TREASURY DEPARTMENT

PENNSYLVANIA

HARRIEBURG, December 18, 1867.

NOTICE

TO THE HOLDERS OF THE *

LOANS

OF THE

Commonwealth of Pennsylvania, due July 1, 1868,

THE FOLLOWING

LOANS,

JULY 1, 1868,

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

Farmers' and Mechanics' National Bank

OF PHILADELPHIA.

VIZ.,

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.

WE HAVE FOR SALE

THE FIRST MORTGAGE BONDS

OF THE Central Pacific Rallroad Company,

AT (95) NINETY-FIVE. And Accrued Interest in Currency.

These Bonds are payable by law, principal and interest, in gold. Interest payable 1st of January and 1st 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 paurphlets and general information upon application to us Having a full supply of these EDSDS on hand, we are prepared to DELIVER THEM AT ONCE.

DE HAVEN & BRO., Bankers and Dealers in Governments, NO. 40 SOUTH THIRD ST. 12 5 lm

FINANCIAL.

I L E

OF THE

Running West from Omaha

Across the Continent.

ARE NOW COMPLETED.

This brings the line to the eastern base of the Rocky Mountains, and it is expected that the track will be laid 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 slope 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 \$18,000 per mile, for which it takes a second tien as security, and receives payment to a large if no to the full extent of its c'aim in services. These Bonds are issued as each twenty-mile section is fittshed, 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 HUNDRED 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 trailic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the oply line con, necting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competi-

tion, 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. 36 S. Third st. J. E. LEWARS & CO., No. 29 S. Third street. THE TRADESMEN'S NATIONAL BANK,

In Wilmington, Delaware, by R. B. 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 tree on application.

> JOHN J. CISCO, TREASURER. NEW YORK.

12 11 wfm9t November 23, 1867.

S. SECURITIES

A SPECIALTY.

SMITH, RANDOLPH & CO.,

BANKERS AND BROKERS,

NO. 16 S. THIRD ST., NO. 8 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.

[NION PACIFIC BAILROAD 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 NASBAU Street, New JOHN J. CINCO, THEASURER.

FINANCI L

BANKING HOUSE

OF

AY COOKE & O.

112 and 114 So. THIRD ST. PHILAD'A

Dealers in all Government Securities,

OLD 5-20s WANTED

IN EXCHANGE FOR NEWS

A LIBERAL DIFFERENCE ALLOWED.

Compound Interest Notes Wanted

INTEREST ALLOWED ON DEPOSITS, Collections made. Stocks bought and sold on

Commission. Special business accommodations reserved for 19 24 300

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-

\$206 33 taking in exchange U. S. 6's of 1881, 5-20's of 1862, \$156°83 do. do. 5-30's of 1864. \$127.58 5-20's of 1865, May & Nov. do. 5-20's of '65, Jan. & Ju 5-20's of '67, do. 5 % cent. 10-40's, do. do. do. do. \$93°F3 7 8-10 Cy. June Issue. do. do. 73-10 Cy. July issue. (For every thousand dollars.)

ndence in their security. PHILADELPHIA, November 21, 1807.

We offer these bonds to the public, with every con-

FOR THE INFORMATION OF HOLDERS OF GOVERNMENT SECURITIES. who may wish to convert them into the

FIRST MORTGAGE BONDS

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.,

ч	NAME OF THE PARTIES OF SPINSS			
H	Wewo	ould to-da	y give th	ese bonds and pay a diffe
	rence of		F. (M. 11. 10-2)	and the second s
2	\$206'35 to	king in e	xchange	U. S. 6's of 1881.
1	\$156-83	do.	do.	5-20's of 1862.
1	\$127.58	do.	do.	6-20's of 1864.
J	187 58	do.	do.	5-20's of 1885, May & Nov
	\$151.33	do.	do.	5-20's of '65, Jan. & July
Ž,	\$151.33	do.	do.	5-20's of '67, do.
	\$93.83	do.	do.	5 % cent. 10-40's. do.
	\$159-18	do.	do.	73-1 Cy, June Issue.

do. do. 8-10 (3 July issue. (For every thousand dolla's We offer these bonds to the public, with every con fidence in their security. Philadelphia, Nov. 21, 1867.

JANUARY

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. SECTION PHILADELPHIA.

MILLINERY, TRIMMINGS ETC.

MRS. R. DILLON. NOS. 323 AND 331 SOUTH STREET

Has all the novelties 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 COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADEL THE CITY AND COUNTY OF PHILADELAssigned Estate of THE PORT RICHMOND POTTERY COMPANY.

The Auditor appointed by the court to audit, settie, and adjust the account of GEORGE SARGEANT, assignee of the Port Richmond Pottery
Company, and to report distribution of the talance
in the hands of the accountant, will meet the parties
interested, for the purpose of his appointment, on
THURSBAY, January 2 1888 at eleven (1) o'clock
A. M., at his office, Rc, 406 WALNUT Street, in the
city of Philadelphia.

Existence of the purpose of the purpose of the second of the city of Philadelphia. IN THE COURT OF COMMON PLEAS FOR THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADEL PHIA.

ROBERT WILSON VS. SARAH JANE WILSON.

June Term, 1807. No. 15. In Diverce.

To Sarah Jane Wilson, respondent:—You will please take notice of a rule granted in the above case, returnable SATURDAY, December 28, 1867. at 10 o'clock A. M., to show cause why a divorce a vinculo matrimonit should not be decreed.

JAMES W. PAUL, Autorney for libellant,

Philadelphia, Dec. 14, 1867. 12 18 wihit

LASTERN DISTRICT OF PENNSYLVANIA, then the seventh day of December. A. D. 1807.

The undersigned hereby gives notice of his appointment as Assignee of "HOMAS BUCKMAN Jr., in the city of Philadelphia, and State of Pennsylvania, within said District, who has been adjudged a bankruptupon his own petition, by the District Court of said District.

JOHN ROBERTS, Assignee.

To the Creditors of THOMAS BUCKMAN, Jr., Bankrupt.

12 18w31

CEORGE PLOWMAN. CARPENTER AND BUILDER

REMOVED To No. 134 DOCK Street.

PHILADELPHIA

JOHN CRUMP,

CARPENTER AND BUILDER: SHOPS: NO. 913 LODGE STREET, AND NO. 1782 CHEANUT STREET, PHILADRIPHIA

RAILROAD LINES.

At6 and 10 A. M. 1, 2, 8-20, 4-20, and 6 P. M., for At and 10 A. M., 1, X. FM, 100, 100 P. M., Florence.
At 6, 8, and 10 A. M., 1, 2, 300, 430, 6 and 1130 P. M., for Burlington, Reverly, and Delanco.
At 6 and 10 A. M., 1, 2, 430, 6, and 1130 P. M. for Edgewater, Riverside, Riverton, and Palmyra, At 6 and 10 A. M., 1, 6, and 1130 P. M., for Fish House.
The 1 and 1130 P. M. Lines leave from Market Street Ferry, upper side.
Links From Kensington Depor

Will leave as follows:—
At II A. M., vis Kensington and Jersdy City, New York Express Line. Fare, \$3.

& At 8 and II A. M., 220, 120 and 5 P. M., for Trenton and Br stol. And at 1015 A. M. for Bristol.
At 8 and II A. M., 220 and 5 P. M., for Morrisville and Tallytown.
At 8 and 1015 A. M., 230 and 5 P. M., for Schenck's and Foungton
At 8 and 1015 A. M., 230 and 5 P. M., for Schenck's and Foungton.
At 8 and 1015 A. M., 230, 4.5, and 6 P. M., for Cornwells, Torresdale, Helmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M., for Itolmesburg and intermediate stations. noming, Bridesburg, and Frankford, and at 8 F. M., for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD LINES.

At 8 A. M. for Niagara Falla, Buffalo, Dunkirk, Canandalgus, Elmira, Ithaca, Owege, Rocaester, Blughamton, Owego, Syracuse, Great Bend, Mon, trose, Wilkesbarre, Scranton, Stroudsburg, Water Can, etc. etc. At S.A. M. and 3.30 P. M., for Belvidere, Easten, Lambertville, Flemington, etc.

The 3'30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations. tions.
Lines from West Philadelphia Depot, via Connecting Hailway, will leave as follows:—
At 9:39 A. M., and 1:30, 6:3; and 12 P. M., New York
Express Lines, via Jersey City. Fare \$3:25.
The 9:30 A. M. and 6:3: P. M. Lines will run daily, Ail

The 9 30 A. M. and 6 33 P. M. Lines will run daily, All others, Sundays excepted.

At 9 30 A. M., 1 20, 6 20, and 12 P. M. for Trenton,
At 9 20 A. M. 6 70 and 12 P. M. for Bristol.

At 12 P. M. (night), for Morrisvito, Tullytown,
Schenck's, Eddington, Corawells, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg, and
Frankford,
December 16, 1867. WM. H. GATZMER, Agent,

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
THE TABLE,
Commencing Monday, September 20, 1867. Trains
will leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:—
Way Mail Train at 8 30 A. M. (Sundays excepted),
for Bastimore. Stepping at all regular stations. Connecting with Delaware Railroad at Wilmington for
Crisfield and Intermediate stations.
Express Train at 12 M. (Sundays excepted), for Baltimore and Washington.
Express Train at 230 P. M. (Sundays excepted) for
Baltimore and Washington. stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdsen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's
Rus.
Night Express at 11'00 P. M. (daily) for Baltimore

man's, Edgewood, Magnolia, Chase's, and Stemmer's Rub.

Night Express at 11'00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Deiaware Railroad Line, stopping at Newcastie, Middletown, Clayton, Dover Harrington, Sentord, Salisbury, Princers Anne, and connecting at Cristield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

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

Stopping at all Stations between Philadelphia and Wilmington.

Wilmington.

Leave Philadelphia at 1:30, 4:30, 6:00, and 1:30 (daily)
P. M. The 4:30 P. M. Train connects with Delaware
Railroad for Milfurd and intermediate stations. The
6:00 P. M. Train runs to New Castle.

Leave Wilmington at 7 and 8 A. M., 4:09 and 6:30

Railford of Milling and intermediate stations. The

600 P. M. Train runs to New Castle.

Leave Wilmington at 7 and 8 A. M., 400 and 630

(dails) 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.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8:55 P. M. stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at Northeast, Eikton, and Newark, to take passengers for Philadelphia and leave passengers from Washington or Baltimore.

Through Tickets to all points West, South, and Southwest may be procured at the Ticket Office, No. 828 CHESNUT street, under the Continental Hotel, where, also, state-rooms and berths in sleeping-cars 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,

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H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA
RAILEGAD, VIA MEDIA.
WINTER ARRANGEMENT,
On and after MONDAY, October 7, 1987, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets.
West Philadelphia, as follows: leave Depot, THIRTY-FIRST and CHESNUT Streets.

West Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 74 i.A. M., 11 A. M., 230 P. M., 435 P. M., 430 P. M., 6.5 P. M., and 11 30 P. M.
Leave West Chester for Philadelphia, from Depo. on East Market street, at 6.25 A. M., 745 A. M., 870 and 10 45 A. M., 155 P. M., 450 and 655 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 West Chester at 745 A. M., and going west will take train leaving Philadelphia at 450 P. M., and transfer 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 Wainut street to the depot.

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 last car connecting with each train leaving Front and Market street, unintees previous to

street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to Front and Market streets thirty minutes previous to departure.

ON SUNDAYS.

Leave Philadelphia at 830 A. M. and 2 P. M.

Leave West Chester at 735 A. M. and 4 P. M.

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

Trains leaving Philadelphia at 745 A. M. and 450 P. M., and leaving West Chester at 850 A. M. and 450 P. M., and leaving West Chester at 850 A. M. and 450 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 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 is made for, the same.

HENRY WOOD.

4 134

DHILADELPHIA AND ERIE RAILROAD,-WINTER TIME TABLE, WINTER TIME TABLE.

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

ELFGANT SLEEPING CARS on all Night Trains.
On and after MONDAY, November 25, 1887, the trains
on the Philadelphia and Erie Ballroad will run as
follows:—

WESTWARD.

" 'arrives at Lock Havon 749 P. M.

Mail Train leaves Erie 1025 A. M.

" leaves Williamsport 1025 A. M.

" leaves Williamsport 103 P. M.

Erie Express leaves Erie 103 P. M.

" leaves Williamsport 104 P. M.

Erie Express leaves Erie 105 P. M.

" leaves Williamsport 105 P. M.

" leaves Williamsport 105 P. M.

Elmirs Mail leaves Lock Haven 710 A. M.

" leaves Williamsport 105 P. M.

Bimirs Mail leaves Lock Haven 710 A. M.

" leaves Williamsport 105 P. M.

Mail and Express connect with all trains on Warren and Franklin Railway. Passengers leaving Philadelphia at Evo M. arrive at Irvineuon at 640 A. M. and Oli City at 950 A. M.

Leaving Philadelphia at 1115 P. M., arrive at Oli City at 438 P. M.

All trains on Warren and Franklin Railway make close connections at Oil City with trains for Franklin and Petroleum Centre. Baggage checked through.

ALPEED L. TYLER,

111 General Superintendant.

VEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry).
Commencing TUESDAY, September 17, 1967, For Bridgeton, Satem Vineland, Mulville, and intermediate stations, 800 a. M., and 330 P. M.
For Cape May 330 P. M.
For Woodbury at 800 A. M., and 330 and 600 P. M.
Freight Train leaves Camden at 12 M. (noon) daily.
Freight will be received at Second Covered What Freight will be received at Second Covered What Freight received before 900 A. M. will go forward the same day.
Freight Delivery, No. 228 S. DELAWARE Avenue, 72 M. WILLIAM J. SEWELL, Superintendent.

CAMDEN AND BURLINGTON COUNTY
ORATLEGAD.
On and eiter & NONDAY, December 16, 1807. Trains will leave from foot of MARKET Street (upper ferry) for Merobantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Evansville, Vincentown, Birmingham, and Pamberton, at 10 % A. M. apd 4 % P. M.
RETURNING.
Leave Pemberton at 7 % A. M. and 2 % P. M.
Leave Mount Holly at 745 A. M. and 2 % P. M.
Leave Mount Holly at 745 A. M. and 2 % P. M.
10 22
C. SAILKE Superintendent.

RAILROAD LINES.

GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA CUMBERLAND, AND WYOMING
VALLEYS, THE NOATH, NORTHWEST, AND
THE CANALAS.
WINTER ARRANGEMENT OF PASSENGER
TRAINS, MONDAY, November 18, 1857.
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets Philadelphia, at the following house:-E A D IN G R A I L R O A D. GREAT TRUNK LINE

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

MORNING ACCOMMODATION,
At 730 A. M., for Reading, Allentown, and intermediate stations.

Resurring, leaves. Beading at 630 P. M., arriving in Philadelphia at 970 P. M.
MORNING EXPRESS.

At 815 A. M. for Reading, Lebanon, Harrisburg Pottsville, Pine grove, Tamaqua, Sunbury, Williams port, Elmira, Rochester, Niagara Falis, Buffalo Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

The 7-10 train connects at READING with East Pennsylvania Raffroad trains for Alteniown, etc., and the 8-15 A. M. train connects with Lebanon Valley train for Harrisburg, etc., at POAT CLINTON with Catawis a Raffroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRISHURG with Northern Central Cumberland Valley and Schuylkill and Susquehanna trains for Northemberland, Williamsport, York, Chambersburg Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 320 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railread trains for Columbia, etc.

POATSIOWN ACCOMMODATION

Leaves Pottstown at 645 A. M., stopping at intermediate stations; arrives in Philadelphia at 500 A. M., Returning, leaves Philadelphia at 500 P. M.; arrives in Pottstown at 750 P. M.

Leaves Reading at 750 A. M., stopping at all way stations, arriving at Philadelphia at 400 P. M.; arrives in Reading at 645 E. M.

Trains for Philadelphia teave Harrisburg at 810 A. M., and Pottsville at 845 A. M.; arriving in Philadelphia at 100 P. M., American at 800 P. M., arriving in Philadelphia at 100 P. M., Pottsville at 845 A. M.; arriving in Philadelphia at 510 P. M., Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 510 P. M., Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 510 P. M.

Market train, with passenger car attached, leaves Philadelphia at 645 p. 000 per Pottsville and all way

All the above trains row P. M., arriving in Philadelphia All the above trains at 18.45 noon for Pottsville and all way stations. Leaves Politaville at 7.00 A. M. for Pulladelphia at 18.45 noon for Pottsville and all way stations.

All the above trains run dally, Eundays excepted.
Sunday trains leave Pottsville at 8.00 A. M., and Philadelphia at 8.15 P. M. Leave Philadelphia for Reading at 8.00 A. M., returning from Reading at 4.25 P. M.

P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and batermediate points take the 739 A. M., and 409 P. M. trains from Philadelchia, returning from Downingtown at 630 A. M. and 100 P. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 100 A. M. and 150 and 10 to P. M., and connecting at Harraburg with Penesylvania and Northern Central Railroad express trains for Pittsburg, Chicago. Williamsport, Emira, Bailmore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 555 A. M., and 935 P. M., passing Reading at 449 and 706 A. M., and 1140 P. M., and arriving in New York at 1619 and 1145 A. M., and 550 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 500 and 11 A. M., and 715 P. M., returning from Tamaqua at 735 A. M., and 146 and 435 P. M. CHESTER VALLEY RAILROAD.

P. M., returning from Tainaqua at 7.55 A. M., 1804 A. M. and 4.35 P. M., SCHUYLBILL AND SUSQUEHANNA BAILROAD Trains leave Auburn at 7.55 A. M., for Pinegrove and Harrisburg, and 12.55 noon for Pinegrove and Tremont, returning from Harrisburg at 3.55 P. M., and from Tremont at 7.46 A. M. and 3.35 P. M., Tilcketts.

Tilcketts.

Through first-class tickets and emigrant tickets to a 1 the principal points in the North and West and Canada.

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

Lacirsion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Rend'og and Potistown Accommodation trains, at reduced rates. Excursion takets to Philadelphia, good only for one day are sold at Reading and Intermediata stations, by Reading and Potistown Accommodation trains, at reduced rates.

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

(COMMUTATION TICKETS

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

MILEAGE TICKETS,

Good for 200 miles between all points, \$250 each for families and firms.

SEASON TICKETS,

For three, six, ulne, or twelve months, for holders only, to all point it, at reduced rates.

CLERGYMEN

Reading on the line of the road will be furnished cards entitling the mselves and wives to tickets at nall fare.

EXCARSION TICKETS

From Philadelph.a to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEEN TH and CALLOWHILL Streyts.

FREIGHT.

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

FREIGHT TRAINS

Leave Philadelphia duly at 5:30 A. M., 12:45 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and al. points forward.

Malls

Close at the Philadelphia Post Office for all places on the road and its branch is at 5 A. M., and for the principal stations only at 2:5 P. M.

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DENNSYLVANIA CONTRAL BAILROAD

PHILADELPHIA, GERMANTOWN

RAILROAD LINES. NORTH PENNSYLVANIA BAILBOAD,-

ORTH PENNSYLVANIA RAILROAD.—

I AE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Manch Chunk, Hazeiton, White Haven, Wilkesbarre, Mannoy City, Mount Carmel, Pitiston, Scranton, and all points in the Lebigh, Mahanoy, and Wyoming coal regions.

Pessenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

WINTER ARRANGEMENTS.

On and after THURSDAY, Nov. 14, 1807, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excented), as follows:—

A174 A. M.—Morning Express for Bahlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lebigh Valley Railroad for Allentown, Catasauqua, Slatington, March Chunk, Weatherly, Jeansylle, H' Selton, Wilke Haven, Wilkesbarre, Pittston, Scranton, and all points in Lebigh and Wyoming Valleys; also, in connection with Lebigh and Mahanoy Railroad, for Mahanoy Chy, and with Cataswissa Railroad, for Mahanoy Chy, and with Cataswissa Railroad, for Repert, Danville, Milton and Willamsport. Arrive at Mauch Chunk at 1270 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy Chy, and with Cataswissa Railroad, for Repert, Danville, Milton and Willamsport. Arrive at Mauch Chunk at 1270 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy Chy, and with Catawissa Railroad, for Repert, Danville, Milton and Willamsport. Arrive at Mauch Chunk at 1270 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy Chy, and points on New Jersey Central Railroad to New York.

A18-45 A. M.—Accommodation for Doylestown, stopand points on New Jersey Central Raliroad to New York.

A18'45 A.M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Harlsville, by this train. take the stage at Old York road.

At 10'15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

A1'10 P. M.—Express for Bethiehem, Allentown, Macch Chunk, White Haven, Wilks sharre, Mahanoy City, Centraits, Shensandoah, Mount Carmel, Pittston, Scranton, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakerlown.

A1'25 P.M.—Accommodation for Doylestown, stopping stall intermediate stations. Passengers take for Sumbergiown. for Sumneytawn.
At 415 P. M.—Accommodation for Doylestown, stopping at all intermediate stations Passengers for Willow Grove, Hatboro, and Harsyllie, takestage at Abirgton.
At 620 P. M.—Through accommedation for Bethle-bern, and all stations on main line of North Pennsyl-vania Railroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Alleutown, and

Manch Chunk,
At 520 P. M.—Accommodation for Laundale, stopping at all intermediate stations,
At 11 30 P. M.—Accommodation for Fort Wash-TRAINS ARRIVE IN PHILADELPHIA. TRAINS APRIVE IN PHILADELPHIA.

From Bethlehem, at 9 h A. M., 2 05, and 8 40 P. M.
200 P. M. train makes direct connection with Lehigh
Valley trains from Easten, Scranton, Wikkesbarre,
Mahanoy City, and Harleton, Passengers leaving Easton at 120 A. M. arrive in Philadelphia at 205 P. M.

Passengers leave Wilkesbarre at 120 P. M. connect
at Bethlehem at 5 is P. M., and arrive in Philadelphia
at 5 40 P. M.

From Boylestown at 8 38 A. M., 5 10 and 7 00 P. M.

From Lansdale at 7 30 A. M.

From Fort Washington at 11 ib A. M. and 205 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 20 A. M.

Philadelphia for Bethlehem at 9 20 A. M.

Bethlehem to Philadelphia at 4 10 P. M.

Loylestown to Philadelphia at 4 10 P. M.

Bethlehem to Philadelphia at 4 10 P. M.

Fith 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 Depot.

Tickets must be procured at the Ticket Office in
order to Secure the lowest rates of fare.

Ellis CLARR, Agent.

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

No, 105 S. Fifth street.

DHILADELPHIA, AND BALTIMORE CENS
TRAL RAILEGAD,—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), at 745 A. M. and 456 P. M.
Leave Klaing Sun at 545 and Oxford at 630 A. M.
and leave Oxford at 335 P. M.
A Market Train, with Passenger Car attached, will
run on Tuesdays and Fridays, leaving the Rising Sun
at 1155 A. M., Oxford at 1145 M., and Kennett at 156
P. M., connecting at West Chester Junction with a
Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 750 P. M., run
ing through to Oxford.
The Train leaving Philadelphia at 745 A. M., conbects 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 for Philadelphia.
The Train leaving Philadelphia at 450 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,
HENRY WOOD General Sup's. TOHILADELPHIA, AND BALTIMORE CEN

GOVERNMENT SALES. SALE OF UNSERVICEABLE QUARTER-

DEPOT QUARTERMASTER'S OFFICE, WASHINGTON, D. C., December 19, 1867. Will be sold at public auction, under the supervision of Brevet Colonel A. P. Blunt, A. Q. M., U. B. Army, on FRIDAY, 27th instant, at Lincoin Depot, a lot of Quartermaster's Stores, rated as unserviceable, consisting in part of—

506 Army Wagons, 533 Sets Lead Mule Har
507 Army Wagons, Sypring do., news. s Spring do., s Spring Bodies, unfin-ished. 253 Sets Wheel do., 252 Sets Wheel Al

ished.

10 Two-horse Ambulances.

1 Steam Engine.
1 Steam Worthington
Pump,
1 Lifting Force do.,
1 Power Punch.
1 Travelling Forge,
25 Wagon Wheels,
26 Wagon Wheels,
26 Wagon Tongues.
26 Wagon Tongues.
27 Wagon Tongues.
28 Wagon Tongues.
28 Wagon Tongues.
29 Wagon Tongues.
20 Ambulance Wheels,
26 Wagon Sterap Iron,
20 Ambulance Wheels,
20 Wagon Bows.
200 Wagon Wagon Bows.
200 Wagon Wagon Bows.
200 Wagon Wheel Ambulance Wheels,
25 Wagon Wheels,
26 Wagon Wagon Bows,
26 Wagon Wagon Bows,
27 Wagon Forge,
27 Wagon Forge,
28 Wagon Wagon Bows,
27 Wagon Forge,
28 Wagon Wagon Bows,

Terms:—Cash in Government funds,
By order of the Quartermaster-General,
J. U. McFERRAN,
Deputy Q. M. General,
12 20 5t
Brev. Brig. General, U. S. A.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS. BOILER WORKS.—NEAFIE & LEVY, 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, from Boilers, Water Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, 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 notice, High and Low-pressure Fine, Tubular, and Cylinder Bollers, of the best Pennsylvania charcoal from. Forgings of all sizes and kinds; from and Bruss Castings of all descriptions; Boil Turning, screw 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 guaranteed.

The subscribers have ample wharf-dock room for requires of boas, where they can lie in perfects afery.

anteed.
The subscribers have ample wharf-dock room for repairs of boals, where they can lie in perfect safety, and are provided with shears, blocks, fails, etc. etc., for raising heavy or light weights.

JOHN P. LEVY,

BEACH and PALMER Streets. SOUTHWARK FOUNDRY, FIFTH AND

WASHINGTON Streets,

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MERRICK & SONS,

ENGINEERS AND MACHINISTS,

manufacture High and Low Pressure Steam Engines

for Land, River, and Marine Service.

Hollers, Gasometres, Tanks, Iron Boats, etc.

Castings of all kinds, either Iron or brass.

Iron Frame Roots for Gas Works, Workshops, and

Railroad Statiors, etc.

Retorts and Gas Machinery, of the latest and most
improved construction.

Every description of Plantation Machinery, and
Sugar, Saw, and Grist Mills, Vacuum Pans, Open
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Sole Agents for N. Billeux's Patent Bugar Bolling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & 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
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Rolls and Nalls.

Bolts and Sain

U NION PASTE AND SIZING COMPANY,

Bangers, Shoemakers, Bookstabook Makers, Bill
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ready for use. Refer to J. B. Lippincoil & Co., Devar
& Meller, William Mana, Philadelphia Inquirer,
Harper Brothers, American Tract Society, and others,
sole Agents, I. I. CRAGIN & CO., No. 220 UOMMERCE Strees.