The Departure of the Pilgrims for Mecca.

Translated from the French of Leon Cahun.

I had just crossed the Isthmus with M. de Lesseps, and arrived at Suez at the moment when the pilgrims were pouring in from all directions. There they take the steamers of the Egyptian Company Aziric, which bring them to Djeddah. I was enabled to observe them closely, to penetrate into their camp, to partake of their manner of living, and allowed myself to be carried along for an instant by that movement which once every year sets in motion and intermingles all the Moslem populations. It is a striking spectacle. Before you, alongside the Red Sea, is set out a city of stones and brick, half Arabian, half Anglo-Hindoo; behind, towards the desert, the population of the Hadjis swarms under the open sky, and are exposed to the glaring sun around their tents, which form a city of canvas; on the right and on the left, the desert presses upon this narrow slip of shore, which exhibits the Orient in all its savage reality. Thus is Suez at the moment of the pilgrimage.

Within the space of half a square league ten different races are seen—a Babel of nomadic tribes. Alongside of an English hotel, the Asiatic tribes wrap themselves up in their rags; in front of Egyptian barracks the negroes of Soudan stretch out their large bodies on the heated sand; Algerians gravely smoke their cigarettes, squatting around their tents; Turks from Anatolia construct their provisional coffee houses of planks, stones, and switches of the palm tree; Persi[illegible]ears sell parasols to hairy Albanese; Syrians are unloading their camels. All these swarm around, talk, sing, scream, prepare their cooking, mend their rags, smoke, and look about, everybody being at the same time observer and observed. It is a festival in a camp, a rendezvous, a confusion of which nothing can give an idea. To us it was highly instructive, for it is here that the Orient frankly exhibits its independence and its slavery, its grandeur and its misery.

There are three distinct and opposing worlds—the one which allowed itself to be subjected by Europe; the other, which accepted and gravitates around it; a third one which repels it, and retired, and in the desert asserts its independence and originality. Let us, therefore, pass by the Hindoos, sailors, and servants, with bent necks, timid faces, and servile gestures—a herd of slaves which we conquered, and rendered abject; let us pass by the Egyptians, the soldiers of the Viceroy—agile and coquettish in their grey tunics with red facings, their caps boldly pitched on one ear, gay and laughing fellows, accommodating and good-natured, intelligent and tractable, real French conscripts, not yet polished; they constitute the intermediate Orient that has entered upon our ways of living, that accommodates itself to our genius, yields to our character, and walks to-day behind and to-morrow, perhaps, alongside of us. Let us pass by the Persians, who are too polite, and the Turks, who are too well known. Let us pass by the Algerians, who, despite of all, are Frenchified, and go to Mecca with the medal of the Italian war upon their breast. A hundred paces from these, in the midst of dust and nondescript offals, wrapt up in shapeless rags, without tents, without baggage, there they are, with their head high, the Tartars and Afghans, the hordes of Central Asia, savage and untamed. You must leave behind you an Anglo Hindoo hotel, traverse an Arabian city, a Turkish and Mogurebin camp, and fall in with these formidable hordes, in order to understand how far Europe has advanced, and before what peoples she has to stop her onward march.

There are frightful rags and figures among them; the beggars of Callot are satraps compared with these people. Salvator Rosa never placed on his canvas such flaming eyes, such rugged hair, such wild beards; the Arabian, the Hindoo, and the Turk have faces like lambs compared with those of these tigers and the most robust Albanese appears feeble before these dirty athletes. The men come from the centre of Asia, from the steppes which lie between Russia and Persia, from the frontier of China, the Hindoo Kosh and the Himalaya; they come on foot and by sea, packed up in ships where they could scarcely move; they are half-naked, suffering from hunger, without shelter; yet not one of them complains. Of three hundred Asiatics, I did not see a single sick one; on the bronze faces of these three hundred men I could not perceive a trace of fatigue. They had just arrived and installed themselves in Suez as in a conquered city, obstructing the crooked streets with their broad shoulders, looking awry at the weekly men of the South, walking heavily, with haughty and sombre mien, through that city, seemingly too narrow for them. They are said to be fanatics; this they must be to undertake such a voyage, but I think there is in their fanaticism as much of defiance as of faith. They are men accustomed to lie in ambush; they suspect snares everywhere, although in the midst of followers of the same religion, who do not understand their language. Their looks are disquiet and wild. When I came among them, and put to them the national question:—"Where are the seven ancestors?" they stretched out their large hands, and said to me:—"Sit down with us, thou art our brother."

I took my seat in a corner with people of Bokhara, nomads; their chief (*bir*) was a Turcoman Tekke, a professional bandit; he was a man of tall stature and well built; his face lively and intelligent. Two fat Kirgheses who were seated near me had preserved almost intact their pointed high caps of Russian leather; never before had I seen the Kalmouk type so strikingly expressed as in these two ragged Hercules. Three Afghans who had fled to Bokhara on account of the crime of political conspiracy, as they said (in Afghanistan they conspire on the main roads), completed our circle. These Afghans were the handsomest men one can possibly imagine; their large and well cut-eyes, their Grecian profile, their silken beards, and their long curled hair appeared the more advantageously through the contrast with the rude faces of the Tartars. Tall, slender, almost elegant in spite of their rags, they appeared to be Homeric heroes disguised as beggars.

The Bokharians talked politics, the Turcoman, Bahamadz, spoke, and the Kirgheses listened. Bahamadz cursed the Arabs and the Turks, spoke ill of the Persians, and clenched his fist at the mere mention of the name of *Moscof* (Russian), or an *Inghiley* (an Englishman). One of the Afghans praised the Circassians, and particularly the tribe of the Adeches. Another spoke in favor of the brave Algerians, who, without allowing themselves to be stopped by miserable considerations, had just given two piastres for a basket of oranges for which they had been asked ten, and had carried it away in triumph, after having gratified with numberless abusive epithets the Egyptian female sellers. The Laboulian only regretted not having been able to understand them. As I had been present at the dispute, I made them all happy by translating, as well as I could, what I still remembered of these pleasant epithets. I perceived that they began to feel more confident with regard to me.

The third Afghan related in a low voice that he had been in Peshawar to the English, and that he had seen there in a house a man open an iron box filled with more gold than there was in the treasure of any king; never had he seen such riches, except in the possession of infidels. His eyes looked bright while he spoke; his hands trembled for lust; Bahamadz turned his knife up and down in his girdle; one of the Kirgheses opened his mouth to tell us that the infidels were the most miserable horsemen in the world; and that if God pardoned their sins, He would never pardon their manner of mounting a horse. Whereupon everybody cried out: *Inshallah!* (God grant it!) and *Amen!* Then I well understood why, in the mountain passes of Afghanistan, an army had been buried; why the powerful English had retreated before a handful of robbers; why the Northern Mountain had remained intact, an impassable bulwark, a cruel humiliation, an eternal menace; why the Anglo-Indian power was broken on the Himalaya. Only go and see a Hindoo alongside of an Afghan; or a Turcoman alongside of a Chinese! Those people will never be conquered; they will remain in their deserts, unconquered, lying in ambush for the eternal object of their rapacity, India, Persia, or China, up to the day when they find a chief like Timour or Tchinghis-Khan; and on that day, when once they will have tasted blood, they will rush on conquering like their forefathers,

Night had come while these conversations were going on. Eight or ten Uzbachis had joined us at the hour of rest, after the evening prayer; we started for the city in order to get provisions, and appointed the railroad depot as our rendezvous. When I arrived there I found that my Tartars had quite ingeniously broken in a plank fence, and entered a coal depot, where they were busily engaged in making their fire. I did not attempt to preach to them the theory of the rights of property, which would certainly there have been very much out of place.

We formed an isolated, intimate circle on the brink of the desert. My face was the only white one in the midst of sixteen bronzed faces; my clothes were clean, and my boots entire; the people with whom I was were banditti, the least strong of whom would have easily knocked me down with a single blow of his fist; and these pretended fanatics had on the morning seen me coming out of the English hotel, the residence of unclean infidels. None of them uttered a hostile word against me. I said to them:—"Hadjim (my pilgrim friends), I am going to Djeddah and to Mecca; tell me your names, so that I may find you again." Bahamadz looked at me attentively, but without astonishment; then he replied:—"Thou art here our brother: thou wilt be so there. We are like the fingers; we separate ourselves, but we still cling to the hand." Thus speaking, he repeated *Kardosky* (brother), and stretched out his two hands towards me, after the fashion of the Turcomans. After having saluted the whole circle, I threw away my cigarette like the rest, and, kneeling down with them around a coal fire, which illumined our faces with a reddish glare, we sang hoarse Tartaric songs.

Soon there arose a wild and strange concert; I saw at a distance thousands of pilgrims in groups around their fire, raising their arms to heaven at the end of each *Hishin* (the couplet of the hymn). At the distance of half a league, I saw also light through the windows of the English hotel.

The next morning the ragged Bahamadz, to whom I showed my fire-arms, greatly astonished me. When I showed him my breech-loading pistol, charged by the breech, he admired it like a man who understands the matter. Then he proposed to buy it from me, and I was at loss to discover whence this ragged fellow, without a shirt, could bring forth money, when he drew from under his rags a smeary purse filled with Russian gold pieces. Seeing my astonishment, he laughingly reminded me that the tribe of the Tekkes was the neighbor of that of the Yamandan, and the Yamandan were wandering about on the borders of the Caspian Sea, quite near the infidel Moscofs (Russians).

When I left the pilgrims, after having treated forty of them with meat and coffee, one of their greybeards gave me his benediction in the name of all of them; then, after reciting a short prayer and saying Amen, while caressing our beards, we went away—I towards the Egyptians and the Turks, they towards the sea and the felucca, which was carry them on board the steamer. I promised to Bahamadz to give him a pistol like mine, when I should see him again in the Hedjaz.

I began at the end, in speaking first of Suez before describing the Isthmus; but the pilgrimage is the question of the moment, and Europeans rarely ever see it. It is not given to everybody to sit down around a Turcoman fire, or to err between nomad camps. I, who did it, found no kind of cholera there. The Sanitary Commission will be very clever if they discover it more than I did. From Paris, the Hadjis are not easily perceived.

CITY ORDINANCES.

AN ORDINANCE To Make an Appropriation to the Department for Supplying the City with Water, for Carrying on the Germantown Water Works for the year 1866.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of eight thousand four hundred and forty-nine dollars and ninety-eight cents be and the same is hereby appropriated to defray the expenses of the Department for supplying the City with Water, for carrying on the Germantown Water Works for the balance of the year eighteen hundred and sixty-six.

Item 1. For salary of two engineers, eleven hundred and thirty-three dollars and thirty-two cents.

Item 2. For salary of one watchman, four hundred dollars.

Item 3 For salary of one inspector, five hundred and sixty-six dollars and sixty-six cents.

Item 4 For coal, five thousand dollars.

Item 5 For repairs to engine and dam, one thousand dollars

Item 6. For tallow, oil, and packing, three hundred and fifty dollars.

Section 2 Warrants shall be drawn by the Chief Engineer in conformity with existing ordinances.

WILLIAM S STOKLEY, President of Common Council.

Attest— BENJAMIN H. HAINES, Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

RESOLUTION Approving the Sureties of Enoch Foster, Supervisor of part of the Twenty-third Ward, and restricting the lien of the judgment entered upon the official bond of said Enoch Foster.

Resolved, By the Select and Common Councils of the City of Philadelphia, That Edward Hayes and William Chapman are hereby approved as sureties upon the official bond of Enoch Foster, Supervisor of a part of the Twenty-third Ward, and the City Solicitor is directed to prepare the proper bond and warrant of Attorney for the parties to execute, and to have the usual judgment entered thereupon, and to file a certificate of record restricting the lien of said judgment, so far as respects the property of said Edward Hayes, to the following described property, that is to say: All that certain lot or piece of ground, with the buildings thereon erected, situate on the northwesterly corner of Main and Dyer streets, in the Twenty-third Ward, containing in front on said Main street thirty-seven feet six inches, and extending of that width westerly, between parallel lines along said Dyer street, two hundred and thirty-nine feet and one inch more or less, with a two-and-a half story stone dwelling house thereon erected.

WILLIAM S. STOKLEY, President of Common Council.

Attest— ABRAHAM STEWART, Assistant Clerk of Common Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

RESOLUTION On the Death of Brevet Lieutenant-General Winfield Scott.

Resolved, By the Select and Common Councils of the City of Philadelphia, That we have heard with profound sorrow and regret of the death of Brevet Lieutenant-General Winfield Scott, the late illustrious Commander of the Army of the United States, whose name is indissolubly connected with the honor and glory of his country, and whose fame has proclaimed him the greatest Captain of the age in which his services were rendered.

Resolved, That we deeply sympathize with the relations and friends of the deceased, as well as with our fellow-citizens generally, in their great loss; that we revere his many virtues and console ourselves in the belief that his departed spirit is enjoying a blessed immortality.

Resolved, That the citizens of Philadelphia are hereby invited to testify their respect for the memory of the late Lieutenant-General by closing their windows and places of business upon the day appointed for the public obsequies; and further, that the Commissioner of City Property be directed to have the bell at the State House tolled between the hours of 12 and 2 o'clock upon the same day.

Resolved, That a copy of the above Resolutions be forwarded to the surviving members of the family of the lamented dead, and that the members of Councils wear the usual badge of mourning for thirty days.

WILLIAM S. STOKLEY, President of Common Council.

Attest— JOHN ECKSTEIN, Clerk of Common Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

CITY ORDINANCES.

AN ORDINANCE To Authorize the Purchase of a Lot of Ground in the Twenty-fourth Ward, for a Reservoir.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the City Solicitor be and he is hereby authorized and empowered to examine the title to a certain lot of ground, situate in the Twenty-fourth Ward of the city of Philadelphia, described as follows, to wit:—

All that certain tract of land situate on the west side of Belmont avenue, in the Twenty-fourth ward of the city of Philadelphia, described according to a recent survey thereof, made by Samuel L. Smedley, Surveyor and Regulator of the Eleventh District, as follows:—

Commencing at a point on the west side of said Belmont avenue, in the middle of Montgomery avenue, thence extending north 10 degrees 6 minutes west, along the west side of said Belmont avenue 186 feet 7¼ inches to the south line of Belmont estate, thence north 72 degrees 24 minutes west by said Belmont estate 1961 feet 1¾ inch to a corner of land belonging to the estate of Edward George, deceased, thence by said George's land the three following courses and distances, to wit: south 17 degrees 11 minutes, west 490 feet 1½ inches, south 71 degrees 31 minutes, east 434 feet 2½ inches, and south 17 degrees 40 minutes, west 65 feet 2½ inches to a corner of ground belonging to Joseph S. Lovering, trustee, a part of a lot known as Belmont No. 2, thence by said land north 83 degrees 41 minutes, east 526 feet 9½ inches to the middle of said Forty-eighth street, thence south 6 degrees 19 minutes east along the middle of said Forty-eighth street 290 feet to the middle of Montgomery avenue aforesaid, thence north 83 degrees 41 minutes east along the middle of said Montgomery avenue 1106 feet 2½ inches to the place of beginning, containing 20 acres and 598 thousandth parts of an acre (20 598 acres).

And if he approves of the same, to have a conveyance prepared therefor to the city in fee for the purpose of a Reservoir, the consideration to be payable in city loan at the par value thereof and at the price of six hundred and sixty dollars per acre.

Section 2. That the sum of thirteen thousand five hundred and ninety-four dollars and sixty-eight cents, to be taken from a loan authorized by an ordinance creating a loan for the further extension of the Water Works, approved May 5, 1865, be and the same is hereby appropriated to execute this ordinance.

Section 3. The warrants for the above shall be drawn by the Chief Engineer of the Water Department, in conformity with existing ordinances.

WILLIAM S. STOKLEY, President of Common Council.

Attest— ROBERT BETHELL, Assistant Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty six (A. D. 1866.)

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

AN ORDINANCE To Provide for Expenses incurred in the Laying of Pipes for the Conveyance of Water in and Through the Streets of the City of Philadelphia.

Whereas, The General Assembly of the Commonwealth of Pennsylvania did, by Act approved March 30, 1866, direct that all charges and rates to be made by the city of Philadelphia for the laying of pipes for the conveyance of water shall be fixed from time to time by ordinance of Councils. Therefore,

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That whenever any pipes for the conveyance of water shall be laid in any of the streets or highways within the city of Philadelphia, the owners of the ground in front whereof the same shall be laid shall pay for the expense thereof the sum of one dollar for each foot of their ground upon such street: Provided, That on all corner lots an allowance shall be made on one-third the length of one of their fronts, but such allowance shall be always and only on the street or highway running at an angle to the street or highway in which pipe shall have been previously laid and paid for; but in no case shall the allowance exceed fifty feet on any corner lot. If allowances have been made on corner lots previous to the adoption of this ordinance, and not in accordance with its provisions, the same shall not be entitled to additional allowances.

Section 2. That the supplement (approved May tenth, eighteen hundred and fifty five), to an ordinance approved January twenty-ninth, eighteen hundred and fifty-five, entitled an ordinance to provide for the payment of expenses incurred in laying of the pipes for the conveyance of water in and through the streets of the city, and any other ordinance or parts of ordinances conflicting with the provisions of this ordinance, be and are hereby repealed.

Section 3. That it shall be obligatory on the Chief Engineer of the Survey Department to furnish the City Controller with a statement of all bills for the laying of water-pipes in any street or streets of the city of Philadelphia, at the same time that they are sent to the Register of the Water Department. That at the expiration of four months from the time the Register of the Water Department receives the bill for water-pipe, he shall then furnish the City Controller with a statement of all unsettled bills sent to the City Solicitor for collection.

WILLIAM S. STOKLEY, President of Common Council.

Attest— BENJAMIN H. HAINES, Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

AN ORDINANCE Accepting the Continental Coal Company as Tenants of certain Coal Lands in Columbia and Schuylkill Counties.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the City of Philadelphia, Trustee under the will of Stephen Girard, deceased, hereby approves and accepts the Continental Coal Company, a corporation under the law of the State of Pennsylvania, as and for the tenant and lessee of the said city of Philadelphia, Trustee as aforesaid, in, to and of certain tracts of land, known as the warrantee names of Robert Hentzeimer, William Shannon, and George Beckman, situate in Columbia and Schuylkill counties, in the State of Pennsylvania. Being the same tracts of land which, by virtue of a certain lease dated the first day of December, 186[illegible], were demised to Robert R Carter and Robert Carter, and which said lease, by virtue of conveyances heretofore duly authorized by the city of Philadelphia, Trustee as aforesaid has been assigned to the Continental Coal Company, whose right, title, and interest therein the city of Philadelphia, trustee as aforesaid, hereby ratifies, confirms, and approves.

WILLIAM S. STOKLEY, President of Common Council.

Attest— BENJAMIN H. HAINES, Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

RESOLUTION To Change the Place of Voting in the Third Division of the Thirteenth Ward.

Resolved, By the Select and Common Councils of the City of Philadelphia, That hereafter the elections in the Third Division of the Thirteenth Ward shall be held at the house of Alfred Ruhl number seven hundred and forty-one (No 741) Spring Garden street, and corner of Lorraine street, the place of holding elections heretofore used being no longer available for that purpose.

WILLIAM S. STOKLEY, President of Common Council.

Attest— BENJAMIN H. HAINES, Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

RESOLUTION To Authorize the Sale of a Certificate of Loan.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Superintendent of the Girard Estate is hereby authorized to sell a Certificate of the Schuylkill Navigation Company Boat Loan, 1864 received for dividend on Schuylkill Navigation Company stock, and deposit the proceeds in the City Treasury, for the use of the Estate under appropriations already made.

WILLIAM S. STOKLEY, President of Common Council.

Attest— BENJAMIN H. HAINES, Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

CITY ORDINANCES.

AN ORDINANCE To Authorize the Purchase of Certain Lots of Ground in the Twelfth Ward.

Section 1 The Select and Common Councils of the City of Philadelphia do ordain, That the City Solicitor be and he is hereby authorized and empowered to examine the title to all those lots of ground described together as one lot, as follows:—

Beginning at the northwest corner of Callowhill and Dillwyn streets, in the Twelfth Ward of the city of Philadelphia, thence extending along the west side of Dillwyn street seventy-six feet six inches, thence westward sixty-five feet more or less, thence northward two feet six inches thence westward six feet seven inches, thence southward seven feet, thence eastward thirty-five feet seven inches, thence southward, parallel with Dillwyn street, seventy-two feet to Callowhill street, thence eastward along the same thirty-six feet to the place of beginning; and if he approve the same, to have a conveyance prepared of said lot of ground, with the messuages thereon erected, to the city of Philadelphia in fee, the consideration therefor to be the payment of the sum of three thousand dollars at the time of the execution of the deed, and also an annual ground rent or sum of three hundred dollars to be charged on said lot of ground: Provided, That the said sum of three thousand dollars to be paid at the time of the execution of the deed, shall be paid in certificates of loan issued under the ordinance entitled "An ordinance to authorize a loan for school purposes," approved December 1, 1864, and the said sum shall be taken from the amount thereby apportioned to and for the twelfth school section.

Section 2 That the City Solicitor be and he is hereby authorized to examine the title to all that lot of ground situate on the north side of Callowhill street, at the distance of thirty-six feet westward from the west side of Dillwyn street, containing in front or breadth on Callowhill street eighteen feet, and extending northward of that width seventy-two feet, and if he approve the same, to have a conveyance prepared of the said lot of ground, with the messuage thereon erected, to the city of Philadelphia in fee, the consideration therefor to be the payment of an annual ground rent or sum of three hundred dollars to be charged thereon.

Section 3. That the sum of three thousand dollars be and the same is hereby appropriated to the Controllers of Public Schools to carry out the provisions of the first section of this ordinance, payable in certificates of loan at not less than par, out of the loan authorized by ordinance, approved December 1, 1864, entitled "An Ordinance to Authorize a Loan for School Purposes;" and a warrant therefor shall be drawn by the Controllers of Public Schools, in accordance with existing ordinances.

Section 4 That the Mayor be and he is hereby authorized to affix the corporate seal of the city of Philadelphia to such deeds as may be necessary to reserve the ground rent to the grantors respectively of said lots of ground.

WILLIAM S. STOKLEY, President of Common Council.

Attest— BENJAMIN H. HAINES, Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

AN ORDINANCE To Authorize the Controllers of Public Schools to contract for the Erection of School Buildings.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Controllers of Public Schools be and are hereby authorized to enter into contracts with competent persons for the erection of suitable buildings for school purposes in the several school sections of the city of Philadelphia (excepting the first school section, for which provision has been made) on the lots of ground owned by the city, purchased or hereafter to be purchased for or appropriated to school purposes: Provided, That each contract shall contain a stipulation that the contract price therefor shall, at the option of the city of Philadelphia, be payable in certificates of loan issued under the ordinance approved December 1, 1864, entitled "An ordinance to authorize a loan for school purposes;" and provided that the said Controllers shall advertise twice a week for two weeks for proposals for the erection of said buildings under this ordinance; and said proposals when received shall be opened on a day and hour to be agreed upon by the Committee on Schools of Councils and the Controllers, and named in said advertisement, in the presence of such committee of the Controllers as they shall designate, and of the Committee on Schools of Councils, and such of the bidders as may choose to be present; and the contracts shall be awarded to the lowest bidder for the contracts respectively, from whom security shall be required in such sum as the Controllers of Public Schools and the Committee on Schools of Councils shall determine, and the contract for the purchase of lots and for the erection of school buildings, and the sureties of the contractor for the erection of school buildings, shall be approved by the City Solicitor and by Councils; and provided further, that the cost of the building or buildings erected, or to be erected under the provisions hereof, in any one section, shall not amount in the aggregate to more than the sum appropriated to such section by the said ordinance to authorize a loan for school purposes.

Section 2 That the Controllers of Public Schools be and are hereby authorized to procure plans and specifications for the buildings to be erected by authority of this ordinance; and said plans and specifications for each building shall be submitted to these Councils, and by them approved, before the said Controllers shall advertise for proposals or enter into contract, or contracts, for any such building.

WILLIAM S. STOKLEY, President of Common Council.

Attest— BENJAMIN H. HAINES, Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

RESOLUTION To Authorize Contracts to be Made for Furnishing the Department for Supplying the City with Water, with Iron Pipes, Castings, etc., for the Year 1866

Resolved By the Select and Common Councils of the City of Philadelphia That the Mayor be and he is hereby authorized and directed to enter into contracts with the following persons, viz:—

With J. W. Middleton for cast iron pipes, branches, bends, etc.

Six thousand feet four inch iron pipe at three and seven hundredths of a cent per pound.

Thirty-six hundred feet eight inch iron pipe.

Four thousand feet twelve inch iron pipe.

Thirty-six hundred feet ten inch iron pipe.

Thirty thousand feet six inch iron pipe at two and ninety seven hundredths of a cent per pound, and branches bends, etc., at three and twenty-four hundredths of a cent per pound.

With A J Fredericks & Co., for seventy thousand pounds of iron castings for stops, plugs, etc., at three cents per pound.

With Joseph Hindemeyer for thirty-five hundred pounds of brass castings at thirty-three cents per pound.

With Wood & Garret for twenty-five thousand pounds of lead at nine cents per pound.

Provided the said contracts shall be first approved by the Chief Engineer of the Water Department.

WILLIAM S. STOKLEY, President of Common Council.

Attest— BENJAMIN H. HAINES, Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

RESOLUTION To Lay Water Pipe in Torr Street and other Streets.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Engineer of the Water Department be and he is hereby directed to have water pipe laid in the following streets:—

Torr street, from Ninth street to Ridge avenue, in the Thirteenth Ward.

Tulip street, from Dauphin street to Huntingdon street, in the Nineteenth Ward.

Mifflin street, from Ninth street to Twelfth street, in the First Ward.

Twenty-second street, from Washington street to Montrose street, in the Twenty-sixth Ward.

Bolton street, from Ridge avenue to Twenty-fourth street, in the Twentieth Ward.

Hewson street, from Sepviva street to Memphis street, in the Eighteenth Ward.

Pine street, from Twenty-first street to Twenty-second street, in the Seventh Ward.

WILLIAM S. STOKLEY, President of Common Council.

Attest— BENJAMIN H. HAINES, Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

CITY ORDINANCES.

RESOLUTION To Lay Water-pipe in Bringhurst Street and Twenty-second street

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Engineer of the Water Department be and is hereby directed to have a water-pipe laid in the following streets:—

Bringhurst street, from Germantown avenue to the Philadelphia and Germantown Railroad, in the Twenty-second Ward.

Twenty-second street, from Arch street to Market street; from Chesnut street to Locust street; from Pine street to South street, in the Seventh, Eighth, and Ninth Wards.

WILLIAM S. STOKLEY, President of Common Council.

Attest— BENJAMIN H. HAINES, Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

RESOLUTION To Change the Place of Voting in the Fourth Division of the Fifth Ward.

Resolved, By the Select and Common Councils of the City of Philadelphia, That hereafter the elections in the Fourth Division of the Fifth Ward shall be held at the house occupied by James O'Brien, at the northwest corner of Front and Pine streets, the house heretofore used being no longer available for that purpose.

WILLIAM S. STOKLEY, President of Common Council.

Attest— BENJAMIN H. HAINES, Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

RESOLUTION To Change the Place of Voting in the Second Division of the Eleventh Ward.

Resolved, By the Select and Common Councils of the City of Philadelphia, That hereafter the elections in the Second Division of the Eleventh Ward shall be held at the house occupied by C. J. Vallett, northwest corner of New Market and Callowhill streets, the place heretofore used being no longer available for that purpose.

WILLIAM S. STOKLEY, President of Common Council.

Attest— BENJAMIN H. HAINES, Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHEL, Mayor of Philadelphia.

6 5 1t

RESOLUTION To Fix Rates of Charges for Water Rents, and Penalties on Bills for Water Rents in the Twenty-second Ward.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the rates charged for water rents in the Twenty-second Ward shall be the same as those in operation in the rest of the city of Philadelphia. That for the year eighteen hundred and sixty-six no penalties shall be added to the bills for water rents till on and after September first, eighteen hundred and sixty six.

WILLIAM S. STOKLEY, President of Common Council.

Attest— BENJAMIN H. HAINES, Clerk of Select Council.

JAMES LYND, President of Select Council.

Approved this second day of June, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866).

MORTON McMICHAEL, Mayor of Philadelphia.

6 5 1t

RAILROAD LINES.

READING RAILROAD.

GREAT TRUNK LINE, FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, June 4, 1866.

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and intermediate Stations.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

READING ACCOMMODATION.

Leaves Reading at 6·00 A. M., stopping at all way stations, arriving at Philadelphia at 8·55 A. M.

Returning, leaves Philadelphia at 5·00 P. M.; arrives in Reading at 7·55 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M. and Pottsville at 8·45 A. M. arriving in Philadelphia at 1·10 P. M. Afternoon trains leave Harrisburg at 2·10 P. M., Pottsville at 2·45 P. M., arriving in Philadelphia at 6·45 P. M.

HARRISBURG ACCOMMODATION.

Leaves Reading at 7·30 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south, at 6·30 P. M., arriving in Philadelphia 9·20 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12·45 noon for Reading and all way stations. Leaves Reading at 11·30 A. M. and Downingtown at 12·30 P. M., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8·00 A. M.; returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 and 8·10 A. M. and 5·00 P. M. trains from Philadelphia, returning from Downingtown at 6·35 A. M. and 12·30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8·00 P. M., passing Reading at 1·05 and 11·53 A. M. and 1·48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9·05 A. M., and 9·15 P. M., passing Reading at 4·49 and 10·52 A. M., and 11·30 P. M., and arriving in New York at 10 A. M. and 2·45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2·10 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7 and 11·30 A. M., and 7·15 P. M., returning from Tamaqua at 7·35 A. M. and 1·40 and 4·15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7·50 A. M. for Pinegrove and Harrisburg, and 1·50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3·20 P. M., and from Tremont at 7·35 A. M. and 5·25 P. M.

TICKETS.

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

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

Good for 2000 miles, between all points, $52·50 each, for families and firms.

SEASON TICKETS.

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

CLERGYMEN

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations good for Saturday, Sunday, and Monday at reduced fare to be had only at the Ticket Office at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new Freight Depot, BROAD and WILLOW streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5·30 A. M., 12·45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 3·15 P. M. 8 15

OUR NEXT GOVERNOR—CLYMER OR GEARY, as may be chosen—together with the EVENING TELEGRAPH, NEW YORK CLIPPER, Etc., may be obtained as usual at QUEEN'S NEWS-STAND,

12 Corner of SEVENTH and CHESNUT Streets

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, April 16, 1866. Trains will leave Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:—

Express Train at 4·15 A. M. (Mondays excepted), for Baltimore and Washington stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre de Grace, Aberdeen, Perryman's, Magnolia, Chase's Stemmer's Run.

Way Mail Train at 8·15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations between Philadelphia and Baltimore.

Delaware Railroad Train at 9 A. M. (Sundays excepted), for Princess Anne, Milford, and intermediate stations.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington stopping at Chester, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11 P. M., for Baltimore and Washington.

Passengers by Boat from Baltimore for Fortress Monroe, Norfolk, City Point, and Richmond, will take the 11·45 A. M. train.

WILMINGTON ACCOMMODATION TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9, 11·15 A. M., 4·30, 6, and 11·30 P. M. The 4·30 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington at 6·45, 8 and 9·30 A. M., 4 and 6·30 P. M.

Trains for New Castle leave Philadelphia at 9 A. M., 4·30 and 6 P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11 A. M., 4·36 and 10 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7·46, 8·46, 10·14 and 11·40 A. M., 4·43, 5·10, 7·26 and 10·36 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7·25 A. M., Way mail, 9·20 A. M., Express, 1·10 P. M., Express, 6·35 P. M., Express, 8·25 P. M., Express.

TRAINS FOR BALTIMORE.

Leave Chester at 4·49 and 8·52 A. M., and 3·38 P. M.

Leave Wilmington at 5·23 and 9·33 A. M. and 4·15 P. M.

Freight Trains with Passenger Cars attached will leave as follows:—Wilmington for Perryville and intermediate stations at 6·45 P. M. Baltimore for Havre-de-Grace and intermediate stations at 4·45 P. M. Perryville for Wilmington and intermediate stations at 5·00 A. M., connecting at Wilmington with 8 A. M. train for Philadelphia.

SUNDAY TRAINS.

Express Train at 4·15 A. M. for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Night Express, 11 P. M. for Baltimore and Washington.

Accommodation Train at 11·30 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8·25 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

Accommodation Train from Wilmington for Philadelphia and intermediate stations at 6·00 P. M.

4 16 H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.—SUMMER ARRANGEMENT.

The Trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of the Evening Trains.

Mann's Baggage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	at 8·00 A. M.
Daily Express	at 10·00 "
Paoli Accommodation, No. 1	at 10·00 "
Fast Line and Erie Express¶	at 12·00 M.
Harrisburg Accommodation	at 2·30 P. M.
Lancaster Accommodation	at 4·00 "
Paoli Accommodation No. 2	at 5·00 "
Pittsburgh and Erie Mail*¶	at 9·00 "
Paoli Accommodation, No. 3	at 10·00 "
Philadelphia Express†	at 11·10 "

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express‡	at 12·40 A. M.
Philadelphia Express†	at 7·10 "
Paoli Accommodation, No. 1	at 8·20 "
Columbia Train	at 9·40 "
Lancaster Train	at 12·40 P. M.
Fast Line	at 1·10
Paoli Accommodation, No. 2	at 4·10 "
Day Express	at 5·50 "
Paoli Accommodation	at 7·30 "
Harrisburg Accommodation	at 9·10 "

* Daily, except Saturday. † Daily. ‡ Daily, except Monday.

¶Running through from Philadelphia to Pittsburgh and Erie without change of cars. All other Trains daily, except Sunday.

The Pennsylvania Railroad Company will not assume any risk for Baggage except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owners unless taken by special contract.

TICKET OFFICES

Are located at No. 631 Chesnut street, Continental Hotel, and Girard House, where Tickets may be procured to all important points in Pennsylvania, as well as the West, Northwest and Southwest; and all particulars given as to time and connections by JOHN C. ALLEN, Ticket Agent.

Also at Thirty-first and Market streets on application to THOMAS H PARKE, Ticket Agent at the Depot.

An Emigrant Train runs daily (except Sunday). For full particulars as to fare and accommodations apply to FRANCIS FUNK, No. 137 DOCK Street.

5 12

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

On and after WEDNESDAY, May 16, 1866.

FOR GERMANTOWN

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3·10, 3¾, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M. 1, 2, 3, 4, 4¾, 6, 6¾, 7, 8, 9, 10, 11 P. M.

The 8·20 down train, and 3¾ and 5¾ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9·10 A. M., 2, 3, 5, 8, 10¾ P. M.

Leave Germantown 8 A. M., 1, 4, 6¾, 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, and 11 P. M.

Leave Chesnut Hill 7·10 minutes, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9·10 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnut Hill 7·40 minutes A. M., 12·40, 6·40, and 9·25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8·35 minutes, 11·05 A. M., 1½, 3, 4½, 5½, 6½, 8·05 minutes, and 11½ P. M.

Leave Norristown 5½, 7, 7·50, 9, 11 A. M., 1½, 4½, 6¾, and 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., 2½, 4 and 7¼ P. M.

Leave Norristown 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 8·35 minutes, 11·05 A. M., 1½, 3, 4½, 5½, 6½, 8·05, and 11½ P. M.

Leave Manayunk 6½, 7½, 8·20, 9½, 11½ A. M., 2, 5, 6½, 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Manayunk 7½ A. M., 1½, 6 and 9¼ P. M.

W. S. WILSON, General Superintendent, Depot NINTH and GREEN Street

ORANGE AND ALEXANDRIA RAILROAD.

On and after MONDAY, February 12 two daily trains will run between Washington and Lynchburg, connecting at Gordonsville with Virginia Central railroad trains to and from Richmond as follows:—

MAIL TRAIN.

Leave Washington daily (Sunday excepted), at 6·45 A. M., and arrive at Lynchburg at 5·45 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5·26 P. M.

EXPRESS TRAIN.

Leave Washington daily (including Sunday) at 6·5 P. M. and arrive at Lynchburg at 6·00 A. M.

Leave Lynchburg at 6·30 P. M. and arrive at Washington at 6·10 A. M.

Both trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars attached to the night trains.

The road is attractive, not only for its comfortable accommodations, but for the fact that it passes through historic localities of Fairfax, Bull Run, Manassas, Bristoe, Catlett's, Rappahannock, Culpeper, Orange and Gordonsville, places of imperishable interest in the popular mind.

Through tickets to all points South and Southwest may be had in Boston, New York, Philadelphia, and Baltimore, and at the offices of the road in Washington and Alexandria.

W. H. McCAFFERY, General Superintendent.

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

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 4½ o'clock, 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, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere Delaware and Flemington, the New Jersey, the Freehold and Jamesburg and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

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

A slip memorandum, specifying the marks and numbers, shippers, and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—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 carloads or more it will be delivered at the foot of Fortieth street near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment.

For terms, or other information, apply to WALTER FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia.