)

dollars
MANUFACTURING DEPARTMENT. MANUFACTURING DEFAULT SIDER.

Item 48 Leather, lasts, and shoe-findings, five thousand (85000) dollars.

Item 44. Tallow and caustic alkali and materials for making soap, two thousand five hundred (\$2500) dollars.

Item 45. Chain filling and weaving materials, twenty-five thousand (\$25.000) dollars.

Item 46. Tools, coat, iron, and steel, five hundred-

(\$500) dollars.
Item 47. I in, glass, paints, varnish, oil, glue, and brushes, three thousand (\$3000) dollars.
Item 48. Lumber, two thousand (\$2000) dollars.
Item 49. Quarrying stone, one hundred (\$100) dollars. Item 50. Purchase of hardware and iron for making iron tedsteads, one thousand (\$1000) dollars. Item 51. Salary of Superintendent, eight hundred

(\$800) dollars. Item 52 Wages on pay-roll, chargeable to the Manufactory and over-work, six hundred (\$600) dollars.
Item 53 Incidental expenses, three hundred (\$300) FARM AND BLOCKLEY ESTATE

Item 54. Lumber and repairs, five hundred (\$500 lollars. Item 55. Lime, sand, and masonry, two hundred (\$200) dellars.

Item 56. Repairing wharf, pumping engine, and meadow banks, one thousand (\$1000) dellars.

Item 57. Straw and feed for horses and cows, and for purchase of milk, four thousand five hundred (\$4500) dellars.

Item 58. Seeds, manure, and farming utensils, four hundred (\$400, dellars. (8200) dollars.

hundred (\$400) dollars.
Item 59. Purchase of horses, cows, wagon, etc., fifteen husdred (\$1500) dollars.
Item 60. Iron and blacksmith work, four hundred

Item 60. Iron and blacksmith work, four hundred (\$400) dollars.

Item 61. Sa aries: of farmer and gardener, one thousand seven hundred and fifty (\$1750) dollars.

Item 62. Wages on pay-roll, chargeable to farm and garden, two hundred and fity (\$250) dollars.

Item 63. steam pipes, fittings, and masonry for Hospital, Out-wards, Insane Department, and Children's Asylum, ten thousand (\$10,000) dollars.

Item 64. Incidental expenses, three hundred and fifty (\$550) dollars.

ility (\$850) dollars.
OUI DOOR EXPENSES.
Hem 65. Salaries of Secretary. Ou'door Agent.
Messenger, Wagon Driver, and Visitor of Children,
three thousand seven hundred (\$3700) dollars.
Item 66. Trave ling expenses of House Agent, and
support of non-residents, two hundred and fifty
(\$250) dollars. Item 67. Tax and ground rent of city office, two hundred (\$200, dollars. Tiem 68 Repairs to city office, gas, water rent and incidental office expenses, three hundred (\$3.0)

dollars.

Item © Expenses of support and bastardy cases, ten thousand (\$10,000) dollars.

Item 76. Cost of serving processes and removal of non-residents, nine hundred (\$900) dollars.

Item 71. Cupping, leeching, and burial cases, five hundred (\$500) dollars.

Item 72. Kent of Visitor's office, twelve hundred (\$100) dollars.

(\$1200) dellars. Item 78. Sa aries of Outdoor Visitors, six thousand four hundred (S6400) dollars.

Item 74. Salaries of Gudoor Physicians and Apohecaries, three thousand nine hundred and twenty 83920) dodars. Item 75. Maintaining and educating three deaf item 75. Maintaining and educating three deaf mutes in the Deat and Dumb Asylum in the city, seven hundred and twenty (\$780) dollars.

Item 76. Support of twelve feeble-minded children at the Pennsylvania Training School at Media, in accordance with an ordinance approved December \$1, 1882, two thousand four hundred (\$2400) dollars: Provided, That the Guardians be requested not to fill any vacancies that may occur by reason of the death or removal of any of the reciplents of this charity.

tiom 77. Stationery, printing, and advertising, two thousand (\$2000) dollars.

Item 78 Railroad tickets for Guardians and Medical Board, three hundred (\$300) dollars.

Item 79. Provisions for smallpox patients, one hundred (\$100) dollars. Item 80. Incidental expenses, two hundred (\$200)

dollars. FOR RELIEF OF OUTDOOR POOR. Item 81. First Poor District, seven thousand 870(0) dollars. Item 82. Second Poor District, seven thousand Successor to R. Clark, Jr.,

No. 324 CHRISTIAN STREET,
Constantly on hand a large and varied assortment f Building Lumber.

[87000] dollars.

Rem 83. Third Poor District, eight thousand five hundred (85500) dollars.

Item 84. Fourth Poor District, seven thousand five hundred (87500) dollars.

Item 85 Fifth Poor District. five thousand three hundred (85500) dollars.

CITY ORDINANCES. A LAND St. Stath Poor District, et thousand (\$5000)

dollars.

Item 87. Seventh Poor District, seven thousand (87000) dollars.

Item 88. Earth Poor District, four thousand five hundred (84500) dollars.

Item 89. Kinth Poor District, three thousand (83000) dollars. Item 90. Tenth Paor District, two thousand (22)00)

dollars.

Item 91. Eleventh Poor District, two thousand four hundred (\$2400) dollars.

Item 92. For reconstruction of sewerage, privies, and dramage, ten thousand (\$10,000) dollars.

And warrants shall be drawn by the Guardians of the Poor in accordance with existing WILLIAM S. STOKLEY, President of Common Council.

JOHN ECRETHIN, Clerk of Common Council, JAMES LYND, Approved this thirleenth day of January, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866). MORTON MoMICHAEL, Mayor of Philadelphia.

R ESOLUTION

Resolved, By the Select and Common Councils of the City of Philadelphia, That John Porter and Edward Lafferty, sursties of Thomas Daily, Surveyor or the First District; Edwin A. Merrick and John Lourey, sureties of Charles S. Close, Surveyor of the Second District; John H. Jones and Robert Law, sureties of D. H. Shedaker, Surveyor of the Third District; Hiram Milier and Henry Shuster, sureties of Edward D. Roberts, Surveyor of the Fourth District; James Martin and John Sloan, sureties of John Wolf, Surveyor of the Ffish District; Peter M. Hendel and Benjamin J. Ritter, sureties of James P. Davis, Surveyor of the Seventh District; Amos Ellis and Henry Haines, sureties of William Albertson, Surveyor of the Seventh District; S. S. Kelly and Charles E. Graeff, surcties of J. H. Levering, Surveyor of the Eighth District; S. S. Kelly and Charles E. Graeff, surcties of John Stallman and James Miller, sureties of Jesse Lightfoot, Surveyor of the Ninth District; Robert W. Shallcross and Peter Castor sureties of Isaac Shallcross, Surveyor of the Touth District; S. L. Smedley and Angustus C. Jones, sureties of James Miller, Surveyor of the Twellin District; Bane Shallcross, Surveyor of the Twellin District; De and the same are hereby approved and that the City Solicitor be directed to prepare the necessary bonds for said partners to execute.

WILLIAM S. STOKLEY, tres to execute

WILLIAM S. STOKLEY,

Aftest-JOHN ECKSTEIN. Clerk of Common Coun

JAMES LYND, President of Select Council. Approved this thirteenth day of January, Anno Domini one thousand eight hundred and sixty-FIX (A. D. 1866). MORION MCMICHAEL, It

A N ORDINANCE
To Make an Appropriation to the Trustees of
the City Ice Boat for the year 1866.
Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of seventeen thousand three hundred and fifty (\$17.860) collars be and the same is hereby appropriated to the Trustees of the City Ice Boat, to derray the following expenses, viz.;—
Item 1. For repairs to and equipment of boat and
machinery, three thousand (\$3000) dollars.
Item 2. For fuel, seven thousand five hundred
(\$7500) dollars.

(\$7500) dollars.

Item 3. For wages, five thousand (\$5000) dollars.

Item 4. For provisions, one shousand two hundred and fifty (\$1256) dollars.

Item 5. For insurance, wharfage, stationery, and incidentals, six hundred (\$600) dollars: Provided. That all the fuel, provisions, and other supplies shall have the dollars. be obtained by advertisement therefor; the contracts to be given to the lowest bidder. The warrants to be drawn by the Trustees of the

City Ice Boat. WILLIAM S. STOKLEY, President of Common Council. Attest-ABRAHAM STEWART.

Assistant Clerk of Common Council,
JAMES LYND,
President of Solect Council.
Approved this thirteenth day of January, Anno
Domini one thousand eight hundred and sexty-six MORTON McMICHAEL,

COAL.

COAL! COAL!!

BEST QUALITIES OF COAL

AT LOWEST MARKET RATES,

ALTER'S

COALYARD, NINTH STREET

BELOW CIRARD AVENUE. BRANCH OFFICE CORNER OF SIXTH AND SPRING GARDEN STREETS. 111

JAMES O'BRIEN. 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 public generally.
Orders left at No. 206 S. Fifth street, No. 32 S. Seventeenth street, or through Despatch or Post Office, premptly attended to
A SUPERIOR QUALITY OF BLACKSMITHS COAL.
781y

DENTISTRY.

I SAIAH PRICE, DENTIST, GRADUATE OF Philadelphia College of Dental Surgery, class 1839-4, 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 satisfactory stiention to all who may require his professional services.

11 8 by

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.

BRIDESBURG MACHINE WORKS,

BO. 65 N. FRONT STREET,

PHILADELPHIA.

We are prepared to fill orders to any extent for our well known
MACHINERY FOR COTTON AND WOOLLEN MILLS,
including all recent improvements in Carding, Spinning,
and Weaving.
We invite the attention of manufacturers to our exten-

afre works,

ALFRED JENKS & SON.

RAILROAD LINES. PHILADELPHIA, WILMINGTON, AND BALLINGRE HALLHOAD.

TIME TABLE - Commencing MONBAY. January 6, 1938. - Prints will leave Depot, corner of BEOAD street and WASHINGTON Avenue, in follows:

Express Train at 465 A. M. (Monday excepted), for Baltimore and Washington, stopping at Wilmington, Petryvile, Havre-de-Orace Aberdeen, Fetryinan's, Magnetis and Stemmer's Rub

Delaware Restroad Train at 8-18 A. M. (Sunday excepted), for Saliabury, Milford, and intermediate stations. Delaware Reiread Train at \$15 A. M. (Sunday excepted), for Saliabury, Milford, ann intermediate stations.

Way Mail Train at \$15 A. M. (Sundays excepted), for Baltimore Suppoing at Chester, Thurlow, himwood, Glaymont, and all regular stations between Wilmington and Baltimore and Washington, stopping at Chester Claymont, Wilmington, Newark, Ekton, North-east, Perryvillo, Havre de Grace, Abordeen, Perryman's, Magholis and Stemmer's Rus.

Night Express at 11'15 P. M. for Baltimore and Washington, stapping at Chester Thurlow, Linwood, Claymont, Wilmington, Newark, Elkon, North East, Perryville and Havre de-Grace.

Passengers by Boat from Baltimore for Fortress Monroe, Nortolk, City Point and Richmond will take the \$15 A. M. Train.

As an additional accommodation for those holding Through Tickets for Baltimore, Washington and Southern points, a Special Car will leave the Philadelphia Depot at 11:30 A. M., connecting at Gray's Forry with the Morning Fapress Train from New York, Wilmington, Accommodation Philadelphia at Stations between Philadelphia and Wilmington.

Leave Philadelphia at S.15 and 11'15 A. M., and 2 36.

Stopping at all Stations between Philadelphila and Wilmington.

Leave Philadelphia at 8-15 and 11-15 A. M., and 2-20, 5-20. and 7-20 P. M. The 3-29 P. M. train connects with Deliaws Stational Control of Milliond and Jutermediate stations. Leave Stational Control of Milliond and Jutermediate stations. Leave Humberton at 7-20, 8-15, and 2-20 A. M., and 3-20 M.

Train of the Castle leave Philadelphia at 8-15 A. M., 280 Control of Million at 12-20 M. and 4-30 and 9-35 P. M.

ROUGH TRAINS PROM BALTIMORE.

Leave Chester at 8-21, 8-25, and 10-14 A. M., and 12-26, 3-43, 5-30, 5-44 and 12-20 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Paltimore 8-25 A. M. Way Mail; 1-20 P. M., Express; 6-35 P. M. Express; 6-35 P. M. Express B-25 P. M. Express.

An Accommodation Train for Havre-de-Grace and intermediate stations will leave Bailmore at 4-10 P. M.

Leave Wilminston at 12-27, 5-13, and 10-23 A. M., and 4 P. M.

SUNDAY TRAINS.

Express Train at 405 A. M for Baltimore and Wesh-loyion, stopping at Wimington. Perryville. Havre-de-Grace, Aberdeen, Perryman's, Magnolia, and Stemmer's Grace, Aberdeen, Perryman's, Magnolla, and Stemmer's Run.
Night Express II 15 P. M., for Baitimore and Washington, stopping at Chester. Thur ow Linwood, Claymont, Wilmington, Newark, Elkion, Northeast, Perryville, and Havre-de-Grace.
A special train will leave Philadelphia for Wilmington for Intermediate stations at a P. M.

BALTIMORE FOR PHILADELPHIA.
Leave Baltimore at 0.25 P. M.. stopping at Havre-de-Grace. Perryville, and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia and Chester to leave passengers from Baltimore or Washington.

Chester to leave passengers from Baitimore of Washington.
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 ations a 64 P. M.
H. F. KENNEY, Superintendent. NORTH PENNSYLVANIA RAILROAD,

Depot, THIRD Street, above Thompson,
For BETHLEHEM, DOYLESTOWN, MAUCH
CHUNK, EASTON, WILHAMSPORT, and WILKES
BARRE.
At 7:30 A. M. (Express), for Bethlehem, Allentown,
Mauch Chunk, Hazieton, Williamsport, and Wilkes Manch Chunk, Hazleton, Williamsport, and Wilkesbarre.
At 3:30 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 6:45 P. M.
At 5:15 P. M., for Bethlehem, Allentowa, Manch Chank, Danville, and Williamsport.
For Doylesiown at 8:25 A. M., 2:30 and 4:15 P. M.
For Fort Washington at 10 A. M., and 11 P. M.
For Lansdale at 6:15 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA,
Leave Bethlehem at 8:25 A. M. and 10:02 A. M., and
6:15 F. M.

Leave Bethlehem at 9.25 A. M. and 10.02 A.M., and 6.15 P. M.,
Leave Doy!estown at 6.30 A.M., 3.15 and 5.30 P. M.
Leave Landale at 6.10 A.M.
Leave Fort Washington at 10.50 A. M., and 2.15 P. M.
Leave Fort Washington at 10.50 A. M., and 2.15 P. M.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7.29 A. M.
Bethlehem for Philadelphia at 4 P. M.
Through Tickets must be produced at the ticket offices
THIRD Street, or BERKS Street.

6.5

EJ.IIS CLARK. Agant

THIRD Street, or BERES Street.

FILIS CLARE, Agant

PREIGHT LINES FOR NEW YORK AND

A I the Stations on the CAMDEN and AMBOY and
connecting Railroads. Increased despatch.

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

Freight must be delivered before 1% P. M., to be forwarded the same day. Returning, the above lines will
leave New York at I2 noon, and 4 and 8 P. M.

Freight for Trenton, Princeton, Kingston, New Bruns
wick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delaware, and Flemington; the New Jersey, the Freehold and Jamesburg, an
the Burlington and Mount Holly Railroad, end at Manunkachunk with all points on u = Delaware, Lackawanna,
and Western Railroad, forwarding to Syracuse, Buffalo,
and other points in Western New York.

The New Jersey Railroad connects at Philthe New Jersey Central Railroad, and at Newark with
the Morris and Essex Railroad.

A slip memorandum, specifying the marks and numbers, shippers and consignees must, in every instance,
be sent with each load of goods, or no receipt, will be
given. Increased facilities have been made for the
transportation of Live Stock. Drovers are invited to
try the route When stock is furpished in quantities of
two car-loads or more, it will be delivered at the foot
of Fortieth street, near the Drovy Yard, or at Pier No.
1 North river, as the shippets may designate at the time
of shipment. For terms, or other information, apply to
WALTP R FREE & AN, Freight Agent,
11 1 No. 228 S. DELAWARE Avenus Philadeinbia.

PHILADELPHIA, GERMANTOWN, AND

WALTPR FREE 5 AN. F. eight Agent.

II No. 226 S. DELAWARE Avenue Philadeinbia.

PHILADELPHIA, GERMANTOWN, AND
NORRISTOWN RAILBOAD.
On and siter WEDNESDAY, November 1st, 1855, until
Further Notice.

FOR GERMANTOWN.
Leave Philadeipbia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 10,
35, 4, 5, 55, 6, 7, 8, 9, 10, 11, 21 P. M., 12 A. M., 1, 2, 3 10,
12, 3, 4, 48, 6, 6, 7, 8, 9, 10, 11 P. M.
Leave Germantown 8, 7, 7, 8, 8, 29, 9, 10, 11, 12 A. M.,
1, 2, 3, 4, 48, 6, 6, 7, 8, 9, 10, 11 P. M.
The 8 20 down train, and 35 and 35; up trains will not
stop on the Germantown Breuch.
ON SUNDAYS.
Leave Philadelphia 9, 10, 11, 16, 05; P. M.
Leave Germantown 8 A. M., 1, 6, 05; P. M.
Leave Chesnut Hill 7 10 minutes, 3, 940, 11 40 A. M.
40, 3 40, 5 40, 6 40, 8 40, and 16 40 minutes P. M.
Leave Chesnut Hill 7 10 minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 7 40 minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 7 40 minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 7 40 minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 7 40 minutes A. M., 12 40, 5 40, and
925 minutes P. M.
F. R. CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8 25 minutes, 11 05 A. M., 18, 3
45, 55, 63, 8 65 minutes, and 11 F. F. M.
Leave Norristown 54, 7, 7 50, 9, 11 A. M., 13, 44, 6, and
8 P. M.
The 55 P. M. train will stop at School Lane Wissahicken, Manayung, Spring Mill, and Coushohocken and

Leave Norristown 5%, 7, 7 50, 9, 11 A. M., 14, 4%, 8, and 8 P. M.

The 5% P. M. train will step at School Lane Wissahlekon, Manayunk, Spring Mill, and Conshohocken only.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 25., and 7 P. M.

Leave Norristown 7 A. M., and 5 P. M.

Leave Norristown 8 A. M., and 5 P. M.

Leave Philadelphia 6, 825 minutes, 11-95 A. M., 1%, 3, 45, 5%, 6%, 850, and 11 F. P.

Leave Manayunk 6%, 75, 800, 9%, 11%, A. M., 2, 5, 6%, 85 P. M.

ON SUNDAYS.

Leave Philadelphia 8 A. M., 2%, and 3 P. M.

Leave Manayunk 7 M. A. M., 5%, and 8 P. M.

W. S., WILLON, Ceneral Superintendent, Depot MINTH and GREEN Streets

AM/ EST JERSEY RAIL ROAD LINES.

WEST JERSEY RAILROAD LINES.—
From foot of MARKET Street (Upper Ferry).
Daly, except Sundays
FALL AND WINTYB ARRANGEMENT.
Commencing WEDNESDA1. November 15, 1865.
For Bridgeton, Salem, and all Stations on West Jersey and Salem Baliroads, at 3 A. M. and 330 F. M.
For Millyills and all intermediate Stations, at 9 A. M., and 31. M. sid 3.1. M. For Cape May and intermediate Stations at 9 A. M. to Millville, connecting with Freight Train Passenger Carattached for Cape May, due 345 P. M., and 3 P. M., through I assenger one 8 P. M. For Glassboro and intermediate Stations, at 9 A. M., and 3 0 P. M. For Woodbury, Gionesser etc., at 3 A. M., 3, 3 % and 5 30 P. M. Freight train will leave Phindelphia, from Sandford's

and 5:30 P. M.

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

JAN BENSS! LAER, Superintendent.

THE WEST JERSEY EXPRESS COMPAN!

will attend to all the usual branches of express basiness, receive, deliver, and forward through other responsible Express Companies to all barts of the country, and article instrusted to them.

A Special Messenger accompanies each through train.

Office, No. 5 Wannut street

P. 16 8m. A Special Messenger accompanies each through traisonics, No. 5 Wainst street

186 cm

RAILROAD LINES. PEADING RAIL BOAD
FROM PHILADELPHIA TO THE INTERIOR OF
FROM PHILADELPHIA TO THE INTERIOR OF
ENSYLVANIA. THE SCHUYLKILL.
SUBQUERANNA. CUMBERLAND.
AND WIGHING VALLEYS.
AND NORTH, NORTHWEST, AND THE CANADAM.
WINTER A-HANGEMENT OF PASSENGER THAIMS.
Leaving the Company's Depot, at Thirty.Burnand' Allowhill Success. Philadelphia, at the followling hours. and Allow Willer Streets, Polladelphia, at the following hours.—

MORNING MAI.

At 6-00 A. M. for Reading, Lebanon Hartsburg, Pother
ville, 'Placegrove, Tamaqua, Sunhury, Williamsport,
Emula, Rochester, Niagara Falls, Bu, ale Allensowa,
Wilkesbarre, Pittston, York, Carlisle, 'Dambensburg,
Haperstown etc, etc.

This irain connects at READING with be East Pea
cylvams Railroad trains for Allensown, etc.; and we
the Lebanon Valley train for Harrisburg etc.;
PORT CLINION with Chiawissa Railroad trains
Williamsport, Lock Haves, Eimin, etc.; at HAM
HINBLER With Northern Central, Cumberland Valley
and Schupikii and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Phongrove, etc.

Instelland, Williamsport, York, Chambersburg, Prosperove, etc.

Leaves Philadelphia at 3 26 P. M., for Reading, Poster wille, Harrisburg, etc., connecting with Reading and Columbia Railroad train for Columbia, etc., and with Cartawiasa Railroad train for Milton, Williamsport, Elmira, Ruffalo, etc.

READING ACCOMMODATION.

Leaves Reading at 6-20 A. M., stouping at all way stations, arrives in Philadelphia at 9-35 A. M.

Returning, leaves Philadelphia at 4-30 P. M., arrives to Reading at 7-20 P. M.

Trains for Philadelphia cave Harrisburg at 7-25 A. M.

and Pottsvile at 8-35 A. M., arriving in Philadelphia at 1-20 P. M., Aitempoon trains leave Harrisburg at 1-45 P. M., and Pottsville at 2-37 P. M.; arriving at Philadelphia at 7-25 P. M., and Pottsville at 2-37 P. M.; arriving at Philadelphia at 7-25 P. M., and Pottsville at 2-37 P. M.; arriving at Philadelphia at 7-25 P. M., and Pottsville at 2-37 P. M.; arriving at Philadelphia at 7-25 P. M., and Pottsville at 2-37 P. M.; arriving at Philadelphia at 7-25 P. M., arriving at Philadelphia at 7-25 P. M., arriving at Philadelphia at 7-25 P. M.; arriving at Philadelphia at 7-25 P. M., arriving at Philadelphia at 7-25 P. M.; arriving at Philadelphia at 7-25 P. M., arriving at Philadelphia at 7-25 P. M.; arriving at Philadel delphie at 700 P. M.

Harrisburg Accommodation traves Beading at 735 A.

M. and Harrisburg at 900 P M.

Market tran with a Passer ger car attached, leaves Phi adelphis at 1245, noon for Rending and all way stations: leaves Beading at 1170 A. M., and Downington at 1230 P F. C. Phinadelphis at an all way stations.

All the above trains run daily Sunday a excepted sunday trains leave Pattaville at 800 A. M., and Philadelphia at 810 P M.

Passengers for Downingtown and Intermediate note take the 800 A. M. and 620 P. M. trains from Philadelphia. returning from Downington at 705 A. M. and 778 Noon.

take the 8-50 A. M. and 4-30 P. M. trains from Philipset phin, returning from Downington at 7-55 A. M. and 2-70 Noon.

NEW YORK EXPHESS FOR PITTEBURG AND FINE WEST.

Leaves New York at 9-50 A. M. and 5-50 P. M., pensing Reading at 10 A. M., and 1-40 P. M., commenting at Histricianty with Pennsylvania and Noothern General Resirond Express Trains for Physburg, Chicago, Whetamaport Eliming, Ballimore, etc.

He urning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittaburg, at 3 and 3-55 A. M., passing Reading at 4-55 not 19-50 A. M. streying at New York at 10 A. M. and 2-45 P. M. Sleeping Che and Pittaburg without charge.

Mail Train for New York leaves Harrisburg at 145 P. M. Mail Train for New York leaves Harrisburg at 145 P. M. Mail Train for New York leaves Harrisburg at 145 P. M. Mail Train for New York leaves Harrisburg at 145 P. M. Mail Train for Harrisburg loaves New York at 18 Noon.

P. M. Mail Train for Harrisburg leaves New York at ill Noob.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsvile at 6:45 and 11:00 A. M., and 7 t. P. M., is turning from Tamaqua at 7:26 A. M. and 1:40 and 4:15 V. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7:35 A. M. for Pinegrove and Herrisburg, and at 1:50 F. M. for Pinegrove and Trempont; returning from Harrisburg at 4:00 P. M., and from Tremont at 7:06 A. M. and 6:00 P. M., and from Tremont at 7:06 A. M. and 6:00 P. M.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

This following tickets are contained only at the Office of S. Bradford Treasurer, No. 227 S. Fourth street, Philadelphia, or of U. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.

At 25 per cent discount between any points desired.

Reading.

COMMUTATION TICKETS.

At 25 per cent discount, between any points desired, for ramilles and firms
MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$51.50 each, for families and firms

SEASON TICKETS. SEASON TICKETS.

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

CLERGYMEN

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

EXCURSION TICKETS.

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

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

Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6:60 r M., for Reading, Lebanon, Harrimourg, Pottsville, Port Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M. and for all principal Stations only at 2:15 P. M.

FROM PHILADELPHIA TO NEW YORK and way piaces, from Walnut street whar, will leave as follows, viz.—

At 6 A. M., via Camden and Amboy Accommodation.

At 8 A. M., via Camden and Jersey City Express... 300
At 2 P. M. via Camden and Amboy Express... 225
At 12 M. (noon) and 8 P. M., via Camden and Amboy Accommodation (Freight and Passenger)... 126
At 6 and 11 30 P. M., via Camden and Amboy Accommodation (Freight and Passenger), 15 class ticket....... 248

commodation (Freign ticket.
2d Class Ticket.
2d Class Ticket.
2d Class Ticket. At 6 and 10 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, and Vincentown; at 6 A. M., and 2 P. M., for Freehold.

At 6 and 10 A. M., 12 M., 3 30, 5.6, and 11 30 P. M., for Palmyra, Riverton, Delanco, Beverly, Edgewater Burlington, Florence, Bordentown, etc. The 16 A. M. and 5 P. M. lines run direct through to Treaton.

LINES FROM KENSIN GTON DEPOT WILL LEAVE At 11:15 A. M., 436 and 6 45 P. M., via Kensington and Jersey City Express

At 12 P. M. (Night) via Kensington and Jersey City Express.

Partiess.

The 6-45 P. M. Line will run daily. All others Sundars
excepted.

At 7 50 and 11-15 A. M., 3, 3 30, 4 30, 5 and 6-45 P. M., and
12 Midnight, for Bristol. Treston, etc.

At 7 A. M., 19-50, 3, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony. Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate Stations.

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

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

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

At 730 A. M. and 3-30 P. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigas, Elimira, Ithaca, Owego, Rochester, Binghamton, Eswego, Syracuse, Great Bend, Montrose Wilkesbarre, Scrauton, Stroudsburg, Water Gay, Belvidere, Easton, Lambertville, Flemmyton, etc. The 3-30 P. M. Line connects direct with the Train leaving, Laston for Manch Chunk, Alleniown, Bethlehem, etc.

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

For New York, and Way Lines leaving Kensington, Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The cars run into the Depot, and on arrival of each Train, run from the Depot. On Sundays omnibuses will leave Walnut, street wharf at 6. P. M. to connect with 6-5 P. M. line.

Fifty Pounds of Baggage only allowed each Passenger, Passen, ers are probibited from taking anything as 102gage but their wearing apparel. All baggage over fifty pounds to be paid for extra The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond 2100, except by special contract.

Tickets sold and baggage checked direct through to Bosson.

Tickets sold and baggage checked direct through to Boston.

Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at 3 Walmat at 1 Links FROM NEW YORK FOR PHILADELPHIA. Will leave from foot of Cortland street.

At 12 M and 4 P. M., via Jersey City and Camdon. At 7 and 10 and 115 A. M., 6 P. M. and 12 Night, via Jersey City and Kensington.

From Pier No. 1 North river, at 6 A. M. and 2 P. M., via Amboy and Camdon.

At 12 M. 3 and 6 P. M. (Freight and Passenger), via Amboy and Camdon.

Amboy and Camden.

At 12 hr. 3 and 6 P. M. (Freight and Passenger), via Amboy and Camden.

Jan. 15, 1866. WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD

WINTER ARRANGEMENT.

The trains of the Pennsylvania Central Railroad leave the New Depot, at THIRTIETH and MARKET Streets.

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

On Sundays—Cars leave Eleventh and Market streets at 645 P. M. to connect with Pittaburg and Eric Mail, and at 1925 P. M. with Philadelphia Express.

Mann's Baggage Express is located at 80.31 S. Eleventh street. Parties desiring Baggage taken to the trains can have it done at reasonable late upon application to him. TRAINS LEAVE AND ARRIVE AT BEPOT, THUS:—

Eric Fxpress.

At 730 A. M. Mail Train.

Paoli Accommodation. No. 1 10.06 P. M. Parkesburg.

Harrisburg Accommodation.

Parkesburg and Eric Mail 7.20 P. M. Philadelphia Express.

Alie 10 M. Philadelphia Express.

Alie 2 M. Philadelphia Express.

Alie 2 M. Philadelphia Express.

Philadelphia Express. at 1:30 A M.
Philadelphia Express. at 1:30 A M.
Philadelphia Express. 4:10
Paoli Accommodation, No. 1. 8:20
Parkesburg Train. 9:30
Eric Express. 11:25
Lancaster Train. 11:30 P. M.
Paoli Accommodation, No. 2. 4:44
Paoli Accommodation, No. 2. 4:44
Paoli Accommodation, No. 2. 4:44
Paoli Accommodation, No. 2. 4:45
Parisburg Accommodation. 8:45
Harrisburg Accommodation. 8:45
Philadelphia Express leaves daily Pittsburg and Eric Mail leaves daily (except Saturday). All other trains daily (except Sanday). All other trains daily (except Sanday). The Pennsylvania Enliroad Company will not assume any risk for Bagyage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that smeamt in value will be at the risk of the owner, unless taken by special contract

THOMAS B. PARKE, Ticket Agent at the Depot.

THOMAS B. PARKE, TICKET AGENT AGENT