#### DISASTERS TO AMERICAN SHIPPING.

Numerous Wrecks-Immense Losses. The following disasters to American shipping e reported :-

The steamer Worcester, from Baltimore, ached Liverpool in a very crippled state. She countered fearful weather in the channel; had er foremast carried away, and was otherwise maged.
The steamer Pale-tine, which returned to uccustown, would go to Liverpool for coal and

epairs. It was expected she would be able to esume her voyage in a few days. The chief ngineer of the Palestine was, it is reported, Owing to the storm telegraphing between

dverpool and London was entirely suspended, he commercial and financial news from London s only to Thursday night. The American ship Tigress, from New York,

The J. P. Wheeler, from New York for Glasgow, ch ran ashore at Oban, has become a total

The Brenda, from Boston, has put into Busta ol, Lerwick, with loss of sails, mainmast, etc. The Occrops, from New York or Belfast, put to Queenstown on the 8th; lost mizzenmast, bree topmasts, and all attached,

The Aba, Ardrossan, for New York, put into enstown 8th; lost foretopmast, and all at-

The Fortuna, London for New York, put into Falmouth 7th, through stress of weather. The British Queen, Liverpool for Philadelphia, towed into Stromness, Scotland, 4th; lost hearly all sails, several yards; rigging and bulwarks damaged, and steering with tackles.

The Live Oak, from Liverpool for New York,
was at Holyhead, towed in from New Harbor, to
stop a small leak in the sternpost at the six-

eenth-foot mark. The James Foster, Jr., for New York, dragged ar anchors at Liverpool on the 8th, and went ore in Bootle Bay, but got off again same day, and was placed in dock.

The captain of the Guy Mannering, lost at

Oban, was saved, along with seventeen of the crew. The remainder, eighteen in number, were The Resolute, from Mobile for Liverpool, put into Sound of Islay on the 4th, leaky. Lost

mizzenmast, etc. Sixteen barrels of flour, a small quantity of tobacco and cheese was all that was saved from the cargo of the ship Meridian, ashore near Va-The report of the ship George Chaplin putting

into Queenstown leaky is incorrect. The vessel's name was the General Shipley.

The E H. Taylor, from Liverpool for New York, put back on the 9th instant, making water and rudder damaged.

The ship Mountaineer sailed from Mobile for

iverpool on the 27th of August last, and has not since been heard of. The ship Dashing Wave, from Philadelphia, at

Antwerp, had been ashore in the Schelde.

The Triton, from New York, while docking at
Liverpool, took the ground, but was ultimately
towed off and placed in doch without damage. The Marianne Nottebohn, from New York for Liverpool, via Queenstown, put into Holyhead on the 9th instant. Very little cargo had washed ashore from the

wreck of the ship Albion, from Liverpool for New York, which went ashore near Stromness. Most of the cotton, if not all, will probably be saved from the wreck of the Guy Mannering, but the wheat is expected to be lost. The ship Harriet, for New York, and the Lord Dufferin, for Savannah, both put back to Liver-

pool on the 9th inst. The Maud, for New York, also put back to Liverpool on the 9th.

The ship Energy, which ran ashore near Sicily previous to the 20th December, has been

got off and towed into Malta, with only slight iamage. Twenty casks of tobacco have been saved from the wreck of the Norma, from Richmond, ashore

on Goodwin Sands.

The W. T. Storer, from New York for Liverpool, which put into Rothesay, left that port on the 5th inst. for Liverpool-Ship Deirress, Childs, for New York, put into Great Yarmouth on the 10th.
Ship Jane Ross, from London for New York,

sixty days out, put into Penarta Roads, foremast sprung and otherwise damaged; would go into dock at Cardiff. Ship Joseph Holmes, from Liverpool for New Orleans, was put into Holyhead.

Brig Neptune, ashore near Blyth, had been condemned, and will be sold; cargo landed. Ship Paramount, from Galveston, ashore off Islay, 18 sound. The Persia, for Wilmington, and Volant, for

New Orleans, put back to Liverpool the 11th.

The James Guthrie, from Calcutts for Boston, grounded off Magapore on the 15th of December, but got off, and proceeded. The Lone Star, from Natal for the Clyde, put

into Sundas Bay on the 14th of December; lost her foretopmast, Jibboom, etc. The Loss of the "Guy Mannering"—A Ter-rible Scene—Names of the Saved.

