THE DAILY EVENING TELEGRAPH .- PHILADELPHIA, THURSDAY, JANUARY 18, 1806.

A DESPERATE ACT.

Escape of James Lee, an Obio Convict, from a Train Bunning Thirty Miles an Hour-He Sitps his Sinckles, Unlocks his Wrintlet, and Leaps Through the Saloon Window-He is Badly Injured. is Captured, but Asks his Captors to Kill Bim.

Sheriff Nicola left this city on Friday morning with sixteen convicts, bound for the State prison. Among the number was James Lee, who was secured to his partner in crime, Heary Clodden, by shackles binding the feet and wristlets of iron. At the Union depot the sheriff saw a man approach Lee, and put his hand in his side pocket preparatory to giving Lee some-thing. The sheriff supposed it was a flask of liquor, and ordered him away, as it was against the rules to give prisoners anything of the kind. It turns out that it was a loaded revolver, which Lee, through the mediation of "his woman, had engaged this man to furnish him for use on the way to the penitentiary; for he had made up his mind to escape from the train, and kill him-self before he would return to that "dreadful

All the prisoners were put on board, the rear door of the car locked, and the convicts watched by a considerable number of guards. All was going well, apparently, but the officers in charge knew little of the desperate purpose of two men in that gang, and of the strategy they had used and were about to make available for their escape with life or death. We cannot be logical in telling the story, but

must begin really at the end, with the tale Lee tells, and read backwards as if it were a Hebrew book. It appears that Lee has a foot so small that he wears No, two and a half gatters, and has no heel to speak of, so that no common shackie could hold him. He had his "wile" bring him at the jall a large pair of boots and a lot of rags, etc., with which to stuff his feet and ankles when inserted in the "ganboats.

The shackles were slipped on these "dipped" legs, without exciting the suspicion of the officer, So far so good. Bill Bedford had played the same game, and both were bound to escape from the train if they killed themselves in the attempt. It was Lee's intention to jump from the car when near Crestline station, and effect his escape to Pittsburg or Chicago. Before they got to New London he picked the "stuffing" out of his leg padding, slipped off the boot, and as the shackle had been accommodated to the artifi-cial ankle, it fell off the real ankle without trouble. He then put on the boot again, tucked the snackle into the log of the same, and tied it in place with his handkerchief, and slipped down his pants' leg so that the hoax would not be easily discovered. With his penknife blade he touched the spring in the wristlet on his partner, and with a smart blow with a pop-bottle sprang the lock. Lee carried the irons

on his wrist. Lee and Clodden, thus divorced in fact, went forward and entered the saloon. Had not the sheriff been sitting on the tront seat, Lee would have darted through the door of the car upon the platform. The train was then about one mile this side of New London, and running nearly thirty miles an hour. Lee had mistaken the station, but he plunged out of the saloon-window. Clodden remained there long enough to give Lee thus to pack himself up and hide when he came out of the saloon and gave a hearty laugh, with "Boys, Jim Lee is gone !"

The sheriff instantly jerked the bell-rope, and he train was stopped as soon as possible. "Here the train was stopped as soon as possible. are twenty-five dollars for any man who will capture him," said the sheriff. He left policeman Isaac Frank with three of the guard to catch Lee, while he went on with the fifteen. Bed-ford's chance of escape was gone, and his curses were loud and deen. Lee struck on his/head, inflicting a dreadful

wound on his forehead, and was otherwise badly bruised. His clothes were nearly torn off him, and his side and one leg were perfectly black and blue. He hay senseless a quarter of an hour, but then got up and staggered against the fence, the blow knocking him down. Reaching a pool of water, he washed and was refreshed. He soon recovered strength and steadiness, when he ran for the woods. After a long chase he was finally come up with by a man living in the neighborhood. He had drawn his knife and held the man at bay till one of the guard arrived. when, presenting a revolver to Lee's head, he "I surrender to you, but not to this Hoo He was put on board a freight train, and sier. reached the State prison at eight o'clock Friday He tried several times to throw himself night. out of the car on the way down, saying that h wanted to kill himself. He had been in the penitentiary before, and preferred death to a return. His guard were importuned, as also the sheriff afterwards, to kill him. He was com-pletely crushed, and in the deepest despondency and misery. When brought into the Penitentiary the Warden asked the name of the desperate man. "James Lee," was the answer. That officer said, "No! his name is Somers. He has been here before." Lee then gave the Sheriff a sketch of himself and his career. When a mere boy he stole \$700, and was sont to the Peritentiary from Akron, where he belonged. His father, he said, was a brutal Irishman, and abused his mother. He inherited his father's disposition to crime and although he had made many attempts to reform, he could not resist the temptations to do evil

THE BICHMOND CAPTAIN BODBLL IN DERANCE- HIS TRIAL TO TAKE PLACE TO-DAY-THE REPUBLIC'S FERSION.

VIRGINIA.

RICEMOND, Va., January 15. — A warrant is out foinight for Pollard, issued on an affidavit from Brooks, given to-day at the instigation of promi-nent officials and citizens who desire to meet the question of security of life. SECOND DESPATCH.

BIGOND DESPATCH. RICHMOND, January 16.—The case of the Com-monwealth against H. R. Pollard, for attempted murder of E. P. Brocks. New York Times cor-respondent, was called this noon at the Mayor's Court, and postponed till to-morrow, the witnesses in Pollard's behalf not having been subparnaed.

morning's Chronicle, calling attention to the Richmond Republic's version of the fray as the right one, it is but just to state that it was written by Walker of that paper, a personal friend of Pollard, who on leaving the hotel on the day in question immediately entered the office of the *Republic*.

A County Judge in Iowa makes off with

The Burlington, Iowa, papers give the details of the disappearance of H. C. Ohrt, County Judge of that county, with funds to the tune of some thirty thousand dollars belonging to his German fellow-c.tizens. The *Hawkeye* says:---For some time previous to his disappearance was reported to be very sick and connued to his bed, and his most intimate associates were cenied admittance to his room. A few days after his, however, he was upon the street, looking as

On Tuesday last, the day of his departure, he was again reported sick, but suspicion was not aroused until Sunday, when inquiry being made at his residence, his wife reported that he had gone to Illinois on business, and being taken tick he had not been able to return. This report, in connection with his previous sickness, and other unusual circumstances, confirmed the sus picion that he had absconded. On Monday, when the new County Judge went to take pos session of the office, the vault was found locked, and no key to be obtained, Mrs. Olir not know-ing its whereabouts. The lock was forced, and the county records found in almost inextricable confusion, no attention having been paid to them apparently for months. Mr. Oart has always re-tained the confidence of his German fellow-citizens up to the time of his disappearance, and they had intrusted him with their money to a considerable extent. Many of them will feel the loss deeply.

Message of the Governor of Delaware.

S6800) dollars. Item 36. Furniture and straw, three thousand five and use of railroads is the most rapid means of hundred (\$2500) dollars Item 37. Cleaning sinks and chimneys, two bundrod developing the resources and increasing the prosperity and mater.al interests of the State. (\$200) dollars. (\$200) dollars. Item 38. Salaries of Steward, Clerk, and Store-keeper, House Agent, Matron, and Steward's Clerk, five thousand three hundred and fifty (\$5250) dolthe construction and operation of the Delaware Railroad hes added greatly to the wealth and convenience of the people of the State, and espe-cially those residing in close proximity to it. It cially those residing in close proximity to it. is now being rapidly extended, by its connection with a Maryland road, through the Eastern Shore of Maryland to the waters of the Chesapeake. and promises, when completed, still further to enhance the wealth and prosperity of the whole section of country through which it passes. The dollars. Item 41. Fire hose and repairs to same, one hun Delaware and Maryland Railroad is now in prodred (\$100) dollars. cess of rapid construction, and the expectation of those having charge of this improvement is, as I am informed, that it will be of immense dollars MANUFACTURING DEPARTMENT. advantage to a very productive section of Kent county, greatly in need of facilities for transporting produce to market. .The completion of he Junction and Breakwater Railroad, from Milford by way of Georgetown to Lewes, is a consummation greatly desired, not only by those ying on the line of the road, but by the people of the whole State.

CITY ORDINANCES.

thousand (8000) collars. Item 4 surgical instruments, leeches and leech-ing, four hundred (\$400) doitars. Item 5. Books and binding for medical library and

Item 8. Wages on pay roll, three thousand three hundred (\$8300) doilars. Item 9 Boald of resident physicians, two thou-sand one hundred (\$2100) dollars. Item 10. Incidental expenses, three hundred (\$300)

INSANE DEPARTMENT.

INSANE DEPARTMENT. Item 11. Marketing for Insane Department, two thousand four hundree (\$2400) dollars. Item 12. Salaries of resident physician and clerk, and board of assistant resident physician sone thou-sand eight hundred and sixty (\$1560) dollars. Item 13. Wages on tay roll, chargeable to Insane Asylum, four thousand three hundrea (\$4300) col-

Liem 14. Incidental expenses, two hundred (8200)

CHILDREN'S ASYLUM.

CHILDREN'S ASYLUM. Item 15 Marketing and supplier 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 Salarios of matron, teacher, and assistant matron, cupht hundred (\$500) dollars.

item 18. Incidental expenses, three hundred (\$300)

HOUSE GENERALLY. Item 19. Flour, corn, and corn meal, forly-seven housand (\$47,000) do ars Item 20. Beel, mutton, pork, and bacon, forty-five

Item 21. Jea, ceffee, rye, sugar, and molasses, item 21. Jea, ceffee, rye, sugar, and molasses, thirty-five thousand (\$35,000) dollars. Item 22. Codish, butter, lard, rice, corn, hominy, harley, salt, and pepper, fi teen thousand (\$15,000)

ollars. Item 23. Potatocs, beans, and other vegetables,

Item 24. Crackers, hops, mail, vinegar and pickles, two thousand two hund, ed (\$2200) dollars. Item 25. Marketing for Old Women's Asylum, one

ousand (\$1000) dollars. Item 26. Marketing for Almshouse, eight hundred

Item 27. Dry-goods, twenty thousand (\$20,000) Item 28. Boots, shoes, hats, and caps, one thousand

even hundred (\$1700) dollars. Item 29. Hosiery, yarn, thread, cotton, combs, needles, and trimmings, three thousand five hundred

\$3500) dollars. Lem 30 Tobacco, soap, lime, and starch, three housand (\$3000) dollar. Lem 31. Hardware, crockery, tinware, brushes, prooms, two thousand five hundred (\$2500) dollars. Item 32. Purchase and repair or stoves, and cast-Item 32. Purchase and repair or stoves, and cast-

ngs, and cooking apparatus, five hundred (\$500)

lien 23 General repairs to House, plumbing, gas-fitting, and materials therefor, five thousand (\$5000)

Item 34. Fuel, of which all coal used shall be

Item 35. Gas and oil, six thousand eight hundred

Schuylkill, which shall be obtained from miners only, twenty-six thousand five hunared (\$26,500)

our thousand five hun tred (\$450)) deliars

A NORDINANCE To Make an Appr. printion to the Guardians of the Poor for the Year 1968 Section I. The Setect and Common Connells of the City of Philadelphia do ordans. That the sum of four humered and torly-reven thousand three hun-dred and fifty (\$447.560) dollars be and the same is hereby appropriated to the Guardians of the Poor to defrug the expenses of that department for the year 1866, as follows....

dollars

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\$800) do !prs

(\$3500) dollars.

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dollars

In reference to the letter of Pollard in this

The pending trial will confirm the correctness of the special despatches. - New York Tribune.

Thirty Thousand Dollars.

this, however, he was upon the street, looking as well as usual, and some of his triends having ex-pressed surprise at his andden recovery, he ex-plained that he was out of his head or tempora-rily in-ane, and was not otherwise unwell.

Gove Saulsbury, Governor of Delaware, sent his message to the Legislature last week. The first portion of the message is devoted to the financial condition of the State. The total in-debtedness of the State is \$1,110,060, except \$170,000 in bonds issued to the Delaware Rallcoad Company, as surety for which there is a mortgage on the road, guaranteed by the Phila-delphia, Wilmington, and Baltimore Railroad Company. The total amount of tax paid by the Philadelphia, Wilmington, and Baltimore Basiroad for eleven months, ending with October, was \$19,782.60. The condition of the State banks s next discussed, and the Governor recommends that the Legislature grant authority for convert-ing them into National banks. The message

dollars. Item 57, Seventh Poor District, seven thousand \$7000) dollars liem 88. Eighth Poor District, four thousand five

hundred (\$4500) dollars Item 89. Nunth Poor District. three thousand (\$5000) dollars. Item 50. Teuth Poor District, two thousand (\$2000) dollars, Item 91. Eleventh Poor District, two thousand Item 91. Eleventh Poor District, two thousand

Item 86, Sixth Poor District, six thousand (\$6000)

lollars. Item 2 Sugar, butter, lard, oat, and cake meal.

ordinances. one (bousand (\$1000) dollars. Item 8 Brandy, wine, whisky, and porter, eight

Attest-

Clerk of Common Council, JAMES LYND, President of Select Council. Approved this thirteenth day of January, Anno Domini one thousand eight hundred and sixty-six (A. D. 1868).

tree station of pathological specimens, two hundred and fifty (\$250) dollars. Item 6 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

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AUCTION SALES.

veyed to be in morigage as aloresaid and next men-tioned, Viz:-The whole of that section of said Tyrone and Clear-field, Railroad irom the point ofinitersection with the Tyrone and Lock Haven Hallroad, near Tyrone. Biair county, Pennsylvania, to Philipsburg. Centre-county, Pennsylvania, as the same is now constructed, together with all and singular, the railways, rails, bridges, fences privileges, rights, and all real property of every description, acquired by and beionging to said Company and all the toils, income, issues, and profils to be derived and to arise from the same and all the lands used and occupied for railways, depots, or stations between said points, with all buildings standing thereon or procured hereior. All that section of the said Tyrone and Clearfield Ball-road as now located and built, beginning at the point of intersection of the said Tyrone and Clearfield Ball-road as now located and built, beginning at the point of intersection of the said Tyrone and Clearfield Ball-road as now located and built, beginning at the point of intersection of the said Tyrone, Blair county, thence cherthal Built beginning at the point of intersection of the said Tyrone, Blair county, thence cherthal Built beginning at the point of intersection of the said Tyrone, Blair county, thence cherthalting Rails township, Contre county and there terminating Said section of said railroad, between the points afforesaid being about twenty miles in length. Together with the right of way nor the same, with such additional widths as are required by the slopes of excavations and embankments. SiDINGS connected with said section of said Rond and belonging to said Company, between said points, and the right of way for the same, or the number and length following, viz. :-At 10w mile Postone quarty siding about 38 teet long. At 11w mile Postone quarty siding about 38 teet long.

Item 39. Salaries of Doorkeeper, Engineer, Assistant Engineer, Plumber, Gas-fitter, Baker, general Watchman, and Police Officer, three thousand six hundred and fifty (\$3650) doltars. Item 40. Wages on pay-rolt, chargeable to House generally, twenty-three hundred and fitty (\$2850)

way for the same, of the number and length following, viz. 1-At Mount Pleasant one siding about 200 feet long. At 11% mile Postone quarry siding about 385 feet long. At 11% mile Postone quarry siding about 385 feet long. At summit, 18th Mile Post a second track siding about 1350 feet long. At summit, one Y and level siding, and one level sid-ing north of Summit, with the right of way for all be-yond the limits of the right of way for the track last mentioned. The total length or said Y and sidings being about 1600 feet. At Successful the siding about 1258 feet long At Poweiton, a Y about 1258 feet long and two sidings about 1600 feet. At Gaceola Station, a siding about 744 feet long, At Gaceola Station, a siding about 744 feet long, At Gaceola Station, a siding about 744 feet long, and Clearfield Baliroad, to a warehouse lot owned by the said Tyrone and learfield Rairoad Com-pany, in said town or osceola, Decatur township, Clear-field county about 255 feet long; and the other of witch extends from a point on the said last-named track to mmediate; weat of the crossing of Moshimon crocked to mile feet county about 2054 feet long; and be other of witch extends from a point on the said last-named track to mile feet about 2054 feet long; and be other of witch extends from a point on the said last-named track to mile feet about 2054 feet long; and side 300 feet addi.

PHILADELPHIA, WILMINGTON, AND BAL TIMORE BAILROAD. TIME TABLE - Commencies MONDAY Januar a list - Trains will leave Dapot, corner of BROAD circes and Washinkor 10 A Avenue, as follows :-Express Train at 406 as M. (monday a excepted), for Baltimore and Washington, alonging at Wilmington, Perryvale, Haves-Grace Aberleen, Perryman's, Manuella and Stemmer's Ram Decarate Britonal train at elb A. M. (Sunday ex-cepted), for Sallsbury, Millord, and intermediate stations. De aware Britonia iran at 615 A. M. (Sunday ex-cepted), for Salishery, Milbed, and intermediate stations. Way Mail Train at 945 A. M. (Sunday a excepted), for Battimore stopping at Cheater, Tharlow Linwood, Claymont, and all regular stations between Wilmington and Battimore. Express Train at 245 F. M. (Sundays excepted), for Ratimore and Washington, stopping at Cheater Claymont, Wilmington, Newark & kiton North-cast, Perryville, Havre de Grace, Aberdeen, Perryman's, Megaoida and Stemmer's Rus. Sight Express at 11/15 F. M. for Baltimore and Washington, stopping at Chester Thurlow, Linwood, Claymont, Wilmington, Newark, Elk.on, North East, Perryville and Havre de Grace, Aberdeen, Perryman's, Megaoida and Stemmer's Rus. Sight Express at 11/15 F. M. for Baltimore and Washington, stopping at Chester Thurlow, Linwood, Claymont, Wilmington, Newark, Elk.on, North East, Perryville and Havre de-Grace. Monroe, Norfolk, city Point and Bitmore for Fortress Monroe, Norfolk, city Point and Bitmore and south-er points, a Special Car will kave the Philadelphia Depot at 11/29 A. M., conmecting at Gray's Ferry with the Morning & pre-strain from Sot York. Will Mire & Drive Stations Detween Philadelphia and Stopping at all Stations between Philadelphia and Willington. Leave Philadelphia at 815 and 11/15 A. M., and 3 20, Stopping at 200 M. The Station of the sector

them 91. Eleventh Foor 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 Guar-dians of the Foor in accordance with existing

WILLIAM S. STOKLEY,

President of Common Council.

MORTON MCMICHAEL. Mayor of Philadelphia

AUCTION SALES.

Stopping at all Stations between Philadelphia and Wilmington.
Leave Fhiladelphia at 8-15 and 11-15 A. M., and 3 20, 5 00, and 7 60 P. M. The 3-50 P. M. train connects with Delaware Railroad for Milord and intermediate stations.
Leave Wilmington at 7 60, 8-16, and 9 30 A. M., and 2 00 and 5 00 P. M.
Trains for New Castle leave Philadelphia at 8 15 A. M., 5 50 and 5 00 P. M.
TRUGUGH TRAINS FROM BALTIMORE.
Leave Wilmington at 1:00 M., and 4:30 and 9:55 P. M. (13 S. FR FOR PHILADELPHIA.
Leave Wilmington at 1:00 M. and 4:30 and 9:55 P. M. (13 S. FR FOR PHILADELPHIA.
Leave Wilmington at 1:00 M. and 4:30 and 9:55 P. M. (13 S. FR FOR PHILADELPHIA.
Leave Chester at 8:04, 6:58, and 10:14 A. M., and 12:36, 3:43, 5:01, 5:44 and 10:20 P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 8:25 A. M. Way Mali; 1:10 P. M., (14 S. FR FOR PART ANY Peder Classes and the termediate stations will leave Baltimore at 4:10 P. M.
Leave Chester at 8:04, A. M., 23 and 11:50 P. M.
Leave Chester at 8:04, A. M., 23 and 1:50 P. M.
Leave Chester at 10:27, 5:18 and 10:03 A. M., and 4P. M.
SUNDAY TRAINS. 4 P. M. SUNDAY TRAINS. Express Train at 405 A. M. for Baltimore and Wash-losion, stopping at Wilmington, Perryy ne. Bayre-de-Grace, a bergeon, Perryman's, Magno Ia, and Stemmer's Grace, a berdeen, Perryman's, Magno Ia, and Steinmer's Bin. Night Express II 15 P. M., for Baltimors and Wash-ington, stopping at Chester. Thurlow Linwood, Clay-ment, Wilmington Newark Elkien, Northeast, Perry-ville, and Havre-de-Grace. A special train will leave Philadelphia for Wilmington tor intermediate stations at 9 P. M. BAL IMORY FOR PHILADELPHIA. EAL IMORY FOR PHILADELPHIA. Leave Baltmore at 7:5 P. M. stopping at Havre-de-Grace, Perryville, and Wilmington. Also stopp at Elk-ton and Newark (to take passensers tor Philadelphia and leave passengers from Washington or Baltimore and Chester to leave passengers from Baltimore or Wash-ington.

ington. A special train will leave Wilmington for Ehiladelphia and intermediate stations at 6 30 P. M Freight train, with passenger car attached, will leave Wilmington for Pertyville and intermediates ations a 04 P. M. H. F. KENNFY, Superintendent. NORTH PENNSYLVANIA RAILROAD.

N Depot. THIRD Street above Thompson. For BETHLEHEM, DOYLFSTOWN, MAUCE CHUNK, EASTON, WILLIAMSPORT, and WILKES At 730 A. M. (Fxpress), for Bethlehem. Allentown Mauth Chunk, Hazieton. Willingsport, and Wilker

Mauch Chunk, Bazieton, Williamsport, and Wilker barre, At 350 P. M (Express), for Bethlehem, Easton, etc reaching Easton at 645 P. M. At 515 P. M. tor Bethlehem, Allentown, Mauel Chunk, Danville and Williamsport. For Doviestown at 835 A. M., 230 and 415 P. M. For Doviestown at 835 A. M., 230 and 415 P. M. For Lansdale at 615 P. M. White cars of the Second and Third Streets Lina City Passenger Cars run direct to the depot TRAINS FOR PHILADELPHIA, Leave Bethlehem at 625 A. M. 200 and 530 F. M.

15 P M. Leave Doy estown at 6 39 A. M., 3 15 and 5 30 P. M. Leave Londonie at 0:10 A, M Leave Fort Washington at 10:50 A M., and 2:15 P. M ON SUNDAYS

RAILROAD LINES.

ON SUNDAYS Philadelphia for Bethlehem at 0 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 7 20 A. M. Bethlehem for Philadelphia at 4 P. M. Through Tickets must be procured at the ticket offices THIRD Street, or BERKS Street. #5 ELLIS CLARK. Agent

DREIGHT LINES FOR NEW YORK AND FREIGHT LINES FOR NEW YORK AND a 1 the Stations on the CAMDEN and AMBOY and connecting Refronds Increased despatch. THE CAMPER AND AMBOY BAILROAD AND TRANSFOR ATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 5 o'c ock P. M., daily (Sundays excepted) Freight must be delivered be ore 4% P M., to be for-warded the same say. Returning, the above lines will leave New York at 12 noon, and 4 and 8 P. M. Freight for Trenton. Princeton, Kingston New Bruns wick and all points on the Camden and Amboy Bail-road; also, on the Belvidere. Delaware, and Fleming-tion; the New Jersey, the Freehold and Jamesburg, an the Belvidere Delaware Raffrond connects at Phil-lipsburg with the Lehlah Valley Railroad, and at Manun kachunk with all points on the Delaware. Lackawanna, and Western Railroad, forwarding to Syracuse, Buffaio, and other points in Vester New York. The New Jersey Rairoad connects at Elizabeth with the New Jersey Rairoad connects at Elizabeth with the New Jersey Rairoad connects at Variet With the Statunk with Rairoad connects at Elizabeth with the New Jersey Rairoad Robinson at Work.

 Ucket. 156
 2d Chass Ticket. 156
 2d Chass Ticket. 156
 At 6 and 16 A. M. 2 and 5 P. M., for Mount Holly, Ewansville, Pemberion and Vincentown; at 6 A. M., and 2 P. M., for Freehold.
 At 6 and 16 A. M., 12 M., 350, 5.6 and 11:30 P M., for Pal-myra, Riverton, Delanco, Leverly, Edgewater Bur-lington, Florence, Bordentown etc. The lo A. M. and 5 P. M. lines run direct through to Trenton.
 LINES FROM KENSINGTON DEPOT WILL LEAVE AS FOLLOWS :-At 11:15 A. M., 4:30 and 6:45 P. M., via Kensington and Jersey City Express and overteen Rainoad, forwarding to synacuse, Bunaio, and other points in Vestern New York. The New Jersey Rainoad connects at Elizabeth with the New Jersey Centra: Rainoad and at Newark with the Morris and Essex Rainoad A slip memorandum, specifying the marks and num-bers, 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 ity the route When stock is fornished in quantities of two car-leads or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, or at Fier No. I North fiver, as the shippers may designate at the time of shipment. For ferms, or other information, apply to WALTY B FREEMAN. Freicht Agent.

RAILROAD LINES,

Wikesbarre, Filiston, York, Carlisle "Dambersbarg Hasernicwn etc. etc. his rain connects at READING with 'he East Pen pylynim Raifond trains or Allen own, e.c.; and wit the Lecanon Yalloy train for Harrisburg etc.; PORT CLINTON with Catawissa Raifron trains Willamport, Lock Haves, Elmi a. etc.; at GAR Ril-Bi KG with Aorthern Centra, tumber and Vallay end Schuylki and Snaquehanna trains for North-umberiand Williamsport, York, Chamberabary Pho-

Gunberiand Williamsport, York, Chamberabary Phas-grove.ev.
 AFTERNOON EXPRESS
 Leaves Philadelphia at 30 P. M., 107 Reading, Potts-vile, H-rrisburg, etc., connecting with Reading and commina Eadroad train for Milton. Williamsport, Einsta, Euflage, etc.
 Reading at 630 A. M. stopping 4t all way stations, arrives in Philade phila at 935 A. M. Returning, leaves. Philadelphila at 935 A. M. Aratis of Philadelphia: (ave Harrisburg at 735 A. M., and Pottaville at 838 A. M. arriving in Philadelphia at 148 Philadelphia (at 255 P. M.), arriving at 145 P. M. and Pottsville at 255 P. M.; arriving at Phila-celphia at 705 P. M.

P. M. and Foltsville at 2.5 P. M.; arriving at Analytic ociphiburg Accommodation leaves Reading at 7.45 A.
 M. and Harrisburg at 940 P. M.
 Market train with a Passes per car attached leaves Phi adelphia at 2.45, noon for Reading and all way stations (caves Reading at 2.45, noon for Reading and all way stations (caves Reading at 2.45, noon for Reading and all way stations (caves Reading at 2.45, noon for Reading and all way stations at 12.50 P.
 All the above troins cun daily Sundays excepted sonday trains leave Pottsville at 2.50 A.
 All the above troins cun daily Sundays excepted sonday trains leave Pottsville at 2.50 A.
 CHESTER VALLEY RAILROAD.
 Parsengers for Downingtown and intermediate points.

detobia a 2415 P. M. CHESTER VALLEY RAILROAD. Parsengers ior Downingtown and intermediate poin take the 500 A M. and 430 F.M. trains from Philadel. thus, returning from Downington at 705 A. M. and 270 Nooz. NEW YORR EXPRESS FOE FITTSBURG AND THE WEST. Leaves New York at 9:0 s. M. and 960 F. M., passing Reading at 10 A. M., and 148 F. M. connocting at horristary with Fennayivania and Northern Central Endroad Express Trains for Fittsburg, Chicago. Wit-is may be a fitter on Fittsburg, a S and 9 00 A. M. and 148 F. M. connocting at therristary with Fennayivania and Northern Central Endroad Express Trains for Fittsburg, Chicago. Wit-is maport Elimits, Boltimore, etc. Be urung, Express Train leaves Harrisburg on arrival of Fennayivania Express from Fittsburg, a S and 9 00 A. M., passing Reading at 4 40 and 10 62 A. M. attriving at New York at 10 A. M. and 245 F. M. Silseping Car and Fittsburg, without charge. Mail Train for New York leaves Harrisburg at 1 45 M. Mail Trains for New York leaves New York at 12 Noon. 8 HUYLKILL VALLEY BAUROAD.

NOOR. S HUYLKILL VALLEY RAILROAD.

Noon. 8 HUYLKILL VALLEY RAILROAD. Trains leave Pottayl le at 645 and H 90 A. M., and 74 P. M., is turning from Tamaque at 735 A. M. and 140 and 151 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 735 A. M. for Pinegrove and Haritsburg, and at 150 P. M. for Pinegrove and from Tre-mont at 700 A. M. and 660 P. M., and from Tre-mont at 700 A. M. and 660 P. M. Through first class tickets and emigrant lickets to all the principal points in the North and West and 4 and and 5. Studies are outsided only at the Office of S Bradford, Treasurer, No 227 S. Fourth street, Phila-delphia, or of U. A. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS

COMMUTATION TICKETS.

At 25 per cent discount, between any points desired, for amiles and firms MILEAGE TICKETS. Cood for 2000 miles, between all points, at \$52'50 each, for iamilies and firms SEASON TICKETS, Fo three, six nine or twelve moliths, for holds only, to a 1 points at reduced rates CLI RGYMEN Residing on the line of the road will be furnished with cards, entribut themselves and wives to three at half-tare.

tare EXCURSION TICKETS, From Phi adelphia to principal stations, good for Saturday, Sunday and Monday at reduced fore, to be had only a, the Ticket Office at Thirteenth and Callow-hill streets.

hill streets. **FREIGHT**. Goods of all descriptions forwarded to all the above points from the Company's New Freight Denot, Broad and Willow streets **FREIGHT TRAINS**. Leave Philadelphia daily at 5:30 A. M., 12:45 noon. and 6:60 ± M. for Reading Lebanon. Harrisourg Pottaville. For: Clinton, and all points beyond. MALS 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. 8:15

POR NEW YORK .- THE CAMDEN AND

Amboy and Philadelphia and Trenton Railroad Company's lines FROM PHILADELPHIA TO NEW YORK and way places, from Walnut street whar, will leave as follows viz.:-Al. 6 A. M., via Camden and Amboy Accommoda-

and Jersey City Expless t 12 P M (Night) via Kensington and Jersey City

Express The 645 P. M. Line will run daily. All others Sundays

intermediate Stations LELVIDERE DFLAWARE RAILROAD, Deven Valley, Northern Pennsyl-

For the Delaware River Valley, Northern Pennsyl-vania and New York State, and the Great Lakes. Two through trains daily (Sundays excepted) from

Rensing to have that is the provided as the pr

Train leaving Easton for Mauch Chunk, Allentown Bethlehem, etc. t 5 P. M. for Lambertville and intermediate Stations.

At 5 P. M. for Lambertville and intermediate Stations. For New York, and Way Lines leaving Kensington Depot, take the cars on Firth street, above Wainut hair 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 Wainut street whart at 6 P. M. to connect with 645 P. M. line. Fitty Pounds of Bagsage only allowed each Passenger. Passen ars are prohibited from taking anything as Dag-gage but their wearing appared. All baggage over fif'w pounds to be paid for extra. The Company limit their responsibility or bagsage to One Dollar per pound, and will not be it as for any amount beyond side, except by special control.

"lickets sold and baggage checked direct through to

Graham's Bagrage Express will call for and deliver

baggage at the Depots. Orders to be left at 3 Walnut at LINES FROM NEW YORK FOR PHILADELPHIA.

Will leave from foot of Cortland street A: 12 M and 4 P. M., via Jersey City and Camden. At 7 and 10 and 11% A. M., 6 P. M. and 12 Night, via Jer-sey City and Kensington. From Pier No. 1 North river, at 6 A. M. and 2 P. M., via

Amboy and Camden. At 12 R. 3 and 6 P. M. (Freight and Passenger), via Amboy and Camden. Jan. 15, 1866. WILLIAM H. GATZMER, Agent.

LEAVE.

Frie Express Mail Traines Paoli Accommodation, No. 1 Fast Line. Harrisburg Accommodation. Lancaster Accommodation. Paoli Train. No. 2. Pituburg and Eris Mail. Philadelphia Express Ashirve.

Erie Express at 730 A. M.

 Cincinnati Express.
 ANBIVE

 Cincinnati Express.
 710

 Phil adelphia Express.
 710

 Parkesburg Train.
 930

 Erie Express.
 1120

 Lancaster Train.
 1230 P. M.

 Past Line.
 1130 P. M.

 Past Line.
 110

 Past Accommodation. No. 2.
 440

 State State
 440

THOMAS H. PARKE, Tickel Agent at the Depot. An Emigrant Frain runs daily (except Sundar). Fo pill information as to fare and accommodation, apply t FRANCIS FUNK No. 137 Dock Streets

** 12 00 ** ** 12 00 ** ** 12 00 ** ** 2 20 ** ** 4 00 ** ** 5 30 ** ** 7 30 ** ** 11 10 **

at 1 7 16 * 7 16 * 8 200 * 11 20 * * 12 30 P M. * 12 30 P M. * 12 30 P M. * 4 40 * * 8 40 * * 8 40

The Sheriff says he was the most miserable pitiable man in the world, having only one desire, and that to die. He was sentenced for a term of six years' imprisonment.-*Cleveland*

THE NEW YORK MILITIA.

Meeting of the State Military Association-Letter from Major-General Sher-BRAIN DR

ALBANY, January 16 .- The State Military Asso ciation met at the City Hall at 2 o'clock P. M. to-day. About seventy members were present, who represented sixty regiments located in nearly every section of the State. The President, Colonel F. A. Conkling, in the

chair, referred to the present condition of the country as favorable to the more complete or ganization of the National Guard, and noped the leliberations of the association would tend promote that end.

Resolutions were adopted inviting the Governor and State officers, and Mayor and Common Council to attend the annual meeting to-morrow evening in the Assembly Chamber.

Letters were read from Generals Grant, Sher-man, Meade, Dix, Butler, Cullom, and Hooker giving reasons why they could not be present. Generals Wool and Robinson accepted invitations to attend. General Sherman's letter is as follows:-

HEADQUARTERS MILITARY DIVISION OF THE MISsissippi, Sr. Louis, January 9, 1866,-It is im-possible for me to come to Albany on the occasion referred to. But 1 do heartily approve the object, and wish you eminent success. Now is the appointed time, if ever, in our his

tory to place the militia of our country on s footing honorable and useful to the nation. Now it can claim all the honors gained by the State volunteers, with their experience in organization, equipment, and drill. I hope you in the great State of New York will devise some good system for the militia of the State, and so repre sent it that other States will follow the example and make it uniform throughout. Service in the militia during peace should be made attrac tive and honorable, so that the organization may be immediately available in war, until Congress has time to provide national troops for the

Again wishing you all possible success, I am your obedient servant, W. T. SHEEMAN, Major-General.

W. T. SHIERMAN, Angoredentral, A committee was appointed to precaue a memorial to Congress on the subjects embraced in senstor Wilson's bill, now before that body. An invitation to visit the Bureau of Military

Record was received and accepted. The Association then adjourned until 10 o'clock

to-morrow morning. The annual address before the Association will

delivered by Stewart L. Woodford, in the Assembly Chamber, to-morrow evening .- Ned York Times.

after any company and and the second second

Has John Surratt been Arrested?

We have been furnished with the following statement, the writer of which says he has the best of reasons for balleving in the reliability of

what is here affirmed:-Sohn Surratt was arrested in Texas, attempting to make his way into Mexico, during the month of June, 1865. He was placed in charge of Captain Smith and three privates, of the 4th United States Artillery. The movements of the party were slow, and every effort was made to keep the identity of the prisoner a secret. On arriving at Terre Haute, Ind., the party were compelied to lay over on account of a break on the Terre Haute and Richmond Railroad, and for two days occupied rooms at the Terre Haute House. Before arriving at Washington, perhaps at the Relay House, Surratt was recognized by acquaintances (for proof of which see despatches from Washington and Baltimore, about July 20, 1865). Since reaching Washington nothing has been heard of Surratt. One hundred thousand dollars was to be paid for his capture.

The Fortifications at Matamoras-The Man Who Built Them,

From the New Orleans Picayune.

We would mention as a fact, not heretofore made public, we believe, that the fortifications around Matamoras, which are becoming quite complete, and have received much commenda tion from many skillul officers not in the Mexican service, have been constructed under the super-intendence of Major Felix A. Blucner, now a colonel of engineers in the Mexican service, and a nephew of the famous Prussian. The Major resided many years in Southwestern Texas, and has ever had the kindest relations with the Mexican people. His knowledge of their language, and his professional abilities, have made him a most valuable friend to them, and they repose the atmost confidence in him-a confi-dence he has never betrayed. The promotion of the Major to a colonelcy was, doubtless, a tribute to his personal as well as professional merits; and his favorite phrase, no hay cuidado, has an opposite application to himself upon their part, "There is no fear," either as to his capacity or fidelity,

Master Coker at the White House.

Yesterday morning Master Richard Coker, hose wonderful powers as a vocalist have been duly chronicled; Mr. Simpson, the graceful tenor of Grace Church, New York; Signor Strin), the avorite basso, who is well known amongst us and the father of Master Coker, were presented to the President and the members of his house hold by Mr. Franklin, the organist of Trinity Church.

At the request of the ladies of the Presidential Mansion, a brief concert was improvised, Master Coker singing several of his finest pieces. Messrs, Simpson and Strini. pleasant interview succeeded, in which the Pre sident, in correction of some extravagant views which Master Coker seemed to entertain relative to the Presidential position, kindly suggested that virtue and intelligence rather than place or position were to se honored and desired. beautiful bouquet was presented to the lad by Mrs. Johnson. Master Coker is about to go to Europe.- Washington Chronicle, 16th.

THE SOUTH CAROLINA PLANTATIONS. - The rops are divided with the hands on many of the plantations in South Carolina, after certain arti les, such as indigo and molasses, are disposed I for the landowner. In the third sub-district, the Colonel commanding the post has ordered that all articles raised on a plantation be divided with the laborers.

Item 48 Leather, las s, and shoe-findings, five housand (\$5000) dollars. Item 44 Tallow and caustle alkali and materials for making soap, two thousand five hundred (\$2500) dollars. Item 45 Chain filling and weaving materials,

Item 42. Incidental expenses, four hundred (\$400)

twenty-live thousand (\$25.000) dollars. Item 46. Tools, coai, iron, and steel, five hundred

Item 47. I in, glass, paints, varnish. oil, glue, and brust es, three thousand (\$3000) dollars. Frem 48 Lumber, two thousand (\$2000) dollars. Item 49. Quarrying stone, one hundred (\$100) Jollars

do)lars Item 50. Purchase of hardware and iron for making

on bedsteads, one thousand (\$1000) doilars item 51. Salary of Superintendent, eight hundred

(\$800) dollars. Item 52 Wag's on pay-roll, chargeable to the Manufactory and over-work, six hundred (\$600 dollare

Item 53 Incidental expenses, three hundred (8303) dollars.

FARM AND BLOCKLEY ESPATE Item 54. Lumber and repairs, five hundred (\$500

dollars. Item 55. Lime, sand, and masonry, two hundred

(\$200) dollars. Item 56. Repairing wharf, pumping engine, and

hendow banks, one thousand (\$1000 dollars hem 57. Straw and feed for horses and cows, and purchase of milk, four thousand five hundred \$4500) dollars. Item 58. Seeds, manure, and farming utensils, four

hundred (\$400) doilars. hundred (\$400) doilars. Item 59. Furchase of horses, cows, wagon, etc., fifteen hutdred (\$1500) doilars. Item 60. Iron and blacksmith work, four hundred

(\$400) dollars. Item 61 Salarits of farmer and gardener, one thousand seven hundred and fitty (\$1750) dollars. Item 62. Wages on pay-roll, chargeable to farm and garden, two hundred and fit y (\$250) dollars. Item 63 Steam pipes, fittings, and masonry for Hospital, Out-wards, Insane Department, and Chidren's Asylum, ten thousand (\$10,000) dollars Item 64. Incidental expenses, three hundred and uny (8850) dollars. OUIDOOR EXPENSES.

Hem 65 Salaries of Secretary, Ou door Agent, Messenger, Wagon Driver, and Visitor of Children, bree thousand seven hundred (\$3700) dollars.

Item 66. Trave line expenses of House Agent, and support of non-residents, two hundred and lifty \$250) dollars. Item 67. Tax and ground rent of city office, two

hundree (\$200 dollars. Item 68 Repairs to city office, gas, water ren' nd incidental office expenses, three hundred (\$3.0)

dollars. Item 69 Expenses of support and bastardy cases,

ten thousand (\$19,000) dollars Item 70. 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 Rent of Visitor's office, twelve hundred

(\$1200) dellars. Item 73. Sa aries of Outdoor Visitors, six thousand four hundred (\$6400) dollars. Item 74. Sataries of Outdoor Physicians and Apo-, three thousand nine hundred and twent .

Si220) dollars. Item 75. Maintaining and educating three deaf nutes in the Deat and Dumb Asylum in the city

mutes in the Deal and Dumb Asyum in the city, see en hundred and twenty (\$720) dollars Item 76. Support of twelve feeble-minded children at the Fennsylvania Training School at Media, in accordance with an ordinance approved December 31, 1862, two thousand four hundred (\$2400) dollars : Provided. That the Guardians be requested not to fill any scenarios that may occur by reason of the fill any vacancies that may occur by reason of the death or removal of any of the recipients of this

Item 77. Stationery, printing, and advertising,

them 11. Stellously, Districtly, and advertising, two thousand (\$2000) dollars. Item 78 Kallroad tickets for Guardians and Medi-cal Board, three hundred (\$300) dollars. Item 79 Provisions for smallpox patients, one hundred (\$100) dollars.

Item 80. Incidental expenses, two hundred (\$200)

for RELIEF OF OUTDOOR POOR.

Item S1. First Poor District, seven thousand \$7000 dollars. Item 82. Second Poor Dis'rict, seven thousand

\$7000) dollars Item 83. Third Poor District, eight thousand five

item 84. Fourth Poor District, seven thousand five

honored (\$7509) dollars. Item 85 Fifth Poor District, five thousand three handred (\$5600, do lars.

nmediately west of the crossing of Mosharinon creek o Miler's Coal Mines, in said Decatur township, Clear eld county, about 2254 feet long, and siso 690 feet sddi-onal Ealiroad track extending up Moshannan creek; gethar with the right of way interfor, and all embank-ents, cutlings, bridges, and trestle-works necessary

At Dunbar, one siding about 370 feet long.

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

length. HEAL ESTATE, At Gardener's Station, near Eighth Mile Post, a Water Station, o. 66 by 100 tect, together with a Water ristion 14 feet by 14 feet, with an water rights and Atures, Iands, and appurtenances needful therefor At Mount Pleasant & Water Station, 16 feet by 15 feet

with a i the water rights and fixtures, lands, and apparte nances needful therefor At Sandy Rudge a Water Station. 14 feet by 14 feet, with woodsheds attached and all water rights, fixtures,

lands, and appurtenances needia, therefor. One warehouse lot, containing 147 perches, situated in the town of Osceola, Decatur township, Clearded

ounty. At 21% Mile Post a lot of ground containing 69 perches, ntended for a foreman's dwelling house. At Philipsbury, one station lot, containing 48 perches with one traine passenger station. 30 leat by 20 feet and one temporary frame warehouse, 59 feet by 20 feet, bailt

Hiereon. At Phillipsburg, one lot or piece of ground, containing 4 85-160 acres with

At Philipshire, one for of piece of ground, containing iso-100 acres with One frame Warchouse, 90 feet by 30 feet. One frame Lingne Honse, 31 feet by 57 feet. One frame Water Station 16 feet by 16 feet, built And one frame Water Station 16 feet by 16 feet, built Argen, with all the water rights and fix uares, lands

and appurtenances, needful therefor.

<text><text><text><text><text> BOG31. M. For Cape May and intermediate Stations, at 9 A. M. For Cape May and intermediate Stations at 9 A. M. to Miliville, connecting with Freight Train Passenger Car attached for Cape May, due 345 P. M., and 3 P. M., for Glassboro and intermediate Stations, at 9 A. M., For Glassboro and intermediate Stations, at 9 A. M., For Wandhard, Charles Content of Stations, at 9 A. M., For Wandhard, Charles Content of Stations, at 9 A. M., For Wandhard, Charles Content of Stations, at 9 A. M., For Wandhard, Charles Content of Stations, at 9 A. M., For Woodbury, Gloucester, etc., at 9 A. M., 3, 3 30 and 5:30 P. M.

 and 550 P. M.
 Freight train will leave Phiadelphia, from Sandford's wharf, at 10 A. M., and Camden at 12 M.
 THE WEST JERSEY EXPRESS COMPANY will attend to all the usual branches of express business, receive, deliver, and forward through other responsible Express Companies, to all parts of the country, any article infrasted to them.
 A Special Messenger accompanies each through trains.
 Office No 5 Wannit street 1805 -- HILADELPHIA AND ERIE RAILROAD, This great line traverses the Northern and Northwest connies of Pennsylvania to the city of Krie. on Lake Exie. It has been leased and it is operated by the Penn-

con niles of Fennsylvama to the city of kfie. of Lake
Enc. It has been leased and it is operated by the Fennsylvama Baliroad Company.
TIME OF PANSERS GLERTRAINS AT PHILA DELPHIA.
Artive Eastwaid-scie Mail Train 1400 P. M.
Artive Eastwaid-scie Mail Train 1400 P. M.
Leave Westward-Erie Mail Train 1400 P. M.
Leave Westward-Erie Mail Train 1400 P. M.
Time Eastward - Erie Express Train, 1720 A. M.
Passenger cars run through on the Erie Mail and Express Trains without connect both ways, between Philadelphia and Erie.
Philadelphia and Erie.
Philadelphia and Erie.
New York at 600 P. M., arrive at New York 145 P. M.
No change of cars between Krie and New York 145 P. M.
No change of cars between Krie and New York 145 P. M.
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No the Philadelphia the second the Company's LagentsM. H. H. (WINN KEL General Troket Agent, Philadelphia H.
M. GWINN KEL General Troket Agent, Philadelphia H.
M. GWINN KEL General Troket Agent, Philadelphia H.
M. GWINN KEL General Manager. With ansays.
ALFERTD L. TYLEE, General Superintendent.

BRIDESBURG MACHINE WORKS,

NO. 65 N. FRONT STREET.

PHILADELPHIA, are prepared to fill orders to any extent for our

MACHINERY FOR COTTON AND WOOLLEN MILLS. including all recent improvements in Carolog, Spinning, and Weaving. We invite the attention of manufacturers to our extenstve works,

ALFRED JENES & SON.

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. Trepton, etc. At 7 A. M., 10°50, 3, 5 and 6 P. M. for Cornwells, Torris-dale, Ho mesburg, Tarony Wissinoming, Bridesburg and Frankford, and at 8 P. M. for Holmesburg and HILADELPHIA, GERMANTOWN, AND NORRISTOWN BAILROAD. Ou and alter WEDNESDAY, November 1st, 1865, unth

Cu and aiter WEDNESDAY, November 1st, 1865, unti-Euriher Nolice. FOR GLEMMANTOWN Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3:10 35, 4, 55, 55, 6, 66, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 74, 8, 970, 9, 10, 11, 12 A. M 1, 2, 3, 4, 45, 6, 68, 7, 8, 9, 10, 11 P. M. Leave Germantown 6, 7, 74, 8, 970, 9, 10, 11, 12 A. M 1, 2, 3, 4, 45, 6, 68, 7, 8, 9, 10, 11 P. M. Leave Germantown 8, 7, 74, 8, 970, 9, 10, 11, 12 A. M 1, 2, 3, 4, 45, 6, 68, 7, 8, 9, 10, 11 P. M. Leave Germantown 8, A., 2, 7, 10% P. M. Leave Philadelphia 9:10 A. M., 2, 7, 10% P. M. Leave Germantown 8, A. M., 1, 6, 94 P. M. ChESNUT HILL RAILROAD. Leave Chesnat Hill 7:10 minutes, 8, 940, 11 40 A. M. 40, 3:40, 5:40, 6:46, 6:46, and 10:40 minutes P. M. Leave Chesnat Hill 7:10 minutes A. M., 2, and 7 P. M. Leave Chesnat Hill 7:10 minutes A. M., 12:40, 5:40, and 9:25 minutes P. M. Ferror Chesnat Hill 7:46 minutes A. M., 12:40, 5:40, and 9:25 minutes P. M.

Leave Chernal Hill 749 minutes A. M., 12 40, 5 40, and 925 minutes P. M. FCR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 8 56 minutes, 11 05 A. M., 15, 5 455, 555, 654, 8 05 minutes, and 115 P. M. Leave Norristown 554, 7, 7 30, 9, 11 A. M., 15, 454, 6, and 8 P. M.

8 P.M. Normowie and a root of 11 A. a., 19, 94, 9, and The 5% P. M. train will stop at School Lane Wiesa Or SCNDAYS.
 Leave Philadelphia 9.A. M., 25, and 7 P. M. Leave Norristown 7.A. M., and 5 P. M. Leave Philadelphia 6, 725 minutes, 11-05 A. M., 15, 3.
 45, 55, 65, 855, and 11% P. M. Leave Manayunk 65, 75, 6 29, 05, 115, A. M. 2, 5, 65, 85 P. M. ON SUNDAYS.

¹⁵ F. M. ON SUNDAYS.
 Leave Philadelphia § A. M., 2H, and 7 P. M.
 Leave Manayunk 7W A. M. 554, and 8 P. M.
 W. S. WILCON, General Superintendent.
 Depot NINTH and GREEN Streets

Depot NINTH and GREEN Streets W EST JERSEY RAILROAD LINES.-From toot of MARKET Street (Upper Ferry). Dal y, except Sundays FALL AND WINTER ARRANGEMENT. Commencing WEDNESDAY. November 15, 1865. For Bridgeton. Salem, and al Stations on West Jersey and Salem Railroads, at 9 A. M and 300 P. M. For Miliville and all intermediate Stations, at 9 A. M. and 3.). M

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