PENNSYL VANIA,

HARRISBURG, December 18, 1867.

### NOTICE

TO THE HOLDERS OF THE

LOANS

OF THE

Commonwealth of Pennsylvania, due July 1, 1868,

THE FOLLOWING

LOANS.

DUE JULY 1, 1868,

Will be Redeemed with Interest to Date of Payment, on Presentation, at the

# Farmers' and Mechanics' National Bank

OF PHILADELPHIA.

Loan of March 27, 1839, due July 1, 1868.

Loan of July 19, 1839, due July 1, 1868.

Interest on the Above Loans will Cease on the 1st of July, 1868.

FRANCIS JORDAN,

Secretary of State.

JOHN F. HARTRANFT,

Auditor-General.

W. H. KEMBLE,

State Treasurer.

Commissioners of Sinking Fund. 12 19

WE HAVE FOR SALE

FIRST MORTGAGE BONDS OF THE

Central Pacific Railroad Company, AT (95) NINETY-FIVE,

And Accrued Interest in Currency.

These Bonds are payable by law, principal and interest, in gold. Interest payable ist of January and lat of July. We will take Governments in exchange, allowing

the full market price.
We recommend them to investors as a first-class Security, and will give at all times the latest pamphlets and general information upon application to us Having a full supply of these BONIS on hand, we are prepared to DELIVER THEM AT ONCE.

DE HAVEN & BRO., Bankers and Dealers in Governments, NO. 40 SOUTH THIRD ST. FINANCIAL.

OF THE

525 I E

## PACIFIC RAILROAD

Running West from Omaha

Across the Continent.

ARE TOW COMPLETED.

This brings the line to the eastern base of the Rocky Mountains, and it is expected that the track will be 'aid thirty miles further, to Evans Pass, the highest point on the road, by January. The maximum grade from the foot of the mountains to the summit is but eighty feet to the mile, while that of many Eastern roads is over one hundred, Work in the rock-cuttings on the western alope will continue through the winter, and there is now no reason to doubt that the entire grand line to the Pacific will be open for business in 1870.

The means provided for the construction of this Great National Work are ample. The United States grants its Six Per Cent, Bonds at the rate of from \$16,000 to \$48,000 per mile, for which it takes a second lien as security, and receives payment to a large if no to the full extent of its claim in services. These Bonds are issued as each twenty-mile section is fluished, and after it has been examined by United States Commissioners and pronounced to be in all respects a first-class road, thoroughly supplied with depots, repair-shops, stations, and all the necessary rolling stock, and other equipments.

The United States also makes a donation of 12,800 acres of land to the mile, which will be a source of large revenue to the Company. Much of this land in the Platte Valley is among the most fertile in the world, and other large portions are covered with heavy pine forests and abound in coal of the best

The Company is also authorized to issue its own First Morigage Bonds to an amount equal to the issue of the Government, and no more. Hon, E. D. Morgan and Hon, Oakes Ames are Trustees for the Bondholders, and deliver the Bonds to the Company only as the work progresses, so that they always represent an actual and productive value.

The authorized capital of the Company is ONE BUNDRED MILLION DOLLARS, of which over five millions have been paid in upon the work already

Earnings of the Company.

At present, the profits of the Company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile wore built. It is not doubted that when the road is completed the through traffic of the only line con. necting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a Government Work, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

First Mortgage Bonds

Are offered for the present are NINETY CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent, lower than United States Stocks. They pay

### SIX PER CENT. IN GOLD.

Or over NINE PER CENT, upon the investment, Subscriptions will be received in Philadelphia by WILLIAM PAINTER & CO, No. 35 S. Third st. J. E. LEWARS & CO., No. 29 S. Third street. THE TRADESMEN'S NATIONAL BANK,

In Wilmington, Delaware, by R. R. ROBINSON & CO. JAMES McLEAR & SONS,

And in New York at the Company's Office, No. 20 NASSAU Street, and by CONTINENTAL NATIONAL BANK, 7 Nassau st. CLARK, DODGE & CO., Bankers, No. 51 Wall st. JOHN J. CISCO & SON, Bankers, No. 33 Wall st.

And by the Company's advertised Agents throughout the United States. Remittances should be made in draits or other funds par in New York, and the bonds will be sent free of charge by return express.

A NEW PAMPHLET AND MAP, showing the progress of the work, resources for construction, and value of Bonds, may be obtained at the Company's Offices, or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, TREASURER,

NEW YORK. 12 11 wfm9t

S. SECURITIES A SPECIALTY.

SMITH, RANDOLPH & CO.,

BANKERS AND BROKERS.

NO. 16 S. THIRD ST., NO. 3 NASSAU ST. PHILADELPHIA, NEW YORK,

Orders for Stocks and Gold executed in Philadelphia and New York.

COUPONS OF

UNION PACIFIC RAILROAD, CENTRAL PACIFIC RAILROAD,

5-20 COUPONS,

DUE 1st JANUARY, BOUGHT BY

DE HAVEN & BROTHER

NO. 40 S. THIRD STREET.

TINION PACIFIC RAILROAD CO.

NOTICE. THE COUPONS OF THE FIRST MORTGAGE

BONDS OF THE Union Pacific Railroad Co.

DUE JANUARY 1, 1868, WILL BE PAID ON AND AFTER THAT DATE IN GOLD COIN,

FREE OF GOVERNMENT TAX, At the Company's Office, No. 20 NASSAU Street, New 12 10 Iw JOHN J. CISCO, TREASURER.

FINANCI L

BANKING HOUSE

# AY OOKE & O.

12 and 1.4 So. THIRD ST. PHILAP'A.

Dealers in all Government Securities,

OLD 5-20s WANTED

IN EXCHANGE FOR HEWS

A LIBERAL DIFFERENCE ALLOWED,

Compound Interest Notes Wanted

INTEREST ALLOWED ON DEPOSITS,

Collections made. Stocks bought and sold on Special business accommodations reserved for

### ACENCY OF THE

Union Pacific Railroad Company, OFFICE OF

DE HAVEN & BROTHER. NO. 40 SOUTH THIRD STREET We desire to ca .attention to the difference in the relative price of the First Mortgage Bonds of Union Pacific Railroad, and the price of Governments. We would to-day give these bonds and pay a diffe-

rence of \$206 38 taking in exchange U. S. 6's of 1881, \$156:33 5-20's of 1862. \$127.58 do. do. 5-20's of 1864. 5-20's of 1865, May & Nov. 1187'58 do. do. 5-20's of '65, Jan. & Ju \$151'88 do. \$151.33 5-20's of '67, do. 892'83 do. do. 5 % cent. 19-40's, do. do. do. \$159 14 7 8-10 Cy. June lasue. 73-10 Cy. July issue. (For every thousand dollars.)

We offer these bonds to the public, with every confidence in their security, DE HAVEN & BRO.

PHILADELPHIA, November 21, 1867. FOR THE INFORMATION OF HOLDERS OF GOVERNMENT SECURITIES.

### who may wish to convert them into the FIRST MORTGAGE BONDS

OF THE

Union Pacific Railroad Co., We publish below the terms upon which they may now be exchanged at the office of the Agents of the

Company in this city, WM. PAINTER &CO., NO. 36 SOUTH THIBD STREET. We would to-day give these bonds and pay a diffe

rence of \$206-31 taking in exchange U. S. 6's of 1881. \$156.33 5-20's of 1862. \$127:58 do. 5-20% of 1864. 187 58 do. do. 5-20's of 1865, May & Nov \$151°33 do. do. 5-20's of '65, Jan. & July \$151.32 5-20's of '67, do, \$93.83 do. do. 5 % cent. 10-49's, do. do, \$159:18 74-1 Cy. June issue. do. do. 3-to ( ) July issue. \$153.18

(For every thousand dollars We offer these bonds to the public, with every con fidence in their security. Philadelphia, Nov. 21, 1567.

# JANUARY COUPONS

Union Pacific Railroad Bonds

FIVE-TWENTIES.

BOUGHT OR CASHED IN GOLD AT BEST

MARKET RATES, BY W. PAINTER & CO.,

BANKERS, No. 36 South THIRD Street,

THE THE PHILADELPHIA. B

MILLINERY, TRIMMINGS ETC. MRS. R. DILLON.

NOS. 323 AND 331 SOUTH STREET Has all the noveities in FALL MILLINERY, for Ladies, Misses, and Children, Also, Crapes, Silks, Ribbons, Velvets, Flowers,

Feathers, Frames, etc. Milliners supplied. 8 162 LEGAL NOTICES.

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

Entate of JAMES HAMILTON, deceased.

The Auditor appointed by the Court to andit, settle, and adjust the thirty-seventh account of THOMAS CADWALADER, Executor and Trustee of the last will and testament of JAMES HAMILTON, deceased, arising from that portion of the Estate belonging to Schedule B annexed to the indenture of partition in the said Estate, dated January 26, 149, recorded in the office for recording deeds, etc., in Philadelphia, in Deed Book G. W. C., No. t, page 497, etc., and to report distribution of the balance in the hands of the accountain, will meet the parties interested for the purpose of his appointment, ou MONDAY, December 23, 1897, at 4 o'clock P. M., at his office, No. 406 walnut Street, in the city of Philadelphia.

W. D. BAKER Auditor. W. D. BAKER, Auditor. GIRARD BOW.

E. M. NEEDLES & CO., Eleventh and Chesnut Streets,

Invite attention to their SPLENDID STOCK OF Laces and Lace Goods.

HANDKERCHIEFS, in every variety, for Ladies and Gentlemen, VEILS, SETS, NECKTIES, EMBROIDE Z

RIES, ETC. ETC.,

Expressly adapted for

HOLIDAY PRESENTS, Which they are offering at Prices as Low as have been imported to supply Auction Sales at th's season.

GIRARD ROW, CEORGE PLOWMAN.

REMOVED To No. 184 DOCK Street, PHILADELPHIA

OARPENTER AND BUILDER

RAILROAD LINES.

ordentown. At 6 and 19 A. M., 1, 2, 3:30, 4:30, and 6 P. M., for Florence.
At 6, 8, and 10 A. M., 1, 2, 330, 430, 6 and 1130 P. M., for Burlington, Bevery, and Delanco.
At 8 and 10 A. M., 1, 2, 430, 6, and 1130 P. M. for Edgewater, Riveraide, Riverton, and Palmyra.
At 6 and 10 A. M., 1, 6, and 1130 P. M., for Fish

At 6 and 10 A. M., 1. 6, and 11 39 P. M., for Fish House.

The 1 and 11 39 P. M. Lines leave from Market Street Ferry, upper side.

Lines from Kensington Depot

Will leave as follows:

At 11 A. M., via kensington and Jersey City, New York Express Line. Fare, 28.

EAt 8 and 11 A. M., 230, 530, and 5 P. M., for Trenton and Br stol. And at 10 15 A. M. for Brintol.

At 8 and 11 A. M., 230 and 5 P. M., for Morrisville and Tallyto. 10.

At 8 and 15 a. M., 230 and 5 P. M., for Schenck's and Fedington. At 8 And 16:18 A. M., 239, 4.5, and 6 P. M., for Schenck's and f ddington.

At 8 and 16:18 A. M., 239, 4.5, and 6 P. M., for Corpwells, Torresdale, Helmcsburg, Tacony, Wissinoming, Bridesburg, and Franklord, and at 8 P. M., for Holmesburg and intermediate stations, BELVIDERE DELAWARE RAILHOAD IMNES.

At 8 A. M. for Niagara Falls, Boffalo, Dunkirk, Canandalgua, Emira, Ithaca, Owegs, Rocaester, Binghamton, Oswego, Syracuse, Great Bend, Mon, trees, Wilkesbarre, Scramton, Stroadsburg, Water Gap, etc., etc.

Gap, etc., etc.

At 8 A. M. and 32s P. M., for Belvidere, Easton, Lambertville, Flemington, etc.

The 32s P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Alientown, Bethleben, etc. At 5 P. M. for Lambertville and intermediate stations.
Lines from West Philadelphia Depot, via Connect-Lines from West Philadelphia Depot, via Counecting Railway, will leave as follows:—
At 939 A. M., and 130, 63, and 12 P. M., New York Express Lines, via Jersey City. Fare, 83-25.
The 930 A. M. and 63t P. M. Lines will run daily. All others, Sundays \*xcepted,
At 930 A. M. 130, 630, and 12 P. M. for Trenton.
At 930 A. M. 630 and 12 P. M. for Rristol,
At 12 P. M. (night). for Morrisvilte, Tullytown, Schenck's, Eddington, Cornwells. Torrestale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

December 16, 1867, WM. H. GATZMER, Agent.

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing Monday, September 20, 1867. Trains
will leave Denot, corner BROAD Street and WASHINGTON Avenue, as follows:—
Way Mail Train at 8 39 A. M. (Sundays excepted',
for Baltimore, stopping at all regular stations, Connecting with Delaware Railroad at Wimington for
Cristleid and intermediate stations.
Express Train at 12 M. (Sundays excepted), for Baltimore and Washington.
Express Train at 20 P. M. (Sundays excepted) for
Baltimore and Washington, stopping at Cheeter,
Thuriow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Ekton, Northeast, Charlesiown, Persyville, Havre-de-Grace, Aberdeen, Porryman's, Edgewood, Magnolla, Chase's, and Stemmer's
Rus.
Night Express at 11:00 P. M. (daily) for Baltimore

Night Express at 11-00 P. M. (daily) for Baltimor's night Express at 11-00 P. M. (daily) for Baltimors and Washington. Connects at Wilmington (saturdays excepted) with Delaware Railroad Line, stopping at Newcestle. Middletown, Clayton, Dover, Harrington, Scattord, Salisbury, Princers Anne, and connecting at Cristicia with Boat for Fortress Monroe, Norfolk, Potsmouth, and the South.

Passengers for Fortress Monroe and Norfolk, via Baltimore, will take the 12 M. Train. Via Cristicia with take the 11-00 P. M. Train.

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilnington.

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 1:30, 4:30, 6:00, and 1:30 (dally) P. M. The 4:30 P. M. Train connects with Delaware Railrord for Milford and Intermediate stations. The 6:00 P. M. Train runs to New Castle.

Leave Wilmington at 7 and 8 A. M., 4:00 and 6:30 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M. Way Mail; 9:35 A. M., Express; 2:15 P. M., Express; 6:35 P. M., Express; 8:35 P. M., Express; 8:35 P. M., Express; 6:35 P. M. stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at Northeast, Eikton, and Newark, to take passengers for Philade phia and leave passengers from Washington or Baltimore.

Through Tickets to all points West, South and Southwest may be procured at the Ticket Office, No. 5:3 CHESNUT street, under the Commentar Hotel, where, also, state-rooms and berths in sleeping-cara can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company, 481

WEST CHESTER AND PHILADELPHIA
W.NTER ARRANGEMENT.
On and aner MONDAY, October 7, 1967. Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets.
West Philadelphia, as follows:—

leave Depot, THIRTY-PIRST and CHRESNUT Streets.

West Philadelphia, as follows:

Leave Philadelphia for West Chester, at: 4. A. M., 11 A. M., 230 P. M., 415 P. M., 450 P. M., 6.5 P. M., and 1120 P. M.

Leave West Chester for Philadelphia, from Depo on East Market street, at 625 A. M., 745 A. M., 870 and 1045 A. M., 150 P. M., 450 and 634 P. M.

Trains leaving West Chester at 8,00 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junction and Media only.

Parsengers to or from stations between West Chester and R. C. Junction going east, will take train leaving Philadelphia at 450 P. M., she trainsfer at B. C. Junction.

The Chesnut and Wainut Street cars connect with all of the above trains, carrying passengers down chesnut street, past the principal hotels and the Camden and Amboy RR. office, at Wainut street wharf passing out Walout street to the dipot.

The Market Street cars will be in waiting, as usual at Thirty-first and Market streets, on the arrival of each train, to convey passengers into the city; and for lines leaving the Depot take the cars on Market street, the had car connecting with each train brain having Front and Market streets thirty minutes previous to departure.

ON SUNDAYS.

Front and Market streets thirty minutes previous to detarture.

ON SUNDAYS.

Leave Philadelphia at 3% A. M. and 2 P. M.

Leave West Chester at 7% A. M. and 4 P. M.

The Depot is reached directly by the Chesnut and Wainut streets cars. Those of the Karket street line run within one square. The cars of both likes connect with each train uton its arrival.

Traina leaving Philadelphia at 745 A. M. and 4% P. M., and icaving West Chester at 8% A. M. and 4% P. M., and icaving West Chester at 8% A. M. and 4% P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take wearing appared only, as baggage, and the Company will not to any case be responsible for an amount exceeding one hundred dollars, unless a special contract is made for, the same.

HENRY WOOD.

43%

DRILADELPHIA AND ERIE RAILROAD .-WINTER TIME TABLE. WINTER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania.

ELFGANT SLEEPING CARS on all Night Trains, On and after MONDAY, November 25, 187, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

WEST JERSEY RAILROAD LINES, FROM foot of MAREET Street (Upper Ferry).
Commencing TUESDAY, September 17, 1887,
For Bridgeton, Easem Vineland, Millylle, and intermediate stations, 800 A. M., and 820 P. M.
For Cape May 230 P. M.
For Woodbury at 800 A. M., and 820 and 600 P. M.
Freight Train leaves Camden at 12 M. (noon) daily.
Freight will be received at Second Covered Wharf below Walnut street, from 700 A. M. until 500 P. M.
Freight received before 900 A. M. will go forward the same day.
Freight Delivery, No. 228 S. DELAWARE Avenue. Freight Delivery, No. 238 S. DELAWARE Avenue, V24 WILLIAM J. SEWELL, Superintendent.

CAMDEN AND BURLINGTON COUNTY

CAMDEN AND BURLINGTON COUNTY
Railkoad.
On and siter MONDAY, December 16, 1857. Trains
will leave from foot of MARKET Street (upper
ferry) for Merchantville, Moorestown, Hartford,
Masonville, Hainesport, Mount Molly, Smithville,
Evansville Vincentown, Birmingham, and Pemberton, at 10:30 A. M. and 4:30 P. M.
RETURNING.
Leave Pemberton at 7:20 A. M. and 2:40 P. M.
Leave Mount Holly at 7:45 A. M. and 2:45 P. M.
Leave Moorestown 8:8 A. M. and 2:15 P. M.
10:22 C. SAILER Superlatendent.

RAILROAD LINES.

FROM PHILADELPHIA TO THE INTERIOR OF PENNSULVANIA. THE SCHUYLKILL, SUS-QUEHANNA GUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANALAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS, MONDAY, NOVEMBER 18, 1867.

Leaving the Company's Depot, at THIRTEENTH and CALLOW HILL Streets, Philadelphia, at the following house.

Leaving the Company's Depot, at THIRTEENTH and CALLOW HILL Streets, Philadelphia, at the following house,—
MURNING ACCOMMODATION,
At 7:30 A. M., for Reading, Altenown, and intermediate stations.

Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:10 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg Pottsville, Pine 270ve, Tamaqua, Sunbury, Williams port, Elmira, Ecchester, Niarara Falls, Buffalo Wilkesbarre, Pitaton, York, Carlisle, Chambersburg, Hagerslown, etc. stc.
The 7:30 train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with Lebanon Valley train for Harrisburg, etc., at POR1 CLINTON with Catawis a Hailroad trains for Williamsburg, Lock Haven, Elmira, etc.; at POR1 CLINTON with Catawis a Hailroad trains for North-the Williamsburg, etc., williamsburg, etc., and the Susquebanna trains for North-the Subject of Williamsburg, Edwin Northern Central Cumberland Valley and Schuylkill and Susquebanna trains for North-the Pottsown at 64 A. M., stopping at intermediate stations arrives in Philadelphia at 5:00 P. M., arrives in Pottstown at 7:20 P. M., stopping at all way stations arriving at Philadelphia at 5:00 P. M., arrives in Pottstown at 7:20 P. M., stopping at all way stations arriving at Philadelphia at 4:00 P. M., arrives in Penadog at 5:45 P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A. M. and Pottstowille at 8:45 A. M., arriving in Philadelphia.

in Reading at 545 P. M.

Trains for Philadelphia leave Harrisburg at 510 A.

M. and Pottsville at 545 A. M.; arriving in Philadelphia at 150 P. M. Afternoon trains Seave Harrisburg at 210 P. M. Pottsville at 245 P. M.; arriving in Philadelphia at 645 P. M. EARNISBURG ACCOMMODATION.

Leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 810 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12 h 2000 for Pottsville and all way stations. Leaves Pottsville at 700 A. M. for Philadelphia and all way stations.

All the above trains run dally, Sundays excepted. Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 315 P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 420 P. M.

Reading at 8-00 A. M., returning from Reading at 4-20 P. M.

P. M.

CHESTER VALLEY RAILROAD,

Passengers for Downlogtown and squermediate points take the 7-30 A. M., and 4-00 P. M. trains from Philadelphia, returning from Downlogtown at 6-30 A. M. and 9-00 P. M. trains from Philadelphia, returning from Downlogtown at 6-30 A. M. and 9-00 P. M., and 9-00 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 8-10 A. M., and 2-00 P. M., Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 8-30 and 11 A. M., and 7-15 P. M., returning from Tamaqua at 7-35 A. M., and 1-40 and 41 A. M., and

P. M., returning from Tamaqua at 755 M. M., and 7 M. and 4 35 P. M.
SCHUYLEILL AND SUSQUEHANNA RAILROAD
Trains leave Auburn at 755 A. M. for Pinegrove and Harrisburg, and 12 5 noon for Pinegrove and Tremont, returning from Harrisburg at 555 P. M., and from Tremont at 740 A. M. and 835 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to a 1 the principal points in the North and West and Causda.

Lunda.

Lunda. k vc raion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottatown Accommodation trains, at reduc, d rates. Excursion tokets to Philadelphia, good o sly for one day, are sold at Reading and intermediat, stations, by Reading and Pottatown Accommon atton trains, at reduced rates.

The following lickets are obtainable only at the office of t. BRADFORD, Treasurer, No. 227 South FOURTH Street, Philadelphia, or of G. A. NICOLLS, General St. perintendent, Reading:—

COMMUTATION TICKETS

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

At 25 per c int. discount, beautiful for families and firms.

MILEAGE TICKETS,

MILEAGE TICKETS, MILEAGE TICKETS,
Good for 2000 miles between all points, \$22.50 each
for famil'es an l firms.
SEASON TICKETS,
For three, six, nine, or twelve months, for holders
only, to all point, at reduced rates,
CLERGYMEN
Residing on the line of the road will be furnished
cards entitling the ansilves and wives to tickets at nail
fere.
EXCURSION TICKETS

cards entitling the ansilves and wives to tickets at half fire.

EXCLUSION 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.

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

FREIGHT TRAINS

Leave Philadelphia duly at 5°50 A. M., 12°45 noon and S. P. M., tor Reading, Lebanon, Hardioburg, Pottaville, Port Clinton, and all coints forward.

Close at the Philadelphia Post Office for all places on the road and its branch s at 5 A. M., and for the principal stations only at 2°1) P. M. 482

DENNSYLVANIA CENTRAL BAILROAD

Fast Line and Eric Express	12'00 M.
Paoli Accommodation, No. 1	1'00 P. M.
Harrisburg Accommodation	2'30 P. M.
Lancaster Accommodation	4'00 P. M.
Parkesburg Train	6'00 P. M.
Eric Mail	5'00 P. M.
Paoli Accommodation	5'00 P. M.
Paoli Accommodation	1'15 P. M.
Paoli Accommodation	1'15 P. M.
Accommodation	1'15 P. M.
Paoli Accommodation	1'15 P. M.
Paoli Accommodation	1'15 P. M.
Paoli Accommodation	1'15 P. M.
Eric Mail leaves daily, except Saurday	1'15 P. M.
Eric Mail leaves daily, except Saurday	1'15 P. M.
Eric Mail leaves daily, except Saurday	1'15 P. M.
Eric Mail leaves daily, except Saurday	1'15 P. M.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric Mail leaves daily	1'15 P.
Eric	

Market atreet.
TRAINS ARBIVE AT DEPOT. VIZ:-And Accommander of the state of

The Pennsylvania Rallroad Company will not as an as the Depot.

The Pennsylvania Rallroad Company will not as an an 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 owner, unless taken by sneelal contract. EDWARD H. WILLIAMS.

429 General Superintendent, Altoona, Pa. 

ON SUNDAYS. Leave Philadelphia 95, A. M. 2 and 7 P. M. Leave Chesnut Hill 7-50 A. M. 1240, 540, and 9-25

Leave Cheanut Hill 7:30 A. M. 12:40, 5:40, and 9:20 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 75, 9, and 11:05 A. M. 154.3, 454, 55, 615, 8:05, and 11:5 P. M.
Leave Norristown 5:40, 7, 7:60, 9, and 11 A. M. 154, 8, 454, 654, and 854 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M. 2:30 and 7:15 P. M.
Leave Norristown 7 A. M. 5:30 and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6.75, 9, and 11:05 A. M., 154, 3, 454, 554, 654, 8:06, and 1155 P. M.
Leave Manayunk 6:10, 75, 8:20, 954, and 11:54 A. M., 2, 354, 6, 634, and 9 P. M.
Con Sundays.
Leave Philadelphia 9 A. M. 25 and 75 P. M.
Leave Manayunk 7:4 A. M., 6 and 9:4 P. M.
W. S. WILSON, General Superintendent
12 Depts, NINTH and GREEN Street

RAILROAD LINES.

NORTH PENNSYLVANIA BAILBOAD.

NORTH PENNSYLVANIA RAILROAD,—

I BE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Alientown, Manch Chunk, Hazelton, White Baven, Wilkesburre, Mahanoy City, Mount Carmel, Plutsion, Scranton, and all points in the Leligh, Mahanoy, and Wyoming coal regions.

Passenger Lepot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

WINTER ARRANGEMENTS.

NINE DAILV TRAINS.

On and after THURSDAY, Nov. 14, 1877, Passenger trains leave the New Depot, corner Berks and Amesican streets, daily (Sundays excepted), as follows:—

A174 A. M.—Morning Express for Behilenem and Principal Stations on North Pennsylvania Railroad, for Allentown, Catasanque, Slatington, Mauch Chunk, Weatherly Jenosvile, H.—Eiton, White Haven, Wilks sharre, Pittsion, Scranton, and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Railroad, for Rupert, Dasville, Milton and Williamsport, Arrive at Masch Chunk at 12°05 A. M.; at Wilkesbarre at 8 P. M.; at Scranton at 4°05 P. M., Passengers by this train can take the Lehigh Valley train, passing Pethiebem at 11°55 P. M., for Easton, and going at all intermediate stations. Passengers by the points and points on New York.

At 8-45 A. M.—Accommodation for Doylestown, stopolog at all intermediate stations. and points on New Jersey Central Bailroad to New York.

At 8-45 A.M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hathoro, and Hartsyllie, by thus train, take the stage at Old York road.

At 19-15 A. M.—Accommodation for Fort Washington, stopping at intermediate station.

At 120 P. M.—Express for Bethtehem, Allentown, Macon Chunk, White Haves, Wilk sbarre, Mahanoy City, Centralia, Schenandosh, Mount Carmel, Pittaton, Scranton, and all points in the Mahanoy and Wyoning toal regions. Passengers for Greenville take this train to Quakertown.

At 245 P.M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take singe at Doylestown, or New Hope; at North Wales for Sunneytown.

At 4-16 P. M.—Accommodation for Boylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsylle, take stage at Ablington.

At 5 20 P. M.—Through accommodation for Bethte-At 5 20 P. M.—Through accommedation for Bethle-At 5 20 P. M.—Through accommedation for Bethle-hin and all stations on main line of North Panaryl-vania Railread, connecting at Bethlehem with Lahigh Valley Evening train for Easton, Allentown, and Mauch Chunk. At 6 20 P. M.—Accommodation for Lausdale, stop-ping at all intermediate stations. At 11 30 P. M.—Accommodation for Port Wash-inston.

Ington.
TRAINS ARRIVE IN PHILADELPHIA.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem, at Pie A. M., 203, and 840 P. M., 240 P. M. train makes direct connection with Lehight Valley trains from Easten, Scranton, Whikesbarre, Mahanoy Chy, and Hazieton, Passengers leaving Easten at 120 P. M., arrive in Philadelphia at 250 P. M., Passengers leave Wilkesbarre at 120 P. M., connect at Bethlehem at 213 P. M., and arrive in Philadelphia at 840 P. M., 5700 and 700 P. M., From Doylestown at 850 A. M., 5700 and 700 P. M., From Lanedale at 730 A. M., 5700 and 700 P. M., From Fort Washington at 1110 A. M. and 305 P. M., Philadelphia for Bethlehem at 920 A. M., Philadelphia for Bethlehem at 720 A. M., Bethlehem to Philadelphia at 4 to P. M., Bethlehem to Philadelphia at 4 to P. M., Bith and Sixth Streets Passenger cars convey passengers to and from the new depot, White cars of Second and Third Streets line and Union line run within a short distance of the Depok. Tickets must be procured at the Ticket Office in order to Secure the lowest rates of fare.

Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office,

No. 105 S. Fifth street.

DHILADEL PHIAN AND BALTIMORE CENTERAL RAILEOAD.—Winter Arrangements On and after MONDAY. October 7, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia, 247-45 A. M. and 4:50 P. M.

Leave Rising Sun at 5:45 and Oxford at 6:30 A. M.; and leave Oxford at 3:25 P. M.

A Market Train, with Passenger Car attached, will run on Tucedays and Fridays, leaving the Rising Sun at 1:05 A. M., Oxford at 11:45 M., and Kennett at 1:06 P. M., connecting at West Chester Junction with a Train for Philadelphia at 1:30 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 7:45 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county, Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train fer Philadelphia.

The Train leaving Philadelphia at 4:50 P. M. runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only; as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same, 5112

### GOVERNMENT SALES.

SALE OF UNSERVICEABLE QUARTER-DEPOT QUALTERMASTER'S OFFICE.

WASHINGTON, D. C., December 19, 1867. J

Will be sold at public auction, under the supervision
of Brevet Colonel A. P. Blunt, A. Q. M., U. S. Army,
on FRIDAY, 27th instant, at Lincoln Depot, a lot of
Quartermaster's Stores, rated as unserviceable, consisting in part of—
10 Two-horse Ambulance Harness,
10 Two-horse Ambulance Harness,

10 Two-horse Ambu-lances, 25 Wagon Wheels, 25 Wagon Tongues 1 Steam Worthington 20 Ambulance Wh Pump, Solo pounds Scrap Iron, 6000 pounds Scrap Iron, 6000 do. Old Snoes, 1000 do. Old Snoes, 1000 do. Old Snoes, 1000 do. Old Snoes, 1000 do. Old Springs, 1000 do. Old Springs 1 Lifting Force do., 53 Battery do., 19 Grain Sacks, 19 Mule Pack Saddles, 10 Mule Pack Saddles, Together with Tools of all kinds, and other articles

10 Two-horse Ambu-

ot enumerated.
Sale will commence at 10 A. M.
Purchases must be removed within ten days from Terms:—Cash in Government funds.

Terms:—Cash in Government funds.

By order of the Quartermaster General.

J. C. McFERRAN,

Deputy Q. M. General.

Brev. Brig. General, U. S. A.

ENGINES, MACHINERY, ETC. PENN STEAM ENGINE AND FIGALT. BOILER WORKS.—NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS. BOILER-MAKERS, BLACK-SMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, fron Bollers, Water Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, Eiver, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest botlee, High and Low-pressure Fine, Tubular, and Cylinder Boilers, of the best Pennsylvania charconi fron. Forgings of all sizes and kinds: Iron and Brass Castings of all descriptions; Roll Turning, Forew Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guarantieed.

The subscribers have ample wharf-dock room for

anteed.
The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfects afety, and are previded with shears, blocks, falls, etc. scc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
BEACH and PALMER Streets, SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

WASHINGTON Streets,
PERLADELPHIA,
MERRICK & SONE,
MACHINISTS,
MACHINISTS,
MICHAELPHIA,
MACHINISTS,
MICHAELPHIA,
MIC

Sole Agents for N. Billeux's Patent Sugar Bolling Apparatus, Nessoyth's Patent Steam Hammer, and Applicant & Woolsey's Patent Centrifugal Sugar Draining Machine. BRIDESBURG MACHINE WORKS.

No. 65 N. FRONT STREET.

We are prepared to fill orders to any extent for our

well-known
MACHINERY FOR CETTON AND WOOLLEN
Including all recent improvements in Carding, Spinsping, and Weaving.
We invites the attention of manufacturers to our extensive works.

ALFRED JENKS & SOR

W I L I A M S. G R A N T.

COM MISSION MERCHANT,
No. 38 S. DELAWARE Avenus. Philadelphi
A.

Dupont's Guppowder, Renned Nitre, Charcon' M. Etc.
W. Baker & Co. a Chocolsie, Cocoa, and Bron' Laborate and Natia.

UNION PASTE AND SIZING COM' PANY.—
A Pusie for Box-makers, Bookbinde rs. Paperbangers. Shoemakers, Pocket-book M. skers, Billi Posters, etc. It will not sour. In cheap and always ready for nos. Refer to J. H. Lippincott. & Co., Devar d. Reller, William Mano. Philadelp' dia Inquirer, Harper Brathers, American Tract Soci. 23, and others.
Scie Agents, I. L. CRAGIN & CO., No. 420 COM.

MERCE Street.