LYNCH LAW IN NEBRASKA.

A Man Arrested for Murdering an Employe-He is Tried and Executed on the Same Day. CHICAGO, August 24 .- On the 17th inst., Caspe

Dircks, a German cattle thief, was hanged at Nebraska City for murdering a boy named Henry Ramilton, who was driving home some cattle which Direks had stolen. The trial and execution of Direks took place on the same day, and was according to the code of Judge Lynch. The murderer was arrested on the 15th at Plumb Hollow, Iowa, taken to Nebraska City, and placed in jail the following day. In less to an an hour after, the news of his arrest had reached the remotest parts of the city. Crowds immediately congregated at various points, and finally concentrated at the Court House, where the

prisoner was confined.

At this moment the Deputy Sheriff stated to the crowd that the father of the murdered boy had offered a reward of \$200 for the arrest of Direks, and that he was a poor man, and was not able to pay the reward. The amount was raised among the excited crowd, and nanded over to the constable who had captured the prisoner. In half an hour the crowd, which had gathered in front of the Court House, elected D. J. McCann and J. Laner, Secretaries, A jury of 12, composed of old and prominent citizens, was then appointed to try the prisoner. The crowd then adjourned to the City Park, for trial. A space was cleared in the Park, and a rope stretched around the space to prevent persons coming within the circle. The prisoner was then brought in with two

accomplices. The trial was conducted after the usual forms of law, or as nearly so as circum stances would permit, regular lawyers conducting the prosecution and defense. At the close of the argument by counsel the jury retired and soon brought in a verdict, that Casper Direks was guilty of murder. A scaffold was immediately erected in front of the Court House, and at 6 o'clock P. M. the prisoner was brought upon the scaffold. Taking hold of the rope, he said:—"Holding as I do this rope, which is to send me into eternity, I declare I am guilty of larceny, but of murder I am not." Almost immediately after he was launched into eternity The prisoner, in conversation, said he was born in Germany, was 27 years of age, and had run away from home and came to this country, where he served in the regular army, under Colonel Robert E. Lee. At the outbreak of Rebellion he raised a company in the 65th Illi-nois regiment, and was made First Lieutenant, and was a Lieutenant-Colonel when he was mustered out. He was a member of Audrew Johnson's body-guard in Tennessee, and accompanied him from that State to Washington Just before his death he wrote a letter to a lady to whom he was betrethed, and made a will. He gives Miss Ellen Henderson all property belonging to him in Holstein, Germany, and \$8000 in money. To his brother he gives \$2400, and \$1000 to the Trustees of the First M. E. Church, Nebraska City.

THE EUROPEAN WAR AND THE PETTY SOVEREIGNS.

The London Owl says:-"Recent events in Germany may be productive of some problems in our social system. The King of Hanover may, under certain contingencies, lose his throne. He may therefore return to this country, resume his rank as Duke of Cumberland, and descend from the heights of sovereign ruler to become a junior member of our royal family. The circumstance of the succession to the throne of Hanover by the late Duke of Cumberland has left open a question of precedence and dignity amongst those descending from a royal stock. The children of the King of Hanover are the only members of our royal family in the fourth generation from the sovereign. It is a matter of doubt what would be their title and prece-dence. The act of Heary VIII regulating precedence gives rank only to such of the family as are sons, brothers, uncles, grandsons, or nephews of the sovereign. The eldest son of a duke of the blood royal taxes rank after dukes, and the younger sons after earls, by tables of precedence dating respectively 1399 and 1485. They certainly are not entitled to the qualification of Royal Highness. In fact, that appellation was never even given to the grandson of a sovereign until the marriage of the late Duke of Gloucester to the daughter of George III. Previously his qualification had been simply 'his

"Perhaps the eldest son of the present Duke of Cumberland would be entitled to the preux, together with the title of 'Prince;' but the title of the younger sons would be that only of 'Lord George, or 'Lord Henry,' like the sons of any other Duke. On the death of the present Duke of Cumberland his eldest son would succeed to his dukedom, taking rank amongst Dukes only according to the date of his patent. The younger sons would remain as they were, and their children would degenerate into plain I squires, presenting the anomaly of untitled writing who are nevertheless in the succession

he virone. The late Duke of Cobarg, father house Consort, never, till the marriage ; son with the Queen, assumed any style that of 'Serene Highness.' Since then the oyal Highness' has been twice conferred by her Majesty-once on Prince Louis of Hesse and more recently on Prince Christian.

While the right of her Majesty to confer such title is unquestioned, it is clear that the title confers no rank. In fact, Prince Christian, except by courtesy, will enjoy no precedence whatever in England; nor will his children have any legal status in this country except as The same may be said of the Prince of Teck and his children, whose precedence in this country will rest solely on the ground of courtesy and hospitality. A princess of England, though she transmits a right of succession, can confer no interim advantage of pre cedence or degree. Amongst many conventional errors none is so great as that of styling the Princess Mary Princess Mary of Cambridge Had her father never been created Duke o Cambridge, her Royal Highness would still have been Princess Mary of Great Britain-her real

—A fellow who had been jilted by a young woman at La Crosse, Wis., was foolish enough to bring a suit against her for the following presents: One gold ring......\$5 00
 One fancy fan.
 3 00

 One pair white kids.
 3 00

 One box confectionery.
 2 50
 the affair into ridicule by making up the follow-

called by the defense to testify as to the cost of kerosene and the worth of a room for courting purposes, and the plaintiff was made to admit that he himself had caten some of the candy included in his account. He lost his case, and was well laughed at.

-Mrs. Charles Matthews, better known here as Lizzie Weston Davenport, it is said, has become a member of the Church, and religious in the truest and best sense of the word. Her father, the late Mr. A. W. Jackson, recently left her in his will a bequest of four thousand

-Two young women in New York knocked an impudent fellow over on his door-step, and thrashed him soundly, recently. -A young girl in Manchester, N. H., caught her foot in her hoop-skirt, fell down stairs, and

was killed. -A carrier-dove recently flew from Lewiston to Sabattus, Me., a distance of six miles, in six minutes. -Seven thousand negroes convened in Choc-

taw. Alabama, to discuss the subject of emigration. -Madame English has opened a theatre in

Buffalo. -Military men do not make very civil autho-

-Pacini has just finished his one hundredth opera. -Tennessee is developing sliver mines.

AUCTION SALES.

Loss of the Ship "Libella."—Intelligence has been received from Hong Koug of the total loss

atter encountering great dangers and enduring horrible sufferings for thirteen days and nights,

he boat arrived oil the town of Guam. An error

in six degrees longitude had brought them off that place. The lady passengers, and, in fact, every one in the boat, were in a pitiable and forlorn condition. His Excellency Francisco M.

Lara, Governor of the Mariana Islands, on being apprised of their landing, directed every help and succour to be afforded them. The poor

creatures were loud in their expression of thanks for his hospitable conduct. Nothing had been

hears of the other boat, containing the master

and the rest of the crew, up to the departure of

the last mail. They parted company on the first might after their departure from the island.

Unless the boat was picked up by some chance

vessel, it was apprehended it must have been

swamped, as heavy cross seas were met with that night. His Excellency has sent a schooner

in search of the missing boat among the islands to the northward, with orders to proceed to the

scene of the wreck, and recover the £75,000 specie. It had been saved from the wreck, and

beach. - London Times.

after examination:-

ad for security been buried in the island on the

A Literary Lawsuit in Prospect.—Mr. Bead Laurence, author of "Laurence's Wheaton,"

meets the statement of Mr. R. H. Dans, who

has affixed his name to a work with the same title with a sharp rebuil. Mr. Dana says in his

preface that he had entirely ignored Mr. Laurence's labors of fifteen years, and that nothing

that had been contributed by Mr. Laurence to the science of international laws was to be

found in his volume. Mr. Lawrence replies,

that Mr. Dana, unatded by my previous labors, as he asserts, should not only have been led,

from his investigations, to the same authors, that his translations should have been made in

the same precise words, and that in the several thousand references to be found to works in English, French. Spanish, Italian, and German,

there should have been no difference between

us. This is still the more extraordinary from the fact that the typographical errors in such

cases in the two editions are the same. The truth is, any intelligent person will, by comparing a copy of each edition, find, with the ex-

ception of such matters which have arisen since the publication, in 1863, of the last edition of 'Lawrence's Wheaton,' there is not a

note in this spurious edition which has not

been copied from me, or suggested by my anno-

tations. It may, indeed, be confidently affirmed

that, without a free use of my book, Mr. Dana's could never have been produced, and

that in its preparation he has resorted to no other, except President Woolsey's work for

that no second copy exists in America, facts derived from my correspondence with the puo-

licists of Europe, are employed by Mr. Dana without scruple. Even accounts of events oc-

curring during my own brief diplomatic career.

and which have never been printed except in

my edition of Wheaton, are referred to for familiar illustrations. The whole plot to divest

me of my hard-earned reputation in connection

with the Commentaries of International Law

will soon be fully exposed. I am quite aware

of the weighty character of the charge which

may be implied in my statement, but, as I before remarked, it does not rest on my asser-

tion, but on the internal evidence afforded by

An Operatic Lawsuit in Paris. - An action brought by M. Littolff, a musical composer, against M. Carvalho, director of the Theatre Lyrique, has just been heard before the Civil

Court of Paris. In November, 1864, M. Carvalho received from M. Littolif the score of an opera

entitled Nahel, which had been brought out at

Baden during the previous season, and at the same time engaged, under a forfeit of 6000 francs, to produce it at his theatre by the 1st

of September, 1865. The piece, however, not baving been up ty the present time performed,

M. Littoll' claims the payment of the 6000 francs as damages, and at the same time asks

for the return of his work. The composer and

the impressario had, however, agreed that certain scenic modifications in the libretty, which

was by MM. Favre and Plouvier, should be

made to adapt the piece to the theatre in Paris, which is of much larger dimensions and import-

ance than that of Baden, and M. Carvalho, in his defence, declared that if the opera had

not yet been performed the fault lay with M.

Littolff, who had not yet caused those changes

added that he was quite ready to perform the opera as soon as the alterations were effected.

The Court consequently gave a verdict for the defendant, and condemned M. Littolif to the

The Results of Rabellion.-The Richmond (Va.

Whig, speaking of the destruction of the tobacco

manufactories in that city-many of which were fired by order of the Rebel authorities before

leaving the city-proceeds to say:- "Those of our manufacturers that were not totally ruined

by the war, with a spirit of enterprise which

cannot be too highly commended, immediately

set to work, rebuilt their factories, and, with

the means at hand, recommenced the manufac-

ture of tobacco. The lifty-six firms before the war yearly manufactured one hundred and

thirty-five thousand boxes of tobacco, and employed about three thousand negroes,

wenty-six now at work yearly manufacture

about thirty-three thousand seven hundred and

fitty boxes, and employ about fifteen hundred

Death of an Ex-Congressman.—The Cleveland (Ohio) Herald announces the death of Edward

Wade, brother of Senator Wade, which took

Mr. Wade was a successful lawyer, and for eight years was a member of Congress from Ohio. He

The Archeological Congress.-The meeting of

the International Archæological Congress, which

was to have been held at Antwerp from the 12th to the 21st of July, has been deterred until next

year on account of the state of political affairs

and the prevalence of the cholera in Belgium

New Cotton Factory in Georgia.-The La Grange

(Ga.) Kepublican announces the completion of

the Rock Mills cotton factory, constructed by a joint-stock company. The machinery, pur-chased in New York, is on the way to Georgia,

and the factory will soon be in full operation.

Home for Soldiers' and Sailors' Orphans .- The proceeds of the Fair recently held in Washing-ton, D. C., for the advancement of the project

to establish a Home for the orphans of soldiers and sallors in that city, amounted to \$26,833'84.

and Illinois are dying by thousands.

-The fish in the streams and ponds of Indiana

-A borse with five feet is mentioned in Texas.

had been long in delicate health.

and other countries.