Iona Correspondence Glasgow Daily Mail. The splendid and well-known ship Guy Man-nering, of New York, owned by Mr. E. M. Tay-lor, which sailed from New York on the 2d of December, with a cargo of cotton and grain, for Liverpool, became a total wreck here about three o'clock P. M. on the 31st ultimo. She was commanded by Captain Charles Brown, and was 1611 tons register. There were thirty-six souls on board, nineteen of whom were sayed, and seventeen were lost. After leaving New York, they had a very favorable passage the first week, after which, and to this happening, they had fear-ful storms all the rest of the passage; their first set of sails were blown off to ribbons, and the remaining canvas in a like manner; the cargo twice shifted, and the crew got disabled by day and night's incessant labor. The passengers were then made to work the vessel, and during the last week, from having no sails, they were tossed to and fro, and gradually drifted to the lee shore. The night before the Guy Mannering ran ashore, she spoke the ship J. P. Wheeler, of New York, off Skerryvore Lighthouse, which came to, to give assistance and to take off the hands and pas sengers, but found it too late, as it came on dark. and by the morning the Guy Mannering had drifted out of sight, close to the shore, on the west-side of Iona. In halt an hour she parted amidships, within a quarter of a mile of the beach. A man then seen to throw himself into the sea, and to make for the shore. He afterwards proved to be the first mate, who swam ashore over the huge breakers. He was followed by seven or eight others, but being overpowered, except the car-penter, they made for the cotton bales which now drifted ashore, but none of these poor feilows managed it, and they gradually disappeared among the debris of cotton, timber, sails, etc. There was then observed a piece dritting in with three on it; the people collected on shore then went out, shoul der to shoulder, at great risk, and carried them ashore; and then another piece followed with seven on it, who were rescued. A few more came on bales. The captain struck shore, turned back when half way, and nobly held on to some piece till about 8 o'clock. He was given up tor being lost by all, but about 8 o'clock there was a faint cry heard from a piece drifting in, and every effort used to reach him, where he was found quite benumbed, and most tenaciously holding on. He must have been about five hours in the water, during which time the sea was regularly washing over him. The sailors, as picked up, were carried to the nearest houses and duly attended to, as also the

captain, who is, considering the circumstances, wonderfully well. List of Those Saved,—Captain and first mate, James Craig, Maine, America. Sailors: Thomas Dawson, Denmark; James Cook, Canada West; Joseph Perris, Chili; James Wallace, New York; John Austin, do.; Thomas Everard, do.; Pierre Hanson, carpent do.; Henry Pike, do.; Thomas Johnson, do. Passengers:—Hans C. Tolloford, Wisconsin; Joseph Jones, Birming-hem: Joseph Colling do.; Birming-Street ham; Joseph Collins, do.; Richard Steeple Leeds; Joseph Reid, Columbia; — Jones.

On the 1st instant three podies were washed ashore, and it was expected that the others would also be thrown up. The most, if not all, of the cargo will be saved, at least the cotton; but the grain is not expected to be found. The

greatest praise is due to the people of Iona for | their courage, in imminent danger, in rescuing the poor helplessmen, the most of whom could not move, and had to be carried to houses; and also for their prompt attention and kindness in supplying clothes, as the most of the wrecked seamen stripped themselves of their clothing for better enabling them to swim. It was a most heart-rending scape to hear the poor drowning men shrick for assistance when it could not be given, or to see them dropping off, and sinking to rise no more.

-One of the most elegant and interesting musical programmes of the concert season is that announced for Madame Raymond Ritter's entertamment on the 23d instant. Two celebrated old ariss, so little known here as to possess all the charm of novelty, will be sung. They are the "Lascia ch'io pianga" from Handel's opera Rinaldo, and "Dolce Ardor" from Gluck's Paris and Helen.

-A recent performance of Faust, in Boston, by the Marctzek company, has not given satisfaction to the critics. The Transcript complains that Irire and Antonucci, as "Faust" and "Mephistopheles," are wanting in character, and give but negative delineations of the parts. Mazzoleni and Hermanns are suggested as the proper singers for the occasion.

-Max Strakosch has met with such success in New Orleans, that he began on the 15th instant n new season there of tweive nights. He promises to produce Faust for the first time in New Orleans, and also Un Ballo, L'Elisir d'Amore, La Favorita, and Il Pointo. Ghioni, Errani, and Susini are his leading singers.

#### AUCTION SALES.

Under and by virtue of the power vested in me by an Indenture of Mortgage upon the property hereinaster described, executed by the Tyrone and Clearfield Hall-road Company to me as Trustee, dated the 13th day of May A. D. 1859, and recorded in the office for Recording Deeds, etc., in and for the county of Blair, on the 18th 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 12 h 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 under for more than ninety days after the same has been demanded, in the payment of the interest due on more than flity thousand dollars in amount of the bonds, secured by said mortgage, and lars 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 action, upon the notice and terms in the said mortgage mentioned, the premises therein referred to, and to falfil by such as e the duties imposed in accordance therewith and to discharge my duty as trustee in respect to the premises, 1, JOHN EDGAR THOMSON Trustee, as aforesaid and Mirigages in trust or the holders of the bonds secured by said mortgage, DOHr, REBY GIVE NOTICE, that in oursuance of the power aloresaid 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 the holders of the bonds to the amount storesaid, as all Mortgage provided, I will, upon Monday, the 12th day of February, A. D. 1896, at 12 o'clock M., at the Philadelphia Exchange, in the city of Philadelphia, by the hands of M. Thom as & Sons, auctioneers, and upon the terms and conditions hereinatter 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 Crearhighest and best bidder for the same, the property conveyed to me in mortgage as aloresaid and next mentioned. Viz:—

The whole of that section of said Tyrone and Clearfield Bailroad from the point ofintersection with
the Tyrone and Lock Haven Railroad, near Tyrone,
Blair county, Pennsylvania, to Phillipsburg, 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 'herefor.

thereon or procured 'herefor.

A more specific and detailed statement of the items of property, included and referred to in the foregoing description, may be given as follows: scription, 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 Baid Lagie Valiey Railroad, formerly the Tyrone
and Lock Haven Railroad, near 'yrone, Blair county,
thence extending northwardy to and through the
borough of Phillipaburg, 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 redditional widths as are required
by the slopes of excavations and embankments.

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,

At Mount Pleasant one siding about 200 feet long.
At 11% mile Post one quarry siding about 383 iees long
At 11% mile Post one quarry siding about 383 iees long
At Summit, 13th Mile Post a second track siding about
1830 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 Pilips a maling about 1800 feet.

At Sandy Ridge, a siding about 1258 feet long At Powelton, a Y about 1258 feet long, and two sidings about 2754 feet, total length, with the right of way for the same. At Osceola Station, a siding about 744 feet long, At Osceola Station, a siding about 744 feet long, together with two lines of track, one of which together with two lines of track, one of which and clearfield Railroad, to a warchouse lot owned by the said Tyrone and learfield Railroad Company, in said town of osceola. Decatur township, Clearheld 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 crock to Miler's Coal Mines, in said Decatur township, Clear field county, about 2554 feet long, and also 500 feet said lional Railroad track extending up Moshannan crock; togeth; r with the right of way therefor, and all embaukments, cuttings, bridges, and trestle-works necessary hereio?

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

At Philipsourg, three sights about 1999 feet total length.

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

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

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

One warehouse lot, containing 147 perches, situated in the town of Oscoola. Decatur 10wnship, Clearded county.

county.

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

At Philipsburg, one station lot, containing 48 perches with one trame nassenger station. So teet by 20 feet, and one temporary frame warehouse, 50 feet by 20 feet, built thereon.
At Phillipsburg, one lot or piece of ground, containing
485-100 acres with
One frame Warchouse, 90 feet by 30 feet.

One frame Engine Fouse, 31 feet by 57 feet.
One from 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.

One from Turn Table. 50 seet in disineter.

And one frame Water Station, is seet by 16 seet, built thereon, with all the water rights and fixtures, lands and appurtenances, needul thereor.

All the lands, rai-ways, ralls, bridges, culverts, trestleworks, tool-bouses, coal-houses, wharves, lences, rights of way, workshops, machinery, stations, depots, depot-grounds, works, masonry, and other superstructure, real estate buildings, and improvements of whatever, 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 Cleantied Rai-road, and owned by said Company in connection therewith.

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 iot and the following terms and conditions will be observed in the making of the said saie;—

The purchaser will be required to pay \$16,006 of the purchase money in cash at the time of the saie, and in case any of the holders of any of the bonds of the coupons due and payable upon the saie, and in case any of the holders of any of the bonds of the Coupons due and payable upon the saie bonds of the Tyrone and Clearfield Hairoad Company to the fald John Edger Thomson. Trustee as aioresaid, shall become purchasers by themselves or with others of the said premises at the said sale, that then the residue of the said purchase money make payment within twenty days after said saie, either in whole or in part of the said purchase money make payment within twenty days after said saie, either in whole or in part of the said bonds or coupons may for the said purchase money, to be estimated for the purpose of such payment at the rate or value of the dividend or share or the said purchase money, to be estimated for the purpose of such payment at the rate or value of the dividend or share or

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to the confidence of the public and afflicted. Mrs. C. H. BOLLES, the oldest and most successful temale Electrician in the country, has charge of the Female Department. Our treatment is eminently successful in all FEMALE

DISEASES. N. B .- Professor BOLLES, my tather-in law, has no successor in this city, although we find lengthy advertisements in the public press of this city during the past year from an individual who has had the audacity to style himself "successon to Propesson Bolles."

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or Piles, Bildus Pistulent, and Painter's Colic, and all affections of the Liver and Spleen.

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of the heart), Bronchitis, Pleurisy, Pieurodynia of Recumstism of the Chest, Consumption in the early starces.

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I. N. Sweeney, assessor, Second District of Phila-delphia, Walnut and Eighth streets; George O. Evans, No 418 Arch street, below Fifth; William Pelouse, type founder, Third and Chesnut streets; Ed. McLane, manufacturer of cotton goods, with Physicians or students desiring to have instruction in the correct application of Electricity for the cure of disease can apply at the Office.

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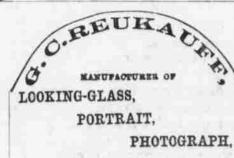
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RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALLING ORE HATLEDAD.

TIME TABLE—Commencing MONDAY, January 8, 1868—Irains will leave Depth, corner of BROAD street and WASHINGTON Avones, as follows:

Express Train at 405 A 21 (Mondays excepted), for Railimore and Washington stopping at Winnington, Perryude. Havre-de-Grace Aberdeen, Perryumu's, Marcolia and Stemmer's Eun.

De aware Rei road Train at 8-15 A. W. (Sunday excepted), for Salishury, Millord, and intermediate stations. De aware Belroad Train at 5:15 A. M. (Sunday excepted), for Salisbury, Millord, and intermediate stations.

Way Mail Train at 9:15 A. M. (Sundays excepted), for Baltimore Stoppins at Chester, Thurfow Linwood, Claymont, and all regular Stations between Wilmington and Baltimore.

Express Train at 1:45 P. M. (Sundays excepted), for Pattimore and Washington, stopping at Clester Claymont, Wilmington, Newark, Ekton North-east, Perryville, Havre on Grace, Aberdeen, Perry man's, Magholis and Stemmer's Hub.

Night Express at B'15 P. M. for Baltimore and Washington, stopping at Chester Iburiow, Linwood, Claymont, Wilmington, Newark, Elk.on, North East, Perryville and Havre de-Grace.

Persyville and Havre de-Grace.

Persyville and Havre de-Grace.

Persenvers by Boat from Baltimore for Portress Monroe, Norfolk, Lity Point and Richmond will take the 9:15 A. M. Train.

As an additional accommodation for those helding Through Tickets for Baltimore, Washinston, and Southern Doints, a Special Car will leave the Philadelphia Depot at 11:30 A. B., connecting at Gray's Ferry with the Morning Popress Train from New York.

WILMIS GTON ACCOM s'0 D'ATTON TRAINS Stopping at all Stations between Philadelphia and Wilmington.

Wilmington.
Leave Philadelphia at 8-15 and 11-15 A. M., and 3-30, 5-00, and 7-50 P. M. The 3-30 P. M. train connects with Delaware Railroad for Militord and intermediate stationa.
Leave Wilmington at 7-90, 8-15, and 9-30 A. M., and 3-00 and 5-90 P. M.

Leave Wimington at 7-99, 8-15, and 9-30 A. M., and 3-06
Trains for New Castle leave Philadelphia at 8-15 A. M.,
3-30 and 5-60 P. M.
THROUGH TRAINS FROM BALTIMORE
Leave Wimington at 12-90 M., and 4-30 and 9-35 P. M.
CHI-S : ER FOR PHILADELPHIA
Leave Chester at 8-01, 8-68, and 10-14 A. M., and 12-36,
3-42, 5-61, 3-44 and 10-20 P. M.
FROM BALTIMOR: TO PHILADELPHIA
Leave Baltimore 8-25 A. M., Way Mall; 1-10 P. M.,
Express; 9-35 P. M., Express 9-25 P. M. Express
An Accommodation Train for Hayre-de-Grace and intermediate stations will leave Baltimore at 410 P. M.
Leave Chester at 9-33 A. M., 3-23 and 11-39 P. M.
Leave Chester at 9-33 A. M., 3-23 and 10-33 A. M., and
4 P. M.
SUNDAY TRAINS

P. M. SUNDAY TRAINS.

Express Train at 495 A. M. for Baltimore and Washington, stopping at Wilmington, Perryv de, Havro-de-Grace, Aberdeen, Perryman's, Magno Ia, and Stemmer's Run.
Night Express 11:15 P. M., for Baltimore and Washington, stopping at Chester. Thur ow Liewood, Claymont, Wilmington Newark Elkien, Northeast, Perry-ville, and Havre-de-Grace.
A special train will leave Philadelphia for Wilmington to the remaining the contraction of the contraction.

A special train will leave Philadelphia for Wilmington for intermediate stations at 9 P. M.

BAL(IMORE, FOR PHILADELPHIA.

Leave Baltimore at 9:25 P. M., stopping at Havre-deGrace, Perryville, and Wilmingten. Also stops at Eikton and Newark (to take passencers for Philadelphia and 
leave passengers from Washington or Baltimore) and 
Chester to leave passengers from Baltimore or Washinsten. Ington.
A special train will leave WPmington for Philadelphia and intermediate stations at 6 30 P. M.
Freight train, with passenger car attached, will leave Wimington for Perryville and intermediate's atlons a 64 P. M.
H. F. KENNEY, Squeringsondent.

NORTH PENNSYLVANIA RAILROAD. Depot, THIRD Street above Thompson.

For BETHLEHEM, DOYLISTOWN, MAUCE CHUNK, EASTON, WILLIAMSPORT, and WILKES BARRE.

At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazleton, Williamsport, and Wilkes Mauch Chunk, Hazleton, Williamsport, and Wilkow barre.

At 3:30 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 6:45 P. M.

At 3:15 P. M., for Bethlehem, Allentown, Manel Chunk, Danville and Williamsport.

For Doviestown at 8:25 A. M., 2:30 and 4:15 P. M.

For For Vashington at 10 A. M., and 11 P. M.

For Lansdale at 6:15 P. M.

White cars of the Second and Third Streets Line City

Passenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA,

Leave Bethlehem at 6:25 A. M. and 10:02 A. M., and

6:15 P. M.

6 15 P. M.
Leave Doy estown at 6 39 A. M., 3-15 and 5-39 P. M.
Leave Landale at 6-10 A. M.
Leave Fort Washington at 16-50 A. M., and 2-15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 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.

ELLIS CLARK, Agent

FREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads Increased despatch.

THE CAMIEN AND AMBOY RAHLROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Birest Wharf at 5 o'clock P. M., daily (Sundays excepted).

Freight must be delivered before 4% P. M., to be forwarded the same day. Returning, the above lines will leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton, Princeton, Riugston, New Brans wick, and all points on the Camden and Amboy Bailroad; also, on the Belvidere, Delaware, and Flemington; the New Jersey, the Freshold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad, and at Manunkachunk with all points on the Polaware, Lackawanna, and Western Railroad, forwarding to Syracuse, Buffsio, and o'ther points in Vestern New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and at Newark with the Movris and Essex Railroad.

the New Jersey Central Railroad and at Newark with
the Morris and Essex Railroad.

A slip memorandum, specifying the marks and numbers, shippers and consiguees, must, in every instance,
be sent with each lead of goods or no receipt will be
given. Increased facilities have been made for the
transportation of Live Stock. Drovers are invited to
try the route When stock is furnished in quantities of
two car-loads or more, it will be delivered at the foot
of Forrieth street, near the Drove Yard, or at Pier No.
I North river, as the shippers may designate at the time
of shipment. Eor terms, or other information, apply to
WALT; E FREEMAN, Freight Agent.

11 No. 226 S. DELAWARE Avenue Philadelphia.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and alter WEDNESDAY, November 1st, 1865, units

8 P. M.
The 5½ P. M. train will stop at School Lane Wissahickon, Manayunk, Spring Mill, and Conshohocken only.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, and 7 P. M.
Leave Norristown 7 A. M., and 5 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 8°25 minutes, 11°05 A. M., 1%, 3,
4%, 5%, 6%, 8°05, and 11% P. M.
Leave Manayunk 6%, 7%, 820, 9%, 11%, A. M., 2, 5, 6%,
8% P. M.
ON SUNDAYS. ON SUNDAYS.

Leave Philadelphia 9 A. M., 2% and 7 P. M.

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

W. S. WILSON, General Superintendent.

Depot NINTH and GREEN Streets

WEST JERSEY RAILROAD LINES. From foot of MARKET Street (Upper Ferry). Daily, except Sundays

Fall, AND WINTER ARRANGEMENT,
Commencing WEDNESDA1, November 15, 1865.
For Bridgeton, Salem, and all Stations on West Jersey
and Salem Bailroads, at 9 A. M. and 3:30 P. M.
Fo. Millville and all intermediate Stations, at 9 A. M. and
31. M.
For Cape May and intermediate Stations at 9 A. M., to
Millville, connecting with Freight Train Passenger Car
attached for Cape May, due 3:45 P. M., and 3 P. M.,
through Passenger due 8 P. M.
For Gisssboro and intermediate Stations, at 9 A. M.,
43nd 3:30 P. M.
For Woodbury, Gloucester, etc., at 9 A. M., 3, 3:30
and 5:30 P. M.
Freight train will leave Philadelphia, from Sandford's and 5:30 P. M.

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

Wharf, at 10 A. M., and Camden at 12 M.

THE WEST JERSEY EXPRISES 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 intrusted to them.

A Special Messenger accompanies each through train, Office, No. 5 Wainut street.

A Special Messenger accompanies each through train.
Office. No. 6 Wainut street

1865

—PHILADELPHIA AND ERIE

BAILROAD.

This great line traverses the Northern and Morthwest
counties of Pennsylvania to the city of Erie. on Lake
Elie. It has been leased and it is operated by the Pennsylvania Railroad Company.

Time Of Passenger ERIE AINS AT PHILADELPHIA.

Arrive Eastward—wrie Mail Train 1:00 P. M.

Erie Express Train, 1:20 P. M.

Erie Express Train, 1:20 A. M.

Leave Westward—Erie Mail Train, 7:20 P. M.

Erie Express Train, 1:20 A. M.

Passenger cars run through on the Erie Mail and
Express Trains without change, both ways, between
Philadelphia and Erie.

Leave New York at 6:00 P. M., arrive at Erie at 3:37 A. M.
Leave Erie at 1:25 P. M., arrive at New York. 1:25 P. M.

No change of cars between Erie and New York.
Flegant Sleeping Cars on all Night Trains.

For information respecting passenger business, apply
at THIRTIETH and Maik ET Streets, Philadelphia.

And for freight business of the Company's Lagents—

8. B. Kingston, Jr., corner THIETEEN'STH and Maik.

KET Streets, Philadelphia; J. W. Esynoids, Erie; William Brown, Agent, N. G. M. a. Balumere.

R. H. HOUN'ON, General Freight Agent, Philadelphia.

H. W. GWINNER, General Ticket Arent, Philadelphia.

H. W. GWINNER, General Ticket Arent, Philadelphia.

Alfred L. Tyler, General Superintendent:

Alfred L. Tyler, General Superintendent:

RAILROAD LINES,

PEADING RAIL ROA

GREAT TRUNK LINE
FEON FRILADELPHIA TO THE INTERIOR OF
FELASYLV NIS. THE REBUYLKILL.

BUSQUIPAS NA (UMBERLAND.

AND WYOM NG VALLEYS.

AND NORTH, NORTH WEST, ASD THY CANADAR.
WINTIR A RA GEMELS TO FRASENGER TRAINS.
Leaving the Company's Depot, at Thirt E. 18

End ALLOWHILL streets Philadelphia at the of oring hours.

ALLOW MILL Streets Philadelphia at the ollowing bounds.

At 8-96 A. M. or Reading Lebanon Harisbarg, Portaville, Pinegrove, Tamaqua Sunbulv, Williamsport, Elmina hockeyter Siagara Falls Bulvio Allentows, Wilkeabarre, Pittsten, York, (arliefe Dambertwarg, Baperstown etc. etc.

his rain connects at READING with the East Peacytvania Bairose trains for Allentown, e.c.; and wat the Lebanon Valley train for Harrisburg etc.; PORI CLINTON with Catawissa Railros trains Williamsport, Lock Bayes, Elmin, etc.; at HAR Risbit RG with Northern Centra, unaberiand Valley and Schujikil and Susquehama trains for North-unbesland Williamsport, York, Chambersburg, Pinegrove, etc.

umbeiland Williamsport, York Chambersburg, Pise-grove, etc.

AFTERNOON EXPRESS

Leaves Philacolphia at 3 30 P. M., for Reading, Potes-ville, H-rusburs, etc., connecting with Reading and Columbia Ralirond train for Columbia etc. and with Casawissa Rai-road train for Milton. Williamsport, Eimira, Rufialo, etc.

READING ACCOMMODATION,
Leaves Reading at 8-30 A. M. stopping at all way stations, arrives in Philace phia at 9-35 A. M. Returning, leaves Phi adelphia at 4-30 P. M. arrives in Leading at 7-30 P. M. arrives in Leading at 7-30 P. M. and Fotisville at 8-30 A. M. arriving in Philacelphia at 1-45 P. M., and Fotisville at 2-5 P. M., arriving at Philacelphis at 7-6 P. M.

Barlaburg Accommonation leaves Reading at 7-35 A. B., Barlaburg Accommonation leaves Reading at 7-35 A.

P. M., and Foltsville at 2.5 P. M.; arriving at Philadelphie at 7 to P. M.

Barisburg Accommodation leaves Heading at 7 to A.

M. and Harrisburg at 2 to P. M.

Market tran with a Passe; ger car attacked leaves Phi acelphia at 2 to moon for Reading and all way stations: leaves Heading at 1 2 to A. M., and Downington at 1 2 to P. R. Phi acelphia and all way stations: leaves Heading at 1 2 to A. M., and Downington at 1 2 to P. R. Phi acelphia and all way stations.

All the sheve trains rim daily sundays excepted.

Sunday trains leave Pottaville at 8 to A. M., and Philadelphia at 3 to P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and invermediate poin take the 5 to A. M. and 4 20 P. M. trains from Philadelphia, returning from Downingtom at 7 to A. M. and 2 to P. M. trains from Philadelphia, returning from Downington at 7 to A. M. and 2 to P. M. trains from Philadelphia, returning from Downington at 7 to A. M. and 2 to P. M. trains from Philadelphia, and 1 to A. M. and 2 to P. M. trains from Philadelphia, returning from Downington at 7 to A. M. and 2 to P. M. passing Reading at 1 A. M. and 2 to P. M. counseting at Harriaburg with Pennsylvania and Northern Central Relificac France From Pittsburg, Chicago, Whitmsport Elmira, Baltimore, etc.

Re urning, Express Trains leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, a 3 and 9 to A. M., passing Reading at 4 to and 2 to M. Sleeping Car accompany my these trains thoug to tween Jersey City and Pittsburg, without charge

Mall Train for New York leaves Harrisburg at 1 to P. M. Mail Train for New York leaves Harrisburg at 1 to P. M. Mail Train for New York leaves Harrisburg at 1 to P. M. Mail Train for New York leaves Harrisburg hards for New York at 17 Noon.

P. M. Mail Train for Harrisburg leaves New York at 17 Roon.

SPHUYLKILL VALLEY RAILROAD.

Trains leave Pottsvi is at 6-45 and 11-00 A. M., and 7-1 P. M., is turning from Tamaqua at 7-35 A. M. and 1-40 and 1-15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAHLROAD.

Trains leave Auburn at 7-35 A. M. for Pinegrove and Harrisburg, and at 1-50 P. M. for Pinegrove and Tremont; returning from Harrisburg a 4-40 P. M., and from Tremont at 7-60 A. M. and 6-10 P. M. and 6-10 P. M. and from Tremont at 7-60 A. M. and 6-10 P. M. and from Tremont at 7-60 A. M. and 6-10 P. M. and 6-10

COMMUTATION TICKETS. COMMUTATION TICKETS

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

MILEAGE TICKETS

Good for 2000 miles, between all points, at \$57:50 each, for families and firms

SEASON TICKETS,

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

CLI-RGYMEN

Residing on the line of the road will be furnished with sards, entitling themselves and wives to tickets at haif-tare.

From Phi'adelphia to principal stations, good for Saturday Sauday and Monday at reduced fare, to be had only se the Ticket Office at Thirteenth and Callow-hill streets.

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

FREIGHT TRAINS,
Leave Philadelphia daily at 5.26 A. M., 12 45 noon, and \$5.60 L M. for Reading Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

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 F. M. POR NEW YORK,—THE CAMDEN AND
Amboy and Philadelphia and Trenton Baliroad

Company's lines FROM PHILADELPHIA TO NEW YORK and way places, from Walnut street whan, will leave as follows viz. :- At 6 A. M., via Camden and Amboy Accommods-

Express. 2.25 7 he 645 P. M. Line will run daliy. All others Sundays Express.

The 645 P. M. Lime will run daily. All others Sundays excepted at 750 and 1115 A. M., 3, 3-30, 4-30, 5 and 645 P. M., and 12 Midnight, for Bristel Trepton, etc.

At 7 A. M., 1950, 3, 5 and 6 P. M. for Cornwells, Torrisdale, Ho mesburg, Tsorony Wisstnomins. Bridesburg and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations

Lellyliders Drlaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through trains daily (Sundays excepted) from Kensington Depot as follows:—

At 730 A. M. and 3-30 P. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owege, Rechester, Binghanton, eswego, Syracuse, Great Bend, Montrose Wilkesbarre, Scranton, stroudsburg, Water Gap, Ee videre, Laston Lambertville Flemington, etc. The 3-30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Beiblehem, etc.

At 5 P. M. for Lambertville and intermediate Stations. For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The cars run into the Depot, and on arrival of each Train, run from the Depot. On Sundays omnibuses will leave Walnut street wharf at 6 P. M. to connect with 645 P. M. line.

Fifty Founds of Bagsage only allowed each Passenger. Passen, ers are prohibited from taking anything as 0-3-2-20 ge but their wearing appared. All bagsage over fifty pounds to be paid for extra. The Company limit, their resionsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond slow, except by special control.

Special control Tickets solo and baggage checked direct through to Tickets solo and baggage checked direct through to Poston.

Graham's Engage Express will call for and deliver baggage at the Depois. Orders to be left at 3 Wainut at Links FROM NEW YORK FOR PHILADELPHIA.

Will leave from foot of Cordand street.

At 12 M and 4 P. M., via Jersey City and Camden.

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

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

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

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

PENNSYLVANIA CENTRAL RAILROAD

WINTER ARRANGEMENT.

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

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

On Sundays—Cars leave Eleventh and Market streets
at 6-45 P. M. to connect with Fittaburg and Eric Mail,
and at 10-25 P. M. with Philadelphia Express.

Mann's Baggage Express is located at No.31 S. Eleventh
street, Parties desiring Baggage taken to the trains can
bave it done at reasonable rate upon application to him.
TRAINS LEAVE AND AKRIVE AT DEPOT. THUD:

Eric Express.

at 730 A. M.
Mail Train.

8-800

Fast Line.

12-00 M.
Parkesburg.

1-00 P.
Parkesburg.

1-00 P.
Parkesburg Accommodation.

1-00 P.
Parkesburg Accommodation.

2-30
Phitsburg and Eric Mail.

2-30
Philadelphia Express.

3-410 M.
Philadelphia Express.

4-10 M.
Philadelphia Express.

1-10 M.
Pill M.
Philadelphia Express.

1-10 M.
Philadelphia Express.

1-10 M.
Pill M.
Philadelphia Express.

1-10 M.
Philadelphia Express.

1-10 M.
Pill M.
Philadelphia Express.

1-10 M.
Philadelp DENNSYLVANIA CENTRAL RAILROAD

Cincinnati Express at 1:30 A M. Philadelphia Express 7:10 Parkesburg Train 9:30 P. M. Parkesburg Train 9:30 P. M. Eric Express 1128 P. M. Past Line 11:10 P. M. Past Line 11:10

contract the risk of the CWR.

THOMAS H. PARKE, Ticket Agent at the Denot.

Ah Emigrant Train runs daily (except Sunday). For fall information as to lare and accommodation, apply to FRANCIS FUNK No. 137 Dock Street