Agreement between the Atlantic and Great Western Railway Company and the Philadelphia and Beading Railroad

Whereas, The Atlantic and Great Western Rallway Company are the owners of a railroad extending from Salamanca, in the State of New York, through Pennsylvania, State of New York, through Pennsylvania, to Dayton, in the State of Ohio, with two branches, one extending to Buffalo, in the State of New York, and the other to Franklin, in the State of Pennsylvania, and are the lessees, for terms of ninety-nine years, of the Oil Creek railroad, the Cleveland and Mahoning railroad, and the New Lishon railroad, and have also a contract with the Cincinnati, Hamilton and Dayton railroad of the latter company from Dayton to Cincinnati;

And Whereas, The Western Central railroad company, under the direction and con-trol of the Atlantic and Great Western railway company, are about commencing the construction of a railroad extending from some point upon the line of the Atlantic and Great Western railway at or near Franklin, Venango sounty, Pennsylvania, to a point near Milesburg or Belle-

fonte in Centre county; if he few shorts, Centre and Spruce Creek railroad company, under the direction and control of the Atlantic and Great Western railway company, are about commenting the construction of a railroad from the reastern terminus of the said Western Central railroad, in Centre county, to a point upon the Catawissa railroad, in

Northumberland county:

And Whoreas, The Atlantic and Grea-Western railway company and the Western Central railroad company have leased the Catawissa railroad for the term of nine hundred and ninety-nine years from the first day of December, in the year of our Lord one thousand eight hundred and sixty-

Aud Whereas, It is the intention of the Atlantic and Great Western railway com-pany to lay a track of a practical uniform gauge with that of the present gauge of the railbaid of the party of the second part, from the point of connection with the Western Central railroad, in Venango connty, Pennsylvania, westward to Dayton, in the State of Ohio, and eastward to Oil

City, Pennsylvania;
And Whereas, The Western Central railroad company; and the Lewisburg, Centre and Spruce Creek railroad company intend to lay a track of a practical uniform gauge with that of the present gauge of the railroad of the party of the second part upon the entire length of their respective railroads, thus forming with the several railroads before mentioned an unbroken line of narrow gauge railroads, from Cin-cinnati and Cleveland to the south-eastern terminus of the Catawissa railroad, under the management and control of the Atlan-tic and Great Western railway company, the Western Central railroad company, and the Lewisburg, Centre and Spruce Creek railroad company, and forming at various points along its line, connections with all the principal railroads in the west and northwest;

And Whereas, The Atlantic and Great Western railway company have leased the Morris and Essex railroad, in the State of New Jersey, for the term of nine hundred

and ninety-nine years;

And Whereas, The Philadelphia and Reading railroad company, by means of the main line of their railroad and other branches leased and controlled by them, connect the southeastern terminus of the Catawissa railroad with the city of Phila-delphia, thus forming with the several railroads already mentioned, a contin-uous line of railroad connecting the cities of Cincinnati, Dayton and Cleve-land, and other important points in the west, with the city of Philadelphia; And Whereas, The East Pennsylvania

railroad company are about extending the line of their railroad from Allentown to a point upon the Delaware river, at or near

Easton, to connect with the Morris and Essex railroad aforesaid;

And Whereas, The Philadelphia and Reading railroad company are about to construct or cause to be constructed, a construct or cause to be constructed, a railroad from a point upon their main line, at or near Hamburg, or Port Clinton, to a point at or near Topton, upon the East Pennsylvania railroad, thereby forming, in connection with other portions of their road and roads leased by them, and the East Pennsylvania railroad, as extended to the Delaware, a continuous line of railroad cone Catawissa railroad with the

Morris and Essex railroad;

And Whereas, The said several railroad companies above mentioned have agreed with each other, severally to receive and transport over their respective railroads with promptness and despatch, all such freight and passengers as may be delivered by any other of said companies at any point of connection, and further to manage and direct their several lines in such a manner as at all times to insure their prompt transmission of all through freight and passen-gers, and to avoid any unnecessary deten-tion to either at any point of connection or junction: The object and intent being that the said several railroads shall be so worked managed and directed, by the respective corporations owning or controlling the same, as to form one great through route from the cities of Cleveland, Cincinnati and Dayton and all other points to, or with which the said the Atlantic and Great Western railway company may have access or connection to the city of Philadelphia via the Philadelphia and Reading railroad and its tributaries, and a line to New York via: the said Philadelphia and Reading railroad, the East Pennsylvania railroad and the Morris

NOW THIS AGREEMENT AND CONTRACT made and concluded this tenth day of January, in the year of our Lord one thousand eight hundred and sixty-six, between The Atlantic and Great Western Raiiway company, the Western Central railroad company, and the Lewisburg, Centre and Spruce Creek railroad company, all of the first part, the Philadelphia and Reading railroad company of the second part and spruce Creek railroad company all of the first part, the Philadelphia and Reading railroad company of the second part and railroad company and the second part and railroad company and the part and railroad company and railroad com railroad company of the second part, and the East Pennsylvania railroad company of the third part. Witnesseth, that for and in consideration as well of the premises, and the advantages and benefits to be derived by each from the facilities to be afforded by the others for the transportation of freigh and passengers, as aforesaid, as of the sums of money to be expended by each in constructing and preparing their several railroads for the accommedation of the through trade received from the others, the said parties have covenented and are the said and the said an parties have covenanted and agreed, and by these presents do covenant and agree each with the other as follows, viz:

First.-That from and after the execution and during the continuance of this agreement, the parties of the first part will deliver to the parties of the second part, at the south-eastern terminus of the Catawissa railroad, known as Catawissa junction, both freight and passengers (the lines or avenues of transportation for which they the parties of the first part may have the legal power to select or control) received by them, the said parties of the first part, or either of them, at any point west of Catawissa junction, upon the several railroads now owned, leased, or controlled or hereafter to be built, owned leased, or controlled by them, the parties of the first part, or either of them and destined eastwardly from Catawissa junction to or beyond any point upon any of the several railroads now owned, leased, or controlled, or hereafter to be built, owner jeased or controlled, by the parties of the second and third parts, or either of them.

Second.—That from and after the completion of the extension of the East Pennsylvania railroad from Allentown to the Delaware river, and its connection at said river

with the Morris and Essex railroad, at a point to be known, and in this agreement hereafter designated as Morris and Essex junction, and during the continuance of this agreement, the Atlantic and Great Western railway company will deliver to the party of the second part, or the party of the third part, as the party of the

second part may from time to time deter-mine, at said Morris and Essex junction, both freight and passengers (the lines or avenues of transportion for which they, the said the Atlantic and Great Western rail-way company, may have the legal power to selector control), received by them the said the Atlantic and Great Western railway company at any point east of the Delaware river, upon any railroad now, or hereafter, built, owned, leased, or controlled by them. the said the Atlantic and Great Western railway company, and destined westwardly from said Morris and Essex junction, to or beyond any point upon any of the railroads now owned, leased, or controlled, or hereafter to be built owned leased or controlled. by any of the parties to this agreement.

Third-That from and after the execution and during the continuance of this agree ment, the party of the second part will de-liver to the parties of the first part, or such of them as the said the Atlantic and Great Western railway company may designate, at Catawissa junction, both freight and passengers (the lines or avenues of transportion for which they the party of the second part may have the legal power to select or control) received by them, the said party of the second part, at any point east of Catawissa junction, upon any of the several railroads now owned, leased, or controlled, or hereafter to be built, owned, leased, or controlled, by them, the party of the second part, and destined westwardly from said Catawissa junction, to or beyond any point upon any of the several railroads now owned, leased, or controlled, or hereafter to be built, owned, leased, or controlled, by the parties of the first part, or either of them
Fourth—That upon and after the comple tion of the extension of the E. Pennsylvania railroad from Allentown to the Delaware river, and its connection at said river with the Morris and Essex railread, and during the continuance of this agreement, the parties of the second and third parts will deliver to the Atlantic and Great Western railway company, at said Morris and Essex junction, both freight and passengeres the lines or avenues of transportation for which they the parties of the second or third parts may have the legal power to select or con-trol) received by them, the said parties of the second and third parts, at any point upon any of the several railroads now owned, leased, or controlled, or hereafter to be built, owned, leased, or controlled, by the parties of the second or third parts, and destined eastwardly from said Morris and Essex junction to or beyond any point upon any railroad now or hereafter to be built owned, leased, or controlled, by the said the Atlantic and Great Western railway com-

pany.

Fifth—The said freight and passengers to be delivered at Catawissa junction, and at Morris and Essex junction, under articles first, second, third, and fourth of this agreement, shall be received by the several par ties to whom they are to be delivered, and be transported with all due diligence and proper dispatch to or towards their several places of destination as follows, viz: eastwardly from Morris and Essex junc-tion and westwardly from Catawissa junction by the several parties of the first part, and westwardly from Morris and Essex junction and eastwardly from Catawissa junction by the parties of the third and second parts, respectively, over their several roads, or exclusively by the party of the second part, as the latter may determine; and over such of the several railroads now or hereafter to be built, owned, leased, or controlled, by the party of the second part, and over so much of the East Pennsylvania railroad as the party of the second part may from time to time select and determine.

Sixth-The rates of toll and transportation upon all freight except anthracite coal shipped frym the city of Philadelphia, or snipped tryin the city of rhinderphia, or from any point more than sixty miles dis-tant from Catawissa junction upon any of the railroads now, or hereafter built, owned, leased or controlled, by the parties of the second or third parts, and consigned westwardly to or beyond any point more than sixty miles distant from Catawissa junction upon any of the railroads now, or hereafter built, owned, leased, or con-trolled by the parties of the first part or either of them, shall be fixed and determined by the party of the second part. And the rates of toll and transporta-tion upon all passengers and all other freight, except anthracite coal, passing Cat-awissa junction eastwardly or westwardly between any point mor than sixty miles west of Catawissa junction upon the several railroads now, or hereafter to be built, owned, leased, or controlled, by the parties of the first part, or either of them, and any of the first part, or either of them, and any point more than sixty miles distant from Catawissa junction, upon the several roads now or hereafter to be built, owned, leased, or controlled, by the parties of the second and third parts (the distance in all cases to be measured along the lines of the several railroads) shall be fixed and determined by the Atlantic and Great Western railway commany. Provided however That the rate company. Provided, however That the rate per mile upon all such freight and passengers to and from the city of Philadelphia, and to and from all points over sixty miles from Catawissa junction aforesaid upon the several railroads now or hereafter built, owned, leased, or controlled, by the parties of the second or third parts, shall at no time and in no event be higher than the rate per mile then charged between the city of New

mile then charged between the city of New York and the same point upon any of the roads of the parties of the first part, to or from which such freight or passengers may be consigned; the true intent and meaning of this agreement being to give to the city of Philadelphia and the several points more than sixty miles distent from points more than sixty miles distant from Catawissa junction, upon the railroads of the parties of the second and third parts, at all times the advantages of the lowest and most favorable rates of transportation and passage to and from any point more than sixty miles west of Catawissa junction afore-said, and to prevent and discrimination in favor of the city of New York or any other

point whatever. Seventh—Each of the companies, parties to this agreement, shall have the right to fix the rates of toll and transportation upon their own roads, upon all passengers and all freight, except anthracite coal passing Catawissa junction eastwardly or westwardly, and consigned to, or shipped from any point within sixty miles of Catawissa junction (the distance to be massing allowated). point within sixty miles of Catawissa junction (the distance to be measured along the lines of railroad,) provided, however, that if any such passengers or freight shall be transported by either or any of the parties to this agreement, to or from any point more than sixty miles distant from Catamises involved (the distance to be massed). wissa junction, (the distance to be measured along the railroads as aforesaid,) the rate per mile between such "point and Cat-awissa junction, shall not be higher than then charged by such company or compa-nies between the city of New York and the most distant point therefrom to or from which such freight or passengers so trans-

ported, over sixty miles as aforesaid, shall be consigned, or shipped.

Eighth—Each of the parties to this agreement shall have the right to fix the rates for toll and transportation, upon their own roads on all anthracite coal passing over the same. Provided, that the Atlantic Great Western Railway Company shall not furnish nor pay others for furnishing cars or any other facilities to be used or employed upon any Railroads other than those of the parties of the second and third parts, for the transportation of anthracite coal from the Middle Coal Field of Pennsylvania.

Ninth—The Atlantic and Great Western

railway company shall at all times trans-port, over the Morris and Essex railroad, all anthracite coal received from the railroads of the second of third parts at as low and favorable rate per mile for toll and transportation, as charged upon any anthracite coal received from any other source

whatever.

Tenth,—All freight and passengers passing
Catawissa junction eastwardly or westwardly between any point more than sixty miles west of Catawissa junction upon any of the railroads now or hereafter to be built, owned, leased, or controlled, by the parties of the first part or either of them, and any point more than sixty miles distant from Catawissa junction upon any of the railroads now or hereafter to be built, owned, leased, now or hereafter to be built, owned, leased, or controlled, by the parties of the second and third parts, or either of them, the rates of toll and transportation upon which are to be fixed and determined by the Philadelphia and Reading railroad company, and the Atlantic and Great Western railway company under article sixth of this agreement, shall be carried at a pro rate by all the companies parties to this agreement who may transport the same; that is to say, that each company shall receive the same sum per ton per mile for freight, and per mile for passenger, for each mile of the actual distance which any such freight, and passengers may have been transported by each. sengers may have been transported by each, without any charge to be made by either for any terminal, yard, warehouse, advertising, runners, or other extra expense whatever.

whatever.

Eleventh—All charges and expenses for receiving, delivering, and trans-shipping freight and passengers, all depot, office, yard, warehouse, advertising (except as hereinafter provided) runners, agents and other extra expenses, and all loss, damages, and accidents shall be raid and sustained and accidents, shall be paid and sustained by the company upon whose railroads they are incurred.

Twelfth—All advertising in the city of Philadelphia and upon the lines of railroads of the parties of the second and third parts of the parties of the second and third parts shall be paid for by the parties of the second and third parts, and all other advertising shall be paid for by the parties of the first part. And it is distinctly understood and agreed that in all such advertising, the rates, facilities and advantages of the line to Philadelphia, via the Philadelphia and Reading railroad, shall be as fully and completely set forth as those of the line to New York.

Thirteenth-All sidings and buildings re-Thirteenth—All sidings and buildings required at Catawissa junction shall be furnished in equal proportions by the parties of the first part (or any of them) and the party of the second part, and all sidings and buildings required at Morris and Essex junction, shall be furnished in equal proportions by the Atlantic and Great Western railway company and the East Pennsylvania railroad company. vania railroad company.

Fourteenth—Freight, passenger, mail, express, and baggage cars for the through trade, and to run upon any or all the lines of railroad, shall be furnished by all of the companies parties to this agreement in pro-portion to the distance run by such cars upon the railroads of each; if either should furnish them for a longer distance, or furnish a greater number than their proportion, such company shall receive from the others, or from the debtor company, compensation at the usual and customary rates for car service. And it is distinctly understood that the several parties of the first part shall at all times furnish car facilities for the line to Philadelphia, via the Philadelphia and Reading railroad, equal to those furnished for the line to the city of New York. Fifteenth—If the interchange of freight

and passengers should (for any cause agreed upon by the parties to this agreement) not take place exactly at Catawissa, or Morris and Essex junction, but at some other point or points near to the same, this agreement shall apply with like effect, as if such points were specified and named, instead of Catawissa and Morris and Essex junctions respectively. Provided, howsver, that if either of the parties to this agreement, in order to reach such point, should transport upon the railroad of another party, such party so transporting shall receive for so doing, one-half of the gross receipts for the distance so

of the gross receipts for the distance so transported upon another's line.

Sixteenth—The party of the second part shall erect, furnish and maintain good and commodious freight and passenger depot buildings, in the city of Philadelphia, to accommodate the freight and passenger business upon the through line of railroad hereby formed.

Seventeenth—No charge shall be made by either of the parties to this agreement for returning empty cars, which have been transported loaded, over the same roads, or for transporting empty cars which are in-

for transporting empty cars which are in-tended to be returned loaded over the same

Eightcenth-Each of the companies, par-Eighteenth— Each of the companies, parties to this agreement, shall keep the cars of all the parties well oiled upon their own roads, and all cars belonging to any company, parties to this agreement, which may be injured or destroyed by accidents upon any of the railroads of the parties to this agreement, shall be repaired and rebuilt by the company upon whose roads they shall be so injured or destroyed destroyed. Nineteenth-All accounts for freight

shall be made up and settled between the parties daily; all other accounts shall be settled and adjusted monthly. Twentieth-The parties of the first

part hereby covenant and agree to and with the parties of the second and third parts, that they, the said parties of the first part or any of them, will not during the continuance of this agreement, adopt, fix, establish, be parties to, or participate in any lower or more favorable rate per mile for toll and transportation upon freight and passengers, the lines or avenues of transportation for which they may have power to select or control, between any point upon any of the several roads now or hereafter built, owned, leased or controlled by the parties of the first part, or either of them, and the city of Philadelphia, the city of New York, or any point upon any of the several railroads now or hereafter built, owned, leased or con-trolled, by the parties of the se-cond or third parts, or either of them, by way of any other line or lines of railroads other than those of the parties of the second and third parts, than are adopted, fixed or established, to the same points via the several railroads now or hereafter to be built, owned, leased, or controlled, by the parties of the second and third parts, or either of them; the true intent and meaning of this agreement being to give to all freight and passengers between New York, Philadelphia, or any other point upon the railroads now or hereafter to be built, owned, leased, or controlled, by the parties of the second and third parts, and all points upon any of the several rail-roads now or hereafter to be built, owned, leased, or controlled, by the parties of the first part or either of them, via the said railroads of the parties of the second and third parts or either of them, at all times the advantages of the lowest rates per mileand the most favorable arrangements established or adopted via any other line whatever.

Twenty-first .- The Atlantic and Great Western railway company hereby covenant and agree to, and with the parties of the second and third parts, that they the said the Atlantic and Great Western railway company will, within six months from the date hereof, commence

to lay a track of practical uniform gauge with that of the present gauge of the railroad of the party of the second part, upon the entire length of their railroad from its proposed connection with the Western Central railroad, at or near Franklin, in Venango county, Pennsylvania, westward to Dayton, in the State of Ohio, and eastward upon the same, and the Oil Creek railroad to Oil city in Pennsylvania, and that they will complete the laying of the same on or before the first day of November, in the year of our Lord, one thousand eight hundred and sixty-nine, so as to allow of the passage of narrow gauge cars over the said railroad, and its connections to Cleveland and Cincinnati, and to Oil

city:

Twenty-second—And the sald the Western Central railroad company hereby covenant and agree to and with the parties of the second and third parts; that they the Western Central railroad company will within six months from the date hereof commence the construction of their railroad, and will complete the same with a track of practical uni form gauge with that of the present gauge of the railroad of the party of the second part, from a point upon and connecting with the Atlantic and Great Western railway near Franklin, to the point of connection of the Lewisburg, Centre and Spruce Creek railroad, in Centre county, Pennsylvania, on or before the first day of November, in the year of our Lord one thousand eight nundred and sixty-nine.

Twenty-third-And the said the Lewisburg, Centre and Spruce Creek railroad company hereby covenant and agree to and with the parties of the sec-ond and third parts, that they the said Lewisburg, Centre and Spruce Creek railroad company will, within six months from the date hereof, commence the construction of their railroad, and will complete the same with a track of a practical uniform gauge with that of the present gauge of the railroad of the party of the second part from the connection with the Western Central railroad, in Centre county, to a point upon and connecting with the Catawissa railroad, in Northumberland county, Pennsylvania, on or before the first day of November, in the year of our Lord one thousand eight hundred and sixty-nine. Twenty-fourth- And the said, the

Philadelphia and Reading railroad company hereby covenant and agree to and with the parties of the first part, that they the said the Philadelphia and Reading railroad company will, within six months from the date thereof, commence, or cause to be commenced, the construction of a railroad from some point upon their main line near Hamburg, or Port Clinton, to a point at or near Topton, upon the East Pennsylvania railroad, and will complete or cause to be completed, the same with a track of a practical uniform gauge with that of the gauge of their present railroad, within two and a half years from the date hereof.

Twenty-fifth-And the said East Pennsylvania railread company hereby covenant and agree and with the parties of the first part, that they, the said the East Pennsylvania railroad company will, within six months from the date hereof, commence the construction of the extension of their railroad from Allentown to the Delaware river, and will complete the same with a track of tical uniform gauge with that of the gauge of their present railroad within two and a half years from the date hereof.

Twenty-sixth-'The bridge over the Delaware river, necessary to connect the extension of the East Pennsylvania railroad with the Morris and Essex railroad, shall be built and maintained in repair at the joint expense of the East Pennsylvania railroad company and the Atlantic and Great Western railway company.

Twenty-seventh-Whereas, the object of this agreement is to furnish, as far as practicable, equal facilities for freight and passengers to and from Philadelphia and New York, east and west, it is hereby agreed by and between the Atlantic and Great Western railway company and the Philadelphia and Reading railroad company, that whenever the citizens of Philadelphia, and the citizens of Pennsylvania, shall together provide and furnish one-half the sum of money necessary to build and equip a satisfactory line of steamers to run between the port of Philadelphia and England, then and in such event the said the Atlantic and Great Western railway company and the Philadelphia and Reading railroad company will each furnish one-half of the remaining sum therefor.

Twenty-eighth-This agreement is to continue and be in force for a period or term of ninety-nine years from the first day of January, in the year of our Lord one thousand eight hundred and sixty-

six. Twenty-ninth-Should any dispute or difference arise between any of the parties to this agreement, or between any two or more of the companies partie hereto, as to the construction of this agreement, the amount of money due to either or any of the said companies, under the same, or about any matter cause or thing growing out of, or concerning the said agreement, the same shall be refered to a board of three disinterested persons, one of whom shall be shosen by the Atlantic and Great Western railway company and one by the Philadelphia and Reading railroad company, and the third by the two thus chosen, and the said arbi trators; having been first duly qualified and having heard the proofs and allega-tions of the several parties, shall make an award or decision, which, if made by the whole board, or by a majority thereof, shall be final and conclusive between the parties.

And for the faithful performance of all the covenants, and agreement, herein set forth, the said parties bind themselves each to the other firmly by these presents.

IN TESTIMONY WHEREOF, the said several companies in pursuance of resolutions adopted by their respective boards of directors, have hereunto affixed their several corporate seals, the day and year first hereinabove written.

Gay Bild year first hereinabove written

Scaled and delivered in the presence of us:

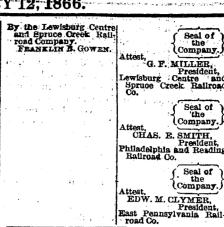
By the Palladelphia and Reading Railroad Company and the East Pennayl and the East Pennayl and Company.

J. J. SHRYOCK. Vice President, Vice President, War. H. Webb.

War. H. Webb. By the Atlantic and Great
Western Railway Company and the Western
Central Railroad Company.

T. W. KENNARD.

Vice President,
Western Central Railroad
Co.



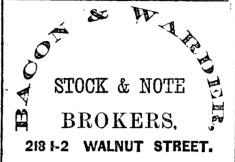
FINANCIAL. 5-20's

WANTED.

DE HAVEN & BRO.,

40 SOUTH THIRD ST.

Compound Interest Notes of 1864. Wanted.



STOCKS and LOANS bought and sold on commis-alon. Trust Funds invested in City, State or Govern-ment Loans.

WM. H. BACON. [no30-3m]] GEO. A, WARDER WORK, M'COUCH & CO. STOCK AND EXCHANGE BROKERS, NO. 36 SOUTH THIRD STREET. GOVERNMENT SECURITIES Bought and Sold.

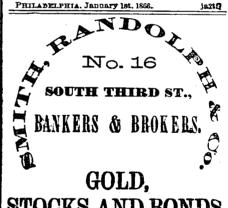
STOCKS Bought and Sold on Commission.

INTEREST allowed on Deