PENNSYLVANIA'S HEROIC DEAD.

Where They are Buried in the South—The Condition of the Cemeteries—Report of the Superintendent of Telegraphing and Transportation.

TRANSPORTATION AND TELEGRAPH DEPARTMENT, HARRISBURG, January 16, 1866.—Sir:—That the great anxiety to know the condition of the graves and graveyards of those who fell victims to cruel neglect and starvation during the late war, in the prison places of the South, might be satisfied with personal observation and inspection, and that advisory answers as to the feasibility of the removal of bodies from these places might be returned to unfortunate friends and kinsmen for assistance of the State under the Volunteer Relief Associations, I proceeded, by your direction, to Washington on the 18th ult., *en route* to the principal points where these burying grounds are located, in the Military Department of the Atlantic, accessible by railroad.

To the end that time and expense might be saved in the accomplishment of this object, it was thought advisable that Colonel Chamberlin should proceed on a similar mission from Nashville to Andersonville, Ga., and intermediate points—the railroad communication being more perfect and the distance to be travelled less than beyond the most Southern point in the East I should be required to visit. I therefore communicated to Colonel Chamberlin by letter the instructions under which I acted, and desired him to proceed at his earliest convenience in fulfilment of his part of the object.

An informal order from the headquarters of the armies of the United States secured me the courteous attention and assistance of all local military officers in furtherance of my mission.

On the outskirts of Richmond, I found the grounds alloted to the burial of Union soldiers in Oakwood and Hollywood Cemeteries, and the enclosure containing the graves of those who languished and died under the rigors of prison treatment on Belle Isle, surrounded by plain substantial fences. The burials in Hollywood Cemetery are those deceased since the Rebel evacuation of the city. The graves here are of sufficient depth, and well marked with plainly lettered head-boards. At Oakwood and on Belle Isle moulder the bodies of these who died during the dark days when the Confederate flag flaunted treason, and when brave and patriotic men, imprisoned in unwholesome prison-houses and on this bleak isle, sickened and died.

Here the furrowed ground alone marks the great mortality that depleted our armies, there being but few marks by which to identify or distinguish particular interments. A catalogue of the names, companies, and regiments of the heroes buried in and around Richmond, compiled and published by the United States Christian Commission, is invaluable for the information it gives the bereaved friends of these.

An inspection of the prison graveyards at Danville, Virginia, discovered to me that some care, although unusual, had been taken in the burial and marking for future identification the graves of those who died here. Plain head-boards exhibit the names, companies, and regiments, painted in legible characters, of those who gave up their lives prior to November, 1864. The graves of those buried subsequent to that date are at regular intervals, and in the order in which they are numbered in the undertaker's register. A complete record of all buried here is given in the publication of the U. S. C. C. before referred to. I am of the opinion that the identification and removal of bodies from this point is practicable. A ravine divides this enclosure, on the opposite sides of which rest in the awful stillness of death Union and Confederate dead.

From Danville I proceeded to Salisbury, North Carolina. Here thousands of the Union armies found their graves, where gaunt death seems to have gorged itself with the lives of our ill-fated soldiery. Secrecy envelopes the numbers of this great mortality, and bier after bier of crowded corpses, under shallow coverings of earth, alone give idea of the frightful ravages of disease and starvation. The dead bodies are laid side by side in trenches about seven feet in width and extending the length of the enclosure; trench following trench fills up almost the entire area of less than two acres. The enclosing fence, the broken surface of the ground, together with the simple inscriptions of death on thirteen board tablets alone warn the visitor that he is on ground replete with the recollections of brutality and suffering, that sicken and appal. The drainage of the hill-side on which this burying ground is situated must soon expose the bones of those buried, unless steps are soon taken for its permanent improvement.

My observations here convince me of the utter impossibility of finding and disinterring particular remains, unless the identification was through some unnatural formation of the body, or some unusual care in its burial.

Learning that railroad communication was interrupted south of this point, and that I could only reach Columbia, S. C., by a very circuitous route, or long travel by stage, I determined to return, believing that I should find other prison places in the same condition as those visited, and that this report would be satisfactory as to the feasibility of the removal of bodies from prison graveyards in the far South. I visited several other points, where soldiers of Union armies have found their last resting places, in the course of my tour through this country.

At Petersburg, City Point, and vicinities, hospital graveyards are neatly and substantially enclosed, and graves, as far as they could be identified, appropriately marked.

Officers of the Quartermaster-General's Department have been engaged in the establishment of Government Cemeteries on many of the historic battle-fields of the late war. Under General Orders Nos. 35 and 58, from this Department, records of those who died in defense of the American Union, interred in the National Cemeteries at Washington, and those slain on the battle-fields of the Wilderness and Spottsylvania Court House, have been published.

Efforts to the same end are in progress, under the direction of the Chief Quartermaster in the Military Division of Tennessee. I presume similar records will be published of these operations. I have the honor to call your attention to the report of Colonel Chamberlin, accompanying this. He pronounces as inexpedient efforts for the recovery of bodies from Andersonville, and dissuades all persons from such efforts by reason of the great uncertainty in obtaining particular bodies, and the difficulties in the transmission of these to Pennsylvania. I have held this opinion, based on the report made by Lieutenant-Colonel J. Moore, Assistant Quartermaster, September 20, 1865, and have uniformly advised those applying to this Department of the extreme doubtfulness of efforts for the recovery of bodies from this place being successful.

That greater facilities might be afforded, I have arranged with the President of the Baltimore Steam Packet Company to transport, on the orders of the State of Pennsylvania, at two cents per circular mile, persons travelling for and in attendance on the corpses of deceased soldiers.

Negotiations are now pending with some of the railroad companies to still further reduce the personal expense of those thus travelling. To subserve economy in the expenditure of the appropriation to this Department, I have endeavored to save expense by requiring one person to bring home more than one body, when applications were made, from the same locality. I know of no other plan so satisfactory as that of granting transportation to the relatives or their agent, when transportation is applied for, in the removal of bodies of deceased soldiers of Pennsylvania regiments. The innumerable places where bodies are buried, and the almost numberless routes and roads to be travelled in reaching these, preclude the possibility of accomplishing this object through established agencies.

While we honor and provide for those who have survived the casualties of war, it is well that we do not forget those who gave up their lives willing sacrifices for the preservation of the American Union, and the perpetuity of its liberal blessings; and whether by bringing home their bodies, or in efforts looking to the permanent improvement of the burying places in which they rest, show our grateful appreciation of the sacred obligations that rest on us.

Respectfully, your obedient servant,

H. H. GREGG,
Chief of Transportation and Tel. Dep't.

His Excellency, Andrew G. Curtin, Governor of Pennsylvania.

AUCTION SALES.

N O T I C E.

Under and by virtue of the power vested in me by an Indenture of Mortgage upon the property hereinafter described executed by the Tyrone and Clearfield Railroad Company to me as Trustee, dated the 1st day of November, A. D. 1860, and recorded in the office for Recording Deeds, etc., in and for the county of Blair on the 8th day of November, A. D. 1860, in Mortgage Book "B," pages 107, 108, 109, 110, and 111, to secure the payment of Bonds of said 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 due on more than fifteen thousand dollars in amount of the Bonds secured by said Mortgage, and having been requested in writing by the holders of more than fifteen thousand dollars in amount of the said Bonds, the payment of the interest on which has been so demanded from said company, and been so refused by them, to sell at public auction upon the notice and terms in the said Mortgage mentioned the premises therein referred to and to fulfil 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 aforesaid, and *Mortgagee* in trust for the holders of the Bonds secured by said mortgage, DO HEREBY GIVE NOTICE that in pursuance of the power aforesaid vested in me for that purpose by the said indenture of 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 provided, I will upon MONDAY, the 12th day of February, A. D. 1866, at 12 o'clock M., at the Philadelphia Exchange, in the city of Philadelphia, by the hands of M. Thomas and Sons, Auctioneers, and upon the terms and conditions hereinafter stated, expose to public sale by vendue or outcry, and will there sell to the highest and best bidder for the same, the property conveyed to me in Mortgage as aforesaid, and next mentioned, viz.:—

The whole of that section of the Tyrone and Clearfield Railroad, from the point of intersection with the Pennsylvania Railroad, at or near Tyrone Station, in Blair county, 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 miles and one quarter from the Pennsylvania Railroad at Tyrone Station 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 belonging to said company, adjacent to or connected with or on the line of said section of three and one quarter miles of road and all the tolls, income, issues, and profits to be derived, and to arise from the same and all the lands used and occupied for railways, depots, or stations between said points on said section of three and one quarter miles with all buildings standing thereon or procured therefor.

A more specific and detailed statement of the items of 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.

SIDINGS.

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

At Tyrone, one siding, about 316 feet long.

At Tyrone Engine House, one siding about 1284 feet long.

At Bald Eagle Valley Railroad intersection, two sidings about 1671 feet total length.

AND, ALSO.

At Tyrone, one 100-feet Track Scales, with office 12 feet by 12 feet.

AND GENERALLY,

All the lands railways, rails bridges, culverts, trestle-works, tool-houses, coal-houses, wharves, fences, rights-of-way, workshops, machinery, stations, depots, depot-grounds, works, masonry and other superstructure, real estate, buildings, and improvements of whatever nature or kind appertaining or belonging to the above-mentioned property, and to the said section of said Tyrone and Clearfield Railroad, and owned by said Company in connection therewith.

TERMS OF SALE.

The said Railroad Sidings, Real Estate, and Premises, mentioned in the said mortgage, and above described, will be exposed to sale entire and in one lot, and the following terms and conditions will be observed in the 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 or the coupons due and payable upon the said bonds of the Tyrone and Clearfield Railroad Company, and secured by the mortgage executed by the said Company to the said John Edgar Thomson, Trustee as aforesaid, shall become purchasers by themselves or with others of 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 purchase money make payment within twenty days after said sale, either in whole or in part, by transferring and delivering to the said John Edgar Thomson, Trustee as aforesaid, the said bonds or coupons, or by receipting upon the same for the amount that may be so bid by him or them in whole or in part of the said balance of the said purchase money, to be estimated for the purpose of such payment at the rate or value of the dividend or share of the said purchase money which the said holders of the said bonds or coupons may be respectively entitled to receive according to the terms of said mortgage, for which share or dividend the said delivery and transfer of or a receipt upon the said bonds or coupons shall be deemed and taken to be a discharge and acquittance; and the balance of the said purchase money, if any, shall be paid by the said party so purchasing, in cash, within twenty days after the date of sale, to the said Trustee. And if the said premises shall be purchased at the said sale by parties other than the holders or owners of the said bonds or coupons as before mentioned, then the balance of said purchase money that may remain after the said payment of $5000 thereof required to be paid at the time of said sale, shall be paid to the said Trustee, in cash, within twenty days thereafter.

Upon the payment or adjustment of said purchase money, as hereinbefore mentioned, the said Trustee will execute and deliver to the purchaser or purchasers of the same a conveyance of the premises aforesaid in pursuance of the power and authority conferred upon him.

Any further information in respect to said sale, or premises, may be had upon application to the undersigned Trustee, at the office of the Pennsylvania Railroad Company, No. 238 S. Third street, Philadelphia.

JOHN EDGAR THOMSON, Trustee,
No. 238 S. THIRD Street.

M. THOMAS & SONS, Auctioneers,
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AUCTION SALES.

N O T I C E.

Under and by virtue of the power vested in me, by an Indenture of Mortgage upon the property hereinafter described, executed by the Tyrone and Clearfield Railroad Company to me as Trustee, dated the 1st day of February, A. D. 1861, and recorded in the office for Recording Deeds, etc., in and for the county of Blair, on the 4th day of February, A. D. 1861, in Mortgage Book "B," page 118, etc., and in the office for Recording Deeds, etc., in and for the county of Centre, on the 25th day of February, A. D. 1861, in Mortgage Book E, page 406, etc., to secure the payment of Bonds of said Company to the amount of fifty thousand dollars, and default having been made for more than ninety days after the same has been demanded, in the payment of the interest due on more than twenty thousand dollars in amount of the bond secured by said mortgage, and having been requested in writing by the holders of more than twenty thousand dollars in amount of the said bond the payment of the interest on which has been so demanded from said Company, and been so refused by them, to sell at public auction upon the notice and terms in the said mortgage mentioned, the premises therein referred to, and to fulfil by such sale the duties imposed in accordance therewith, and to discharge my duty as Trustee in respect to the premises: I, R. FRANKLIN RALEY, Trustee as aforesaid, and mortgagee in trust for the holders of the bonds secured by said mortgage, do hereby give notice that, in pursuance of the power aforesaid vested in me for that purpose by the said indenture of 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 provided, I will, upon MONDAY, the 12th day of February, A. D. 1866, at 12 o'clock M., at the Philadelphia Exchange, in the city of Philadelphia, by the hands of M. Thomas and Sons, auctioneers, and upon the terms and conditions hereinafter stated, expose to public sale, by vendue or outcry, and will there sell, to the highest and best bidder for the same, the property and franchises of said Company, conveyed to me in mortgage as aforesaid and next mentioned, viz.:—

The whole of that section of the Tyrone and Clearfield Railroad from Tyrone Station, Blair county, Pennsylvania, to Philipsburg, in Centre county, Pennsylvania, as the same is now constructed, together with all and singular, the railways, rails, cross-ties, chairs, spikes, iron, timber, bridges, fences, together with all real property of every description acquired by and belonging to said Company, appurtenant to said road, and all the rights, liberties, privileges, and corporate franchises of said road and company, and all the tolls, income, issues, and profits to be derived and to arise from the same and all the lands used and occupied for railways, depots or stations between said points, with all buildings standing thereon or procured therefor.

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

RAILROAD.

All that section of the railroad of the said The Tyrone and Clearfield Railroad Company, beginning on the Pennsylvania Railroad, at Tyrone Station in Snyder township, Blair county; thence crossing the Little Juniata river, and running successively through Tyrone borough and Snyder township, in Blair county, and Taylor township in Centre county, to the summit of the Allegheny mountains, and thence through Rush township, Centre county, to and through the borough of Philipsburg in Rush township aforesaid, and there terminating, being about twenty-three and a half 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.

SIDINGS.

Connected with said section of said Road, and belonging to said company, between said points, and the right of way for the same, of the number and length following, viz.:—

At Tyrone one siding about 3 6 feet long.

At Tyrone Engine House, one Siding about 1284 feet long.

At Bald Eagle Valley Railroad Intersection, two sidings about 1671 feet total length.

At Mount Pleasant, one siding about 200 feet long.

At 11¼ Mile Post, one quarry siding about 383 feet long.

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

At Summit, one Y and level siding, and one level siding north of Summit, with the right of way for all beyond the limits of the right of way for the track last mentioned. The total length of said Y and sidings being about 1600 feet.

At Sandy Ridge, a siding about 1268 feet long.

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

At Osceola Station a siding about 744 feet long, together with two lines of track, one of which extends from the main track of the said Tyrone and Clearfield Railroad to a warehouse lot owned by the said Tyrone and Clearfield Railroad Company, in said town of Osceola, Decatur township, Clearfield county, about 2975 feet long; and the other of which extends from a point on the said last-named track immediately west of the crossing of Moshannon creek to Miller's Coal Mines, in said Decatur township, Clearfield county about 2354 feet long and also 600 feet of additional Railroad track extending up Moshannon creek; together with the right of way there or, and all embankments, cuttings, bridges, and trestle-works necessary therefor.

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.

REAL ESTATE.

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

At Gardener's Station near Eighth Mile Post, a Water Station lot, 66 by 100 feet, together with a Water Station, 14 feet by 14 feet erected thereon; with all water rights and fixtures, lands, and appurtenances needful therefor.

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

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

One warehouse lot, containing 147 perches, situated in the town of Osceola, Decatur township, Clearfield county.

At 21½ Mile Post a lot of ground, containing 69 perches, intended for a foreman's dwelling house.

At Philipsburg, one station lot, containing 48 perches, with one frame passenger station 50 feet by 20 feet, and one temporary frame warehouse, 50 feet by 20 feet, built thereon.

At Philipsburg, one lot or piece of ground, containing 4 85-100 acres, with

One frame Warehouse, 90 feet by 30 feet.

One frame Engine House 31 feet by 57 feet.

One Iron Turn-table, 50 feet in diameter.

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

AND GENERALLY,

All the lands, railways, rails, bridges, culverts, trestle works, tool houses, coal houses, wharves, fences, rights of way, workshops, machinery, stations, depots, depot-grounds, works, masonry, and other superstructure, real estate, buildings, and improvements of whatever nature or kind appertaining or belonging to the above mentioned property and to the said section of the said Tyrone and Clearfield Railroad and owned by said Company in connection therewith, and all the rights, liberties, privileges, and corporate franchises of said road and Company.

TERMS OF SALE.

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

The purchaser will be required to pay $10,000 of the purchase money in cash at the time of the sale; and in case any of the holders of any of the bonds or the coupons due and payable upon the said bonds of the Tyrone and Clearfield Railroad Company, and secured by the mortgage executed by the said Company to the said R. Franklin Raley, Trustee as aforesaid, shall become purchasers by themselves or with others of 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 purchase money make payment within twenty days after said sale, either in whole or in part by transferring and delivering to the said R. Franklin Raley, Trustee as aforesaid, the said bonds or coupons, or by receipting upon the same for the amount that may be so bid by him or them in whole or in part of the said balance of the said purchase money, to be estimated for the purpose of such payment at the rate or value of the dividend or share of the said purchase money which the said holders of the said bonds or coupons may be respectively entitled to receive according to the terms of said mortgage, for which share or dividend the said delivery and transfer of or a receipt upon the said bonds or coupons shall be deemed and taken to be a discharge and acquittance; and the balance of the said purchase money, if any, shall be paid by the said party so purchasing, in cash, within twenty days after the date of sale to the said Trustee. And if the said premises shall be purchased at the said sale by parties other than the holders or owners of the said bonds or coupons as before mentioned, then the balance of said purchase money that may remain after the said payment of $10 000 thereof, required to be paid at the time of said sale, shall be paid to the said Trustee in cash, within twenty days thereafter.

Upon the payment or adjustment of said purchase money, as hereinbefore mentioned, the said Trustee will execute and deliver to the purchaser or purchasers of the same, a conveyance of the premises aforesaid, in pursuance of the power and authority conferred upon him.

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

R. FRANKLIN RALEY, Trustee
No. 42 S. THIRD street, Philadelphia.

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N O T I C E.—Under and by virtue of the power vested in me by an Indenture of Mortgage upon the property hereinafter described, executed by the Tyrone and Clearfield Railroad Company to me as Trustee, dated the 12th day of May, A. D. 1859, and recorded in the office for Recording Deeds, etc., in and for the county of Blair, on the 19th day of May, A. D. 1859, in Mortgage Book "A," pages 503-4-5-6-7 and 8, and in the office for Recording Deeds, etc., in and for the county of Centre, on the 12th day of May, A. D. 1859, in Mortgage Book "E," page 170, etc., to secure the payment of bonds of said Company to the amount of two hundred and twenty-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 due on more than fifty thousand dollars in amount of the bonds secured by said mortgage, and having been requested in writing by the holders of more than fifty 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 refused by them, to sell at public auction, upon the notice and terms in the said mortgage mentioned, the premises therein referred to, and to fulfil 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 aforesaid *and Mortgagee* in trust for the holders of the bonds secured by said mortgage, DO HEREBY GIVE NOTICE, that in pursuance of the power aforesaid vested in me for that purpose by the said indenture of 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 provided, I will, upon Monday, the 12th day of February, A. D. 1866, at 12 o'clock M., at the Philadelphia Exchange, in the city of Philadelphia, by the hands of M. Thomas & Sons, auctioneers, and upon the terms and conditions hereinafter stated, expose to public sale by vendue or outcry, and will there sell to the highest and best bidder for the same, the property conveyed to me in mortgage as aforesaid and next mentioned, viz:—

The whole of that section of said Tyrone and Clearfield Railroad from the point of intersection with the Tyrone and Lock Haven Railroad, near Tyrone, Blair 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 belonging to said Company, and all the tolls, income, issues, and profits to be derived and to arise from the same and all the lands used and occupied for railways, depots, or stations between said points, with all buildings standing thereon or procured therefor.

A more specific and detailed statement of the items of property, included and 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 Bald Eagle Valley Railroad, formerly the Tyrone and Lock Haven Railroad, near Tyrone, Blair county, thence extending northwardly to and through the borough of Philipsburg, Rush township, Centre county, and there terminating. Said section of said railroad, between the points aforesaid, being about twenty miles in length. Together with the right of way for the same, with such additional widths as are required by the slopes of excavations and embankments.

SIDINGS

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

At Mount Pleasant one siding about 200 feet long.

At 11¼ mile Post one quarry siding about 383 feet long.

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

At Summit, one Y and level siding, and one level siding north of Summit, with the right of way for all beyond the limits of the right of way for the track last mentioned. The total length of said Y and sidings being about 1600 feet.

At Sandy Ridge, a siding about 1268 feet long.

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

At Osceola Station, a siding about 744 feet long, together with two lines of track, one of which extends from the main track of the said Tyrone and Clearfield Railroad, to a warehouse lot owned by the said Tyrone and Clearfield Railroad Company, in said town of Osceola, Decatur township, Clearfield county, about 2975 feet long; and the other of which extends from a point on the said last-named track immediately west of the crossing of Moshannon creek to Miller's Coal Mines, in said Decatur township, Clearfield county, about 2354 feet long, and also 600 feet additional Railroad track extending up Moshannon creek; together with the right of way therefor, and all embankments, cuttings, bridges and trestle-works necessary therefor.

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.

REAL ESTATE.

At Gardener's Station, near Eighth Mile Post a Water Station lot 66 by 100 feet, together with a Water Station 14 feet by 14 feet, with all water rights and fixtures, lands, and appurtenances needful therefor.

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

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

One warehouse lot, containing 147 perches, situated in the town of Osceola, Decatur township, Clearfield county.

At 21½ Mile Post a lot of ground containing 69 perches, intended for a foreman's dwelling house.

At Philipsburg, one station lot, containing 48 perches with one frame passenger station 50 feet by 20 feet and one temporary frame warehouse 50 feet by 20 feet, built thereon.

At Philipsburg, one lot or piece of ground, containing 4 85-100 acres with

One frame Warehouse, 90 feet by 30 feet.

One frame Engine House, 31 feet by 57 feet.

One Iron Turn-Table, 50 feet in diameter.

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

AND GENERALLY,

All the lands, railways, rails, bridges, culverts, trestle-works, tool-houses, coal-houses, wharves, fences, rights of way, workshops, machinery, stations, depots, depot-grounds, works, masonry, and other superstructure, real estate buildings, and improvements of whatever nature or kind, appertaining or belonging to the above-mentioned property, and to the said section of said Tyrone and Clearfield Railroad, and owned by said Company in connection therewith.

TERMS OF SALE

The said Railroad Sidings Real Estate and premises, mentioned in the said mortgage, and above described, will be exposed to sale entire and in one lot and the following terms and conditions will be observed in the making of the said sale:—

The purchaser will be required to pay $10 000 of the purchase money in cash at the time of the sale and in case any of the holders of any of the bonds or the coupons due and payable upon the said bonds of the Tyrone and Clearfield Railroad Company, and secured by the mortgage executed by the said Company to the said John Edgar Thomson, Trustee as aforesaid, shall become purchasers by themselves or with others of 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 purchase money make payment within twenty days after said sale, either in whole or in part by transferring and delivering to the said John Edgar Thomson, Trustee as aforesaid, the said bonds or coupons, or by receipting upon the same for the amount that may be so bid by him or them in whole or in part of the said balance of the said purchase money, to be estimated for the purpose of such payment at the rate or value of the dividend or share of the said purchase money which the said holders of the said bonds or coupons may be respectively entitled to receive according to the terms of said mortgage, for which share or dividend the said delivery and transfer of or a receipt upon the said bonds or coupons shall be deemed and taken to be a discharge and acquittance; and the balance of the said purchase money, if any, shall be paid by the said party so purchasing in cash, within twenty days after the date of sale, to the said Trustee. And if the said premises shall be purchased at the said sale by parties other than the holders or owners of the said bonds or coupons as before mentioned, then the balance of said purchase money that may remain after the said payment of $10 000 thereof, required to be paid at the time of said sale, shall be paid to the said trustee, in cash, within twenty days thereafter.

Upon the payment or adjustment of said purchase money as hereinbefore mentioned, the said trustee will execute and deliver to the purchaser or purchasers of the same a conveyance of the premises aforesaid, in pursuance of the power and authority conferred upon him.

Any further information in respect to said sale, or premises, may be had upon application to the undersigned Trustee at the Office of the Pennsylvania Railroad Company, No. 238 S. THIRD Street, Philadelphia.

JOHN EDGAR THOMSON, Trustee
No 238 S. THIRD Street.

M. THOMAS & SONS, Auctioneers.

10 2 mthim Nos 139 and 141 S. FOURTH Street.

WILLEY & BROTHER,

IMPORTERS AND DEALERS IN

HAVANA CIGARS AND MEERSCHAUM PIPES,

N. W. Cor. EIGHTH and WALNUT Streets.

We offer the finest Havana Cigars at prices from 20 to 30 per cent. below the regular rates.

Also, the celebrated

"LONE JACK" SMOKING TOBACCO,

which is far superior to any yet brought before the public.

Motto of Lone Jack:—

"SEEK NO FURTHER, FOR NO BETTER CAN BE FOUND." 1 15 3m

WE THIS DAY ESTABLISH A

BRANCH BANKING HOUSE

AT No. 3 NASSAU STREET

NEW YORK.

SMITH, RANDOLPH & CO.

PHILADELPHIA, January 1, 1866. 1 2rp

DRY GOODS---RETAIL.

LARGE LINEN SALE

AT MILLIKEN'S,

No. 828 ARCH STREET,

Just opened, direct from Europe, the following

BARGAINS IN TABLE LINENS.

Heavy Table Linen, unbleached, at 75c. per yard.

Extra heavy Power-loom do., yarn bleached, $1 per yard.

Extra qualities and widths do. do., $1 12½@1 25.

New styles bleached Damasks from $1 25 up to $3.

Extra qualities and widths, for large extension tables

Real Barnsley Double Damasks, very scarce.

Heavy Scotch Damasks, in great variety.

Fine Irish Damasks, in great variety.

TABLE CLOTHS AND NAPKINS.

Every size, from 1¾ yards up to 7 yards long.

Some beautiful Table Cloths, just opened.

Napkins and Doylies in great variety, from the lowest up to the finest productions of the Damask loom.

TOWELS, NEW STYLES.

Bath Towels, from 25c. up.

Red Bordered Chamber Towels, from 25c. up.

Heavy Huck Towels, wide red ends, at 37½c.

Bloom Damask Towels, handsome, 68c.

Fine Damask Towels, 87½c., $1, $1 25.

Turkish Towels, several sizes.

RED, WHITE, AND BLUE.

A very handsome Huck Towel, with the National colors introduced in stripes in the border, not to be found in any other store in the city. 87½c., $1, and $1 25.

LINEN SHIRT BOSOMS.

The best Linens only are used, and as no imperfect stitching is passed into our stock, our customers may rely on getting the best Shirt Bosoms possible for the prices. Also, Wristbands and Collars.

LINEN HANDKERCHIEFS.

Ladies', Gents', and Children's Linen Hdkfs., in every style, at Importer's prices.

NURSERY AND BIRD-EYE DIAPERS.

A full assortment of all the widths in Nursery Diapers. These Diapers will be found heavier and better than usual for the prices.

Bird-eyes, all qualities; Linen Cambrics and Lawns. A beautiful soft Linen Cambric for Infants' Underclothing, from 62½c. up.

MILLIKEN'S LINEN STORE,

1 18thstu2m No. 828 ARCH Street.

COAL.

COAL! COAL!!

BEST QUALITIES OF COAL

AT LOWEST MARKET RATES,

AT

ALTER'S

COAL YARD,

NINTH STREET,

BELOW GIRARD AVENUE.

BRANCH OFFICE CORNER OF SIXTH AND SPRING GARDEN STREETS. 1 11

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. 205 S. Fifth street, No. 32 S. Seventeenth street, or through Despatch or Post Office, promptly attended to

A SUPERIOR QUALITY OF BLACKSMITHS COAL. 7 81y

WALL PAPERS.

NEW FALL STYLES

PHILADELPHIA

WALL PAPERS.

HOWELL & BOURKE,

N. E. COR. FOURTH AND MARKET STS.,

MANUFACTURERS OF

PAPER HANGINGS

AND [11 14tuth

WINDOW SHADES

J. J. & E. H. WILLIAMS,

LUMBER,

Seventeenth and Spring Garden Streets.

1 23 6trp

FINE

OPERA GLASSES.

A VERY LARGE VARIETY.

JAMES W. QUEEN & CO.,

1 1 No. 924 CHESNUT STREET.

DRY GOODS---RETAIL.

113 PRICE & WOOD, 113

N. NINTH STREET, ABOVE ARCH.

Have just opened, from New York, 300 doz. Linen Napkins, from $2·50 up to $6 a doz. A cheap lot of Linen Doylies, $1 20, $1 60, $1 75, and $2 a doz.

200 doz. Linen Huckaback Towels, from 25 cts. up to $1

8-4 double Damask Table Linens.

Power-loom Table Linens.

Linen Table Cloths.

Scotch Diaper, by the piece or yard.

Bird-eye Linen.

Linen Huckaback by the yard.

Best makes Shirting Linens.

Russia Crash, by the yard.

Just opened, 1000 doz. Linen Hdkfs.

Ladies' Linen Hdkfs., 11, 12½, 15, 20, 25, 28, 31, 35, and 37½ cts.

Gents' Linen Hdkfs., 25 up to 75 cts.

One lot of Ladies' Tucked Hdkfs., all linen, 50 cts.

One lot of French worked Hdkfs., 25 cts.

Ladies' Linen Hemstitch Hdkts., 25 cts up to 80 cts.

Gents' Linen Hemstitch Hdkfs.

Gents' Hemmed Hdkfs.

Gents' colored-border Hdkfs.

Ladies' Linen Cuffs.

One lot of Black Lace Veils, new style, $2 25, very cheap.

A very cheap lot of machine-worked Bands, nearly good as needle-worked.

White Goods, White Goods.

A new lot of White Brilliants, very cheap, 28, 31, 37½, 44, 50, and 62½ cts. a yard.

Jaconet and Cambric Muslins.

Soft finish Cambric and Jaconet Muslins.

Nainsook Muslins, very cheap.

Victoria Lawns.

Nainsook Plaid and Striped Muslins.

Cambric Plaid Muslins.

White Tarlatans and Swiss Muslins, Etc. Etc.

PRICE & WOOD,

No. 113 N. NINTH Street, above Arch.

N. B.—Best makes Bleached and Unbleached Muslins Pillow case and Sheeting Muslins.

Canton Flannels 31¼, 35, 40, 45, and 50.

All-wool and Domet Flannels.

Heavy Shaker Flannels.

Red and Grey plain and twilled Flannels.

Best quality American Prints and Ginghams.

Black Alpacas, a very cheap lot, 37½, 5, 62½, 75, $1 and $1 25. 113

COTTON GOODS.

WIDE CHINTZES, 31 cents.

CALICOES, best makes, 25 cents.

10-4 UTICA SHEETINGS.

10-4 WALTHAM SHEETINGS.

9-4 PEPPERILL SHEETINGS.

NEW YORK MILLS.

WAMSUTTA.

WILLIAMSVILLE.

5-4 PILLOW MUSLINS.

FIVE BALES of 4-4 UNBLEACHED MUSLINS, at 31 cents.

J. C. STRAWBRIDGE & CO.,

1 2 3m N. W. corner EIGHTH and MARKET.

DREIFUSS & BELSINGER,

No. 49 N. EIGHTH STREET,

EAST SIDE.

Have just received a large lot of

HAND-MADE WOOLLEN GOODS,

LADIES' FANCY GOODS,

WHITE GOODS, LACES, EMBROIDERIES, VEIL HAIR NETS.

And a full line of

LADIES' AND CHILDREN'S KID, SILK, AND FANCY GLOVES.

Also, a large lot of

CROCHET LACES,

Which we are offering at reduced prices. 9 12 1y

LINEN GOODS.

LINEN GOODS.

BARNSLEY TABLE DAMASK, $1 12½ and $1 25.

FINE WIDE TABLE DAMASK, $1 50 and $2 00.

100 dozen NAPKINS, at $2 88.

RED-BORDERED TOWELS AND NAPKINS,

SHEETINGS AND PILLOW-CASE LINEN.

BIRD'S EYE LINEN, in fine qualities.

J. C. STRAWBRIDGE & CO.,

1 2 3m N. W. Corner of EIGHTH and MARKET Streets.

No. 1024 CHESNUT STREET.

E. M. NEEDLES,

Laces and Lace Goods,

EMBROIDERIES,

WHITE GOODS,

HANDKERCHIEFS,

NECK TIES, VEILS,

LINEN SLEEVES, COLLARS, ETC.,

In all their Varieties.

No. 1024 CHESNUT STREET.

BLACK SILKS.

BLACK GROS DE RHINES.

BLACK FIGURED SILKS.

BLACK CORDED SILKS.

BLACK TAFFETAS.

BLACK GROS GRAINES.

Bought low and will be sold at a small advance.

J. C. STRAWBRIDGE & Co.,

1 2 3m N. W. Corner EIGHTH and MARKET.

628 HOPKINS' 628

HOOP-SKIRT

Manufactory, No. 628 ARCH Street,

Above Sixth Street, Philadelphia.

Wholesale and Retail.

Our assortment embraces all the new and desirable styles and sizes, of every length and size waist for Ladies, Misses, and Children.

Those of "*OUR OWN MAKE*" are *superior* in *finish* and *durability* to any other Skirts made, and warranted to give satisfaction.

Skirts made to order, altered, and repaired. 2 4 1y

MILITARY AND NAVAL AGENCY OF

MATHEWS, POULSON & CO.,

ATTORNEYS.

No. 806 WALNUT Street, Philadelphia—Box 2831.

Claims for Bounty, Back Pay, Prize Money, and Pension Claims, promptly collected.

E. T. MATHEWS,
(Late of Treasury Department at Washington D. C.)

E. POULSON,
(Late U. S. Pension Agent).

A. TRUMP. 1 15 1m

TEAS REDUCED TO $1, AT INGRAM'S Tea Warehouse, No. 43 S. SECOND Street.

ROASTED COFFEE REDUCED TO 30 CTS., at INGRAM'S Tea Warehouse, No. 43 S. SECOND Street.

40C. BEST MILD COFFEE, AT INGRAM'S Tea Warehouse, No. 43 S. SECOND Street.

TEAS AND COFFEES AT WHOLESALE prices, at INGRAM'S Tea Warehouse, No. 43 S. SECOND Street. Try them.

GREEN COFFEES FROM 22 TO 28 CTS. A pound, at INGRAM'S Tea Warehouse, No. 43 S. SECOND Street. Try them. 1 7