The director

made by the authors.

payment of costs.

the works themselves."

chools and colleges. Books of which I know

'It is certainly a most miraculous coincidence

1. E. FBANKLIN PALEY, Trustee in a certain Indentive of Mortrage, of the preparty hereinater described, executed by the Tyrone and Clearfield Estiroad Company to me as mortgage in trust, to secure the par men of the principal and interest of somes of said Company to the mount of \$50,60, which mortgage is dated the last day of February, A. D. 1861 in mortgage for recording deeds, etc. in and for the county of Blair, on the 4th day of February, A. D. 1861 in mortgage book E. pape 18 etc. and in the office for recording deeds, etc. in and for the county of Centre on the 200, day of February, A. D., 1861 in mortgage book E. pape 18 etc. and in the office for recording deeds, etc. in and for the county of Centre on the 200, day of February, A. D., 1861 in mortgage book E. pape 460, etc. do hereby sive notice that detault having been made for more than ninety cays in the payment of the interest due and demanded on the said bonds, i will, in pursuance of the written request, to me directed of the holders of more than 200, do in amount of the said bones, and by virtue of the power concerted upon me in the respect by the said mortgage, expose to pub is said, and sell to the highest and best bidder, by M. THOMAS & SONS, Auctioneers at the PHILADEL-PHILA FAUHANGE, in the city of Philad-lphia on Thursday, the 27th day of September, A. D. 1866, upon the terms and conditions hereinafter stated, the whole of the said mortgage premises and franchises, viz.:—

The whole of that rection of the Tyrone and Clear field Railroad from Tyrone Staiton, Sair county Pennsylvania, to Philipsburg. in Centre county, Pennsylvania, to Philipsburg. in Centre county, Pennsylvania, as the sance is now constructed, towether with all real property of every description acquired by and elonging to said Company appurtenant to said road, and all the Fights, liberties, privileges, and corporate franchises of said toad and company and all the toils, income, issues and profits to be derived and to arise from the same, and all the lands used and coupled f of the ship Libelle, while, on a voyage to that port from San Francisco baving on board a valuable cargo and specie to the amount of 0 . . T . I E. £76,000 in dollars, and a number of passengers, among whom were Madame Anna B shop, wife of Sur Henry Bishop, the composer; Miss Phelan, Mr. M. Schrutz, and Mr. Charles Luscelles, of the English Opera Company, who, with other artists, were on a musical tour. The ship was cast away on the night of the 4th of March, on an uninhabited and dangerous reet, called Wake Island, in the China seas. The passengers remained on board during the night, the sea breaking tearfully over the wreck. They were all landed with difficulty through the breakers the following day. After an ineffec-tual search over the island for water for three weeks, and suffering much privation, it became imperative to take to the boats and endeavor to reach the pearest sale and inhabited island. Several oays were spent in finding a suitable and safe point for departure, the breakers en-circling the island, which appeared to be some twenty miles in circumference. Taking such provisions and water as were saved from the wreck, the passengers were transferred to the ship's long boat, in charge of the first mate, the capiain preferring another boat, and on the 27th of March both boats salled for the Ladrone or Mariana Islands. To attempt a voyage of tourteen hundred miles, subject to connectial storms, calms, and a tropica! sun, short rations, and an ocean abounding AND GENERALLY. with hidden rocks and coral reets, gave but poor hopes of arriving at a port with life. However,

AND GENERALLY.

All the lands raiways rais, bridges culverts, trestle works, too houses, coal-houses wharves, rences, rights of way, works hope, machiners, stations, depots, depot grounes, works mayonry, and other superstructure, real estate buildings, and improvements of whatever nauric or kind apportaining or belowing to the above-mentioned property and to the said section of the said Tyrone and Clearfie d Hallroad, and owned by said of company to company to the said of contain the country of the said section. by said company in connection therewith, and all the rights liberties orivileges, and corporate tranchises of and road and Company.

The said section of the said Tyrens and Clearfield Failroad extending from said lyrole Station Bailr county, to and through the belough of Paulipsburg, in Centre county, is about 335 miles in length.

\$10.000 of the purchase non-y to be paid in cash when the property is Struck off, and the balance within twenty days there, after.

Payment on account of the said balance of purchase

Payment on account of the said balance of purchase money to the extent of the dividend thereof payable on the bonds secured by the said in rivage and the matured coupons of the said bonds may be made in the said bonds or coupons; and it the dividend is less than the actual sum due apon the said bonds and coupons, the ho dets may retain presession or the said bonds and coupons on receipting to the said trustee for the said dividend, and endorsing payment of the same on the said bonds or coupons.

Upon the purchase-money being paid as aforesaid, the trustee will execute and cellver a deed of conveyance of the premises to the purchaser or purchasers, in pursuance of the power conferred upon him by the said mortage.

mortrage.
Any further information in respect to the said sale of premises may be had on application to the understated frustee, at his office, No. 42 South THIRD Street, in the city of Phiadelphia.

R. FRANKLIN RALEY Trustee

No. 42 South Third street

M. THOVAS & SONS, 'uncloneers,

11 mam Nos. 139 and 141 South FOURTH Street.

I, JOHN EDGAR THOMSON, Trustee in a certain Indementer of Mortgage of the property hereinarter described executed by the Tyrone and Cleastfield Restroad Company to me, as Moragge in Trust, to secure the payment of the princhal and interest of bonds of said Company to the amount of \$2.5 (for which Mortgage is dated the 12th day of May A. D. 1859, and recorded in the office for recording deeds, etc. In and for the county of Blair, on the 18th day of Nay, A. D. 1859, and recorded in the office for recording deeds, etc. In and for the county of Blair, on the 18th day of Nay, A. D. 1859, in mortgage book A. pages 503-4-5-6-7 and 8, and in the office for recording deeds etc. In and for the county of Centre, on the 12th day of May, A. D. 1859, in hortgage book E. page 170, etc., do hereby give notice that default having been made for more than ninety days in the payment of the interest due and demanded on the said bonds, I will, in pursuance of the written request to me directed of the holders of more than \$50,000 in amount of the said bonds, and by virtue of the power conferred upon me in that respect by the said Mortgage expose to sublic saie and said to the highest and best bidder by M. THOM-8 & SONS, Auctioneers, at the PHILADELPHIA EXCHANGE, in the city of 1 him elphia on Thursday, the 27th day of September A. D. 1866 upon the terais and conditions hereinance stated, the vhole of the said mortgaged premises, viz.:—

The whole of that section of said Tyrone and Clearfield Railroad from the point of intersection with the Ivrone and Lock haven hallond near Tyrone Eliair county, Pennsylvania to Philipsburg Centre county, Pensylvania, as the same is now constructed together with a 1 and singular the railways, rails, bridges fences, privileges, rights, and all it is property of every description acquired by and be laging to said company, and all the tolls, income, issues, and profits to be derived and to avise from the same, and all the lands used and occupied tor railways, depots, or stations between said points, with

AND GENERALLY AND GENERALLY
All the lands railways rails bridges, culverts, trest oworks, tool houses, coal houses wharves, inness rights
of way workshops, machinery, stations, depots depot
grounds, works, masonry, and other superstructure,
real estate buildings and improvements of whatever
nature or kind appertaining or belonging to the above
mentioned property, and to the said section of said
Tyrone and clearfied kaliroad, and owned by said Com
cany in connection therewilh. Trone and Clearfield failford, and owned by said Com-any in connection therewill.

The said section of the Tyrone and Clearfield Bailroad, xtending from the intersection of the Tyrone and Clear-leid Bailroad, with the railroad company belonging to the Tyrone and Lockhaven Bailroad Company, but now to the Baild Eagle Valley Bailroad Company, is about miles in length.

TERMS OF SALE.

\$10,060 of the purchase money to be paid in cash when he property is struck off, and the balance within 29 days the property is strice off, and the balance within 19 days thereaft?

PAYMENT on account of the said balance of purchase money, to the extent of the dividend thereof payable on the bonds occured by the said mortgage and the matured coupons of the said bonds may be made in the said bonds or coupons; and if the dividend is less than the actual sum due upon the said bonds or coupons, the holders may retain possession of the said bonds and coupons on receipting to the said Trustee for the said dyvidend, and endorsing payment of the same on the said bonds or coupons. bends or coupons.

Upon the purchase money being paid as atoresaid, the Trustee will execute and deliver a deed of conveyance of the premises to the purchaser or purchasers in pursuance of the power conferred upon him by the said sunned of the power contents upon the said sale, or mottage.

Any further information in respect to said sale, or premises, may be had upon application to the under stend Trustee, at the office of the Pennsy.vanla Rairoad Company, No. 238 S. Third street, Philade phis. JOHN EDGAR THOM-SO. Trustee, No. 238 S. THIRD Street.

M. THOMAS & SONS, Auctioneers, Nos. 130 and 141 S. FOURTH'S reet.

TRUSTEES' SALE. Whereas, THE GREA: WESTERN PETROLLUM AND REFINING COMPANY, of St Louis, to o, did, on the Twenty third day of January. A. D. Eighteen hundred and sixty-six, convey to the undersigned, as Trustee, the lands and premises hereinarter described to secure the payment of a certain promises note, made by said company, and bearing even date with said trust ceed, for the sum of ten thousand three bundred dollars, payable to CHARLES W. FORD, or to bis order, one day a ter the date thereof, with lawful interest; and a so to secure the payment to said Ford of all other moneys which he might, from time to time advance to said tompany, at its request, with interest. interest; and a so to secure the payment to said. Ford of all other moneys which he might, from time to time advance to said to supany, at its request, with interest. And whereas, It was in and by said frust Deed provided that, in case the said company should make default in the payment of the moneys secured by said note, or in the payment of any other moneys thereafter to be advanced by the said ford, with interest, that the said 'trustee might proceed to sell the property in said deed described, or any part thereof at public vendue to the highest bidder, at the east front of the Court House in St. Levis, for cash, first giving sixty days public notice of the time, terms, and place of said sale, by advertisement in some newspaper printed in St. Louis and in Fhiladelphia.

And whereas, Default has been made in the payment of the moneys secured by said deed, notice is, therefore hereby given that the subscriber as such Trustee will, on the 5th day of September, A. D. eighteen bundred and sixty-six, between the hours of 12 and 10 clock P. M., at the east front of the Court House in St. I ouls, Mo., sell at public vendue for each to the highest bidder, the lands in said dead mentioned, and which are described as follows;—All that certain tract of land situate in the township of Harmony, courts of venange, and State of Pennsylvaria, bounded and described as follows, to wit;—Beginning at a post at the northeast corner of the Herkimer Company's land, and thence extending south one and three-fourths degrees, east forty-one and seven-tenths rods to a post the southeast corner of the Herkimer Company's land, thence south seven-tenths rods to a post the southeast corner of the Herkimer Company's land; thence onth seven-tenths rods to a post the southeast corner of the herkimer Company's land; thence south seven-tenths rods to a post the southeast corner of the herkimer Company's land; thence onthe pelece; thence north one and three-fourths degrees, east one hundred and eighty-three and four tenths rods to a post the sout Date June 21, 1866. HAMILTON SPENCER.
6 29 110t Trustee

MONUMENTS, TOMBS, GRAVE-STONES, Etc.

Just completed, a beautiful variety of ITALIAN MARBLE MONUMENTS, TOMBS AND GRAVE-STONES. Will be sold cheap for cash. Work sent to any part of the United States.

HENRY S. TARR. MARBLE WORKS, Wims No. 710 GREEN Street, Philadelphia.

PARASOLS AT \$1.25, \$1.50, \$1.75, AND \$2. Sik Sun Umbrellas, \$1.40, \$1.40, \$1.75. AND \$1.50 B. Sik Sun Umbrellas, \$1.40, \$1.50 B. Sik Sun Umbrellas, \$1.50 B. Sil GHTH Street.

AUCTION SALES.

1. JOHN EDGER THOMSON, Trustice in a certain indenture of mort age of the property hereinafter described executed by the Tyrone and Clearfield Bairroad Compeny, to be as mortgages in trust to secure the payment of the principal and increst of bonds or said Compeny to be as mortgages in trust to secure the payment of the amount of \$35.960 which nortgage is dated the fat day of November, A. D. 1858, and recorded in the office for Recording Deeds, etc., it and tor the county of Flait, on the 8th day of November, A. D. 1858, in Mortgage Book. B. "pages 107, 108, 109, 116, and 111, do hereby give notice that default having been made for more than linety days in the payment of the interest queened demanded on the said bonds I will, in nursuance of the written request to me directed of the interest queened demanded on the said bonds I will, in nursuance of the written request to me directed of the interest of the father and bonds in mount of the father than the father than the power conferred upon me in that respect by the said morts age expose to Public rate and ren to the highest and best builder by M., 'HOMAS & 'ONS, Auctioneers at the FHILADEL-PEIA I Ne BANGE. In the city of Fhiradelphia on Thursesy, the 27th day of September, A. D. 1868 upon the terms and conditions hereinafter stated, the whole of the said Nortgaged premises, viz.:—

The whole of that section of the Tyrone and Clearfield Edifrone, from the point of connection with the Pennsylvania Rairroad, at or near 1yrone Station. In Blair county, to the point of connection with the graded line of the said Tyrone and Clearfield Edifrone, from the point of connection with the graded line of the said Tyrone and Clearfield Railroad, known and designated as "The Intersection," being about three miles and one quarter from the Pennsylvania Rair road at Tyrone with all and singular the fall ways rails bifdiges, fences, privileges, rupts, and all rea property of every description acquired by and belonging to said company, adjacent to or connected with miles of road, O T 1 . C

AND GENERALLY.

Al the lands raliways rails bridges, culverts, trestle works tool louses, coal houses, wharves, lences rights of way, workshops machinery, stations, depots, depots founds works, masoury, and other superstructure, can estate baildings, and improvements of whatever nature or hind supertarning or belonging to the above mentioned property, and to the said section of the said Tyrone and Clearfied Bailroad and owned by said company in connection therewith.

The said section of the Tyrone and Clearfield Bailroad extending from the point of intersection of the said Tyrone and Clearfield Railroad with the Pennsylvania Railroad to the point of connection with the graded line of the said Tyrone and Clearfield Bailroad known (and as "The Intersection" is shout 3M miles in length. a AND GENERALLY.

TERMS OF SALE.

TERMS OF SALE.

810.000 of the purchase money to be paid in eash when the property is struck off, and the balance within twenty days theresites.

PAYMENT on account of the said balance of purchase money, to the extent of the dividend thereof payable on the bonds secured by the said mortgage and the matured coupons of said bonds may be made in the said bonds or coupons; and if the dividend is less than the actual sum due upon the said bonds or coupons the helders may retain possession of the said bonds and coupons, on receipting to the said rustee for the said dividend and endorsing payment of the same on the said bonds or coupons.

Upon the purchase money being paid, as aforesaid, the said Tustee will execute and deliver a deed of conveyance of the premises to the purchaser or parchesers members and contraste.

Any turker integrmenton in respect to said sale or ortrage. er information in respect to said sale, or Any fur her information in respect to said saie, or premises may be had upon application to the underigned Trustee, at the office of the Pennsylvania Railroad Company, No. 228 S. Third street Philadelphia.

JOHN EDGAR THOMSON, Trustee,
No. 228 S. THIRD Street.
M. THOMAS & SONS Auctioneers
Nos. 139 and 141 S. FOURTH Street.

6 H m3m Philadelphia.

INTERNAL REVENUE.

UNITED STATES REVENUE STAMPS

PRINCIPAL DEPOT.

No. 304 CHESNUT Street.

No. 103 South FIFTH Street.

CENTRAL DEPOT.

ONE DOOR BELOW CHESNUT.

ESTABLISHED 1862.

Revenue Stamps of every description constantly on hand in any amount.

Orders by Mail or Express promptly attended to. United States Notes, Drafts on Philadelphia or

New York, or current funds received in payment. Particular attention paid to small orders.

The decisions of the Commission can be consulted, and any information regarding the law cheerfully

The following rates of discount are allowed:-

ON ALL ORDERS OF \$25, TWO PER CENT. DISCOUNT

ON ALL ORDERS OF \$100. THREE PER CENT. DISCOUNT.

ON ALL ORDERS OF \$300,

FOUR PER CENT, DISCOUNT

STAMP AGENCY.

No. 304 CHESNUT Street.

PHILADELPHIA.

All orders should be sent to the

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Fetate of Rev. Daniel Sheridan, deceased. The Audior appointed by the Court to sudil. Settle, and adjustifie account of all CHAEL F. KEENAN, Administrator d. b. n. of Estate of Rev. Daniel SHER Dan. deceased. and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on MONDAY, september 10, 1868, at 3 o'clock F. M., at Room No. 3, WETHERILL HOUSE, in the city of Fhiladelphia.

834 inwist.

C. P. CLARKE, Auditor.

8 24 (mw5t C. P. CLARKE, Auditor. EXECUTOR'S NOTICE. — PERSONS IN(chied to the Estate of the late CHARLES S.
WAY'E will please make payment to and those
having claims against the estate will present them to
EDW. C. WAYNE. No. 1113 MOUNT VERNON Street. 8 11s6w*

GREAT SAVING OF TIME, LABOR, AND MONEY. FLANDERS' PATENT

PORTABLE CYLINDER BORING MACHINE Marine d Stationary Engines. Blast Cylinders, Pumps, an orlies Valves bored out without removing

them from their present positions. Engines bores of every size and build, either when vertical horizontal or melined, from 10 to 300 horse-power, by removing only one or both heads and piston, this is the only true way to hore a cylinder as no part of the machinery is moved from its present place, except what is mentioned above. A great amount of time is saved, as the work is completed in less than one fourth he time otherwise required.

All orders promptly attended to.

he time otherwise required.

All orders promptly attended to.

No. 1615 POP LAR Street, rhiladelphia.

No. 28 North Will-LIAM Street, rhiladelphia.

No. 28 North Will-LIAM Street, New York.

We refer to:—1 P. Forris, Towne & Co.; M. W. Baldwin & Co.; N. Rowland & Co.; William B. Thomas & Co.; J. B. Bruner & Sons; A. Jenks & Sons, of rhiladelphia; Lehigh Zinc Works, Bethlehem, remasy smalls, Trenton from Co., Trenton, N. J.; reyet. McManus & Co. Reading, rs.; McCormick & Co. Harrisburg, Pa.; Hewes & Phillios, Newark, N. J.; and the Corites Angine Co., Providence, R. L. [8141m]

DR. KINKELIN CAN BE CONSULTED

RAILROAD LINES.

READING RAILROAD
FROM PHILADELPEIA TO THE INTERIOR OF PENSSYLVANI, THE SCHUXLERIL, SUSQUE HANSA, UMBERIAND, AND WYOMING VALLEYS, THE NORTH, NORTHWIST, AND THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER TRAINS, June 4, 1868
Leaving the Company's Depot, at "THIRTKENTH as CAITOWHILL Streets Flatadelphia at the follow withous:

CALLOWELL Streets Philadelphia at the follow unders:

MORNING ACCOMMODATION.

At 7:30 A. M. for Reasing and intermediate Statio

SOUNING EXPRESS.

At 8:15 A. M. for Reasing and intermediate Statio

EVENTAGE AND A STREET AND A

3 10 P. M.

Market train. with passenger car attached, leaves Phi adelphia at 12 45 neon for Reading and all way stations. Leaves Reading at 11 30 A. M. and Downingtown at 17 30 P. M., for Philadelphia and all way stations. All the above trains run daily, sunday excepted.

Sunday trains leave Polityrille at 800 A. M., and Philadelphia at 515 P. M. Leave Philadelphia for Reading at 840 A. M., it curning from Reading at 425 P. M.

Passengers for Downingtown and Intermediate points take the 730 and 815 A. M., and 510 P. M. trains from Philadelphia, returning from Downingtown at 635 A. M. and 12 20 noon.

Philadelphia, returning from Downingtown at 636 A. M. and 122 necon.

NEW YORK EXPRESS FOR FIFTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 800 P.M., passing Reading at 145 and 153 A. M. and 148 P. M., and connecting at 145 and 153 A. M. and 148 P. M., and concerning Harrisburg with Fennsylvania and Northern Central Ballrone express trains for Pittsburg. Chicago, Williamsport, Elmira, Baltimore, etc.

Beturbing, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 905 A. M., and 916 P. M., passing Reading at 449 and 10 52 A. M., and 1150 P. M., sheeping cars necommonly these trains through between Jorsey City and Pittsburg, with out change.

A mail train for New York leaves Harrisburg at 210 P. M. Mail trait for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RATEROAD.

Trains leave Vottsville at 7 and 1130 A. M., and 715 P. M., returning from 7 smaqua at 735 A. M. and 140 and 415 P. M.

SCHUYLKILL AND SUSQUEHANNA RALEOAD.

P. M. leturing from Tamaqua at 725 A. M. and 140 and 415 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 750 A. M. for Pinegrove and Harrisburg and 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 320 P. M., and from Tremont at 735 A. M. and 525 P. M.
TICKE'IS
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.
The tollowing tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Supermeendent, Beacing:

Superintendent Beauing: COMMUTATION TICKYTS

Superintendant. Beacing:

COMMULATION TICKFTS

At 25 percent discount, between any points desired, for lamilies 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 caras entitling themselves and wives to tekets at hall fare.

Ext. URSION TICKETS

From Philadelphia to principal staticus, good for Sa tuiday. Sunday, and Monday, at reduced fare to be had only at the Ticket Office, at THLITEENTH and CALLOW HILL Streets

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

FREIGHT TRAINS

Leave Philadelphia daily at 3 30 A M., 12-45 noon, and 6 P. M., for heading, Lebamon, Harrisburg, Pottsville Fort Clinton and all points beyond.

MAILS

Cose at the Philadelphia Post Office for all places on the read and its branches at 5 A. M., and for the principal stations only at 3 15 P. M.

T. H. I. ADELPHIA. GERMANTOWN. AND

Stations only at 3 15 P. M.

PHILADELPHIA, GERMANTOWN, AND NORRISS OWN 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, 25, 4, 5, 5%, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7%, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4%, 6, 6%, 7, 89, 10, 11 P. M.
The 8 26 down train, and 3% and 5% up trains will no stop on the Germantown Hranch.
ON SUNDAYS.
Leave Chiladelphia 9 10 A. M., 2, 3, 3, 10% P. M.
Leave Chesnut Hill 7-10 minutes, 8, 940, 11-40 A. M. 140, 3-40, 5-40, 5-40, 5-40, and 10-40 minutes P. M.
ON SUNDAYS.
Leave Philadelphia 9 10 minutes A. M., 2, 3 and 8 P. M.
Leave Chesnut Hill 7-10 minutes, 8, 940, 11-40 A. M. 1-40, 3-40, 5-40, 5-40, 5-40, and 10-40 minutes P. M.
Leave Chesnut Hill 7-41 minutes A. M., 2, 5 and 8 P. M.
Leave Chesnut Hill 7-41 minutes A. M., 2, 5 and 8 P. M.
Leave Chesnut Hill 7-41 minutes A. M., 2, 5 and 8 P. M.
Leave Chesnut Hill 7-41 minutes A. M., 2, 5 and 8 P. M.
Leave Chesnut Hill 7-41 minutes A. M., 2, 5 and 8 P. M.
Leave Chesnut Hill 7-41 minutes A. M., 2, 5 and 8 P. M.
Follows P. 25 minutes P. M F. R. CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 8-35 minutes, 11-95 A. M., 13-5, 53-, 63-, 8-95 minutes, and 113- P. M. Leave Norristown 53-, 7, 7-30, 9-11 A. M., 13-, 43-68-

ON BUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4, and 1% P. M.

Leave Manayunk 7% A. M., 1%, 6 and 9% P. M.

W. S. WILSON, General Superintendent, (Depot NINTB and GREEN Streets)

NORTH PENNSYLVANIA RAILROAD.—
TOT BETHLEHEM, DOYLESTOWN, MAUCE
HUNE, EASTON, WILLIAMSPORT, and WILKES, BARRE. At 730 A. M. (Express), for Bethlehem. Allentown Mauch Chenk, Hazleton. Williamsport, and Wilkes barre.
At 3:30 P. M. (Express), for Bethlehem, Easton, etc.
reaching Easton at 6:45 P. M.
at 5:15 P. M., for Bethlehem, Allentown, Manc.

Chunk.
For Doylestown at 835 A. M., 2-30 and 4-15 P. M.
For Doylestown at 835 A. M., 2-30 and 4-15 P. M.
For Fort Washington at 10 A. M. and 11 P. M.
For Lansdale at 6-15 P. M.
White cars of the Second and Third streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA,
Leave Bethlehem at 6-25 A. M. and 12-25 Noon, and
8-15 P. M. Leave Bethlehem at 6 29 A. M., 3° 15 and 5 30 P. M.

Leave Lon-dale at 6 90 A. M.

Leave Lon-dale at 6 90 A. M.

Leave Lon-dale at 6 90 A. M.

Philadelphia for Bethlehem at 9 A. M.

Philadelphia for Doviestown at 2 30 P. M.

Poviestown for Philadelphia at 7 30 P. M.

Bethlehem for Philadelphia at 4 30 P. M.

Through Tickets must be produced at the ticket offices,

THIRD Street or BERKS Street.

ELLIS CLARK, Agent.

W EST JERSEY RAILROAD LINES, FROM toot of MARKET Street (Upper Ferry), commencing & ONDAY, July 16, 1866 Leave Philadelphia as For tape May, 9 A. M., Mail; 3 P. M., Accommoda-For Bridgeton, Salem, and intermediate points, S.A.
M. and 3.36 P. M.
For Milivilie, and intermediate points, S.A. M. and 3
P. M.
Woodbury Accommodation, 6 P. M.
RETURNING:
Leave Cape May at 548 A. M., Mail: 5 P. M. Express.
Teave Bridgeton 7 15 A. M. and 3 50 P. M. Freight
530 P. M. Freight

6 30 P. M.
Leave Salem 7 A. M. and 3-35 P. M. Freight 5-45 P. M.
Leave Miliville 6-55 and 5-44 A. M. and 6-38 P. M.
Freight 11-93 A. M.
Freight will be received at Second Covered Wharf
below Wannut street, from 7-96 A. M. until 5-96 P. M.
That received before 9-60 A. M. will so through the same

Freight Delivery, No. 228 S. DELAWARE Avenue J. VAN RENSSELAER, Superintenuent The West Jersey Fapress Company will attend to all the usual branches of Express business. A Special Messenger accompanies each through train. Office No. 5 WALNUT Street Philadelphia.

1866 -PHILADELPHIA AND ERIE RAIL ern and Northwest Counties of Fennsylvania to the Chiy of Erie, on Lake Erie. It has been leased and is operated by the Fennsylvania Railroad Company. Time of Passen Scient Rail Train, 7 A. M.; Erie Express Train, 1 P. M. Leave Westward-Erie Mail, P. M.; Erie Express Train 12 M. Passenger cars run through on the Erie Mail and Ex

Leave Westward-Ere Mail, P. M.; Eric Express
Train 12 M.
Passenger cars run through on the Eric Mail and Exp
press trains both ways between Philade nhis and Eric.
NEW YORK CONNECTION.
Leave Kew York at 9 A. M. arrive at Eric 9 30 A. M.
Leave Kew York at 9 A. M. arrive at New York 410 P. M.
Elegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply
at corner Thirtfel'H and MARKET Streets. Phila.
And for freight business, of the Company Agents, S.
B. Kingston, Jr., corner Thirteenth and Market streets.
Philadelphia: J. W. Reynolds, Eric; William Brown,
Agent N. C. R. B. Baltimore.
H. F.; HOUSTON, General Freight Agent, Phila.
H. W. GWINNER, General Ticket Agent, Phila.
A. L. TYLER General Sup Williamsport.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALL
TRACKE RAILBOAD,
Commencing MONDAY, July 2, 1866. Trains will
leave Depot. corner of BBOAD Street and WASHINGTON Avenue, as follows:
Express Train at 418 A. M. (Mondays excepted), for
Bullimore and Washington, stopoing at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre,
de Grace, Aberdeen, Perryman's, Magnoina, Chase's and
Stemmer's Run.
Way Mail Train at 818 A. M. (Sundays excepted), for
Raitmore, stopoing at al. regular stations between Pidladelphia and Baltimore.
Delaware Raitroad Train at 2 A. M. (Sundays excepted), for Princess Anne, Milford, and intermediate
stations.
Express Train at 11-45 A. M. (Sundays excepted), for stations.

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

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington, scoping at thester, Claymors, Wilmington, Newarz, Fikton, Northeast, Perryville, Havie de Grace, Aberdeen, Ferryman's, Edgewood, Magnella, Chase's, and Stemmer's Rua!

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

Passengers by Boat from Baltimore for Fortress Mon-e Notfolk, City Foint, and Richmond, will take the roe Norible, City Point, and 1145 A M train.
1145 A M train.
Will MINGTON ACCOMMODATION TRAINS.
Stopping at all Stations between Philadelphia and V

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9 A. M., 12 30, 4 30, 6, and 11 30
P. M. The 4 30 P. M. train connects with Delaware
Relifered for Harrington and intermediate stations.

1 cave Wilminston at 6 30, 745 and 9 30 A. M., 4 and 6 30
P. M. The 7 15 A. M. train will not stop at stations
between Chester and Philadelphia.

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

1 HROUGH TRAINS FROM BALTIMORE
LI ave Wilminston at 11 A. M., 4 35 and 10 P. M.

Leave Chester at 7 25, 7 35, 10 14, and 11 40 A. M., 4 48,
5 40, 12 5 and 10 36 P. M.

EEOM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7 35 A. M., Wax-mail. 9 20 A. M.,
Express. 1 10 P. M. Express. 6 35 P. M., Express.

TRAINS FOR BALTIMORE
P. M., Express.

P. M., Express TRAINS FOR BALTIMORE TRAINS FOR BALTIMORE

Leave Chesterat 4 49 and 8 52A. M., and 3 38 P. M., Leave Wigning fon at 5 23 and 9 33 A. M. and 4 15 P. M. Freight Trains with Passenger Cars attacaed will leave as follows:—Wignington for Ferryville and intermediate stations at 6 65 P. M. Baltimore for Havre de Grace and infermediate stations at 45 P. M. Perryville for Wilmington and infermediate stations at 4 45 P. M. Perryville for Wilmington and infermediate stations at 4 20 A. M., connecting at Wilmington with 7 15 A. M. train for Philade phia. SUNDAY TEAINS.

Express Train at 418 A. m. for Faltimore and Washington s'opping at hester, Wilmin, ton, Newark, Elkton, Nor lica-t Ferryville Hayre-de-Grace, Aberdeen, Perryman's Magno in, cause's, and Siemmer's Run.
Night Express 11 P. M. for Haltimore and Washington Accommodation Trein at 1130 P. M. for Wilmington and Intermediate stations.

EAL/IMORE FOR PHILADELPHIA.
Leave I sitmore at 825 P. M. stooping at Hayre-de-Grac, Perryville, and Wilmington, Also stops at Elkton and Newark (to take passengers for Phi adelphia and leave passengers from Washington or Haltimore) and Inster to leave passengers from Baltimore or Washington.

hoton.

Accommodation Train from Wi mington for Philadet
phis and intermediate stations at 6 '0 F. M.

4 16

H. F. KENNEY, Superintendent.

HOR NEW YORK.—THE CAMDEN AND Amboy and Philacelphia and Trenton Railroad on Jean's Lines.
FEOM PHILADELPHIA TO NEW YORK and Way Pinces, from Walnut Street Whatf, will leave page follows. Viz. At 5 A. M., via Camden and Ambey, Accompanda through to Tren.on.
LINES PROM KENSINGTON DEPOT WILL LEAFE
At II A M., 436, 645 F. M., and 2 P. M. (Night) via
Kensington and Jersey City | Koress Lines, fare \$2-00.
The 645 P. M. Line will run daily. Allothers Sundays

excepted At 7:30 and 11 A. M., 3 3:30 4:30, 5, and 6:45 P. M a d highlight to: bristol. 7 renton, etc. 1730 and 11 A. M., 3 330 430, 5, and 645 P. M. a. d. a sinight, for bristol, Trenton, etc.
17 and 10 15 A. M., 12 M., 3 4, 5, and 64 P. M., for Cornwell's Torrisdale Bolmesburg, Tacony Wissinoming, Bridesburg, and Frankford, and at 10 15 A. M. for Bristol, Schenck's, Eddington, and 8 P. M. for Holmesburg and Intermediale Stations.
1730 A. M. and 330 P. M. for Ningara Falls, Buffalo, Dunkirk Canandalus, Elmira, Ithaca Owego, Roches er. Binghempton, Oswego Syracuse Great Bend, Montrose Wilkesbarre Scranton Stoudsburg, Water Gap, Felvidere, Easton, Lamberville, Flemington, etc. 2 he 320 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem etc.

hem etc. At 5 P. M. for Lambertville and Intermediate stations. June 1, 1846. WILLIAM H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILROAD,-DENNSYLVANIA CENTRAL RAILROAD,—
SUMMER ARRANGEMENT.
The Trains of the Fenns vania Central Railroad leave the Depot. at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, turning to sad from the Depot. The last car leaves Front street about 20 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleven'h and Market streets 45 minutes before the departure of each Trains.

Mann's Baggage Express will call for and deliver Faggage at the Depot. Orders left, at the Office, No. 651 Legenut street, will receive attention.

Thairs Leave 1970 VIZ.:—

Mail Train.

FREIGHT LINES FOR NEW YORK AND The challenge of the CAMDEN and AMBOY and connecting Entrodes. INCLEASED DESPATCH.

The CAMDES AND AMBOY RAILFOAD AND THANSFOR ATTON COMPANY TREIGHT LINES for New York will leave WALBUT Street Wharf at 6 o'clock P M. daily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day.

Freight must be delivered before 4% o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 ncon, and a and 8 P. M.

Freight for Trenton Princeton, Kingston, New Brunswick, and all-points on the camden and Amboy Radical, also, on the Bev Gere. Delaware and Flemington, the New Jersev, the Freehold and Jamesburg, and the Eurimaton and Mount Holly Railroads, received and forwarded, up to 1 P. M.

The Belvidero De aware hellroad connects at Philipsburg with the Lebish Valley Baliroad, and at Manunskelm with all points on the De'aware, Lackawanna, and Western Rai road, forwarding to syracuse, Buffalo, and other roluse in Western New York.

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

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

N. H. Increased inclitties have been made for the N. R.—Increased inclittles have been made for the range ortation of live stock. Drovers are invited to try the raute. When stock is surnished in quantities of two carloads or more, it will be delivered at the foot of Fortich street near the Drove Yard, or at Pier No. I, North Elver, as the shippers may designate at the time of shipment.

of chipment.
For terms, or other information, apply to
WALTER FREEL AN, Freight Agent.
No. 226 S. DELAWARE Avenue, Philadelphi ORANGE AND ALEXANDRIA RAILROAD.

Change And Alexandria Raileroad.

On and after Monday, February 12 two daily trains will run between Washington and Londburg, connecting at Gordonsvile with Virginia Central Raileroad trains to and from Richmond as follows:—

Mail Trains.

Leave Washington daily (Sunday excepted), at 6'42 A. M., and arrive at Lynchburg at 5'49 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5'56 F. M.

Express Train.

Leave Washington daily (including Sunday) at 6'55 P. M. and arrive at Lynchburg at 6'40 A. M.

Leave Lynchburg at 6'36 F. M. and arrive at Washington at 5'10 A. M.

Esth 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 16 comfor able accommodations, but for the fact that it passes the new historic localities of Fairhax, Bull Run, Manassas, Bristoe, Catlett's, Rappahannock, Culpeper, Orange, and Gordonsville, places of mperishable interest in the popular mind.

Through tickets to all points South and Southwest may be had in Baston, New York, Philadelphia, and Baltimers and at the caless of the road in Washinsten.

**Eleonary Company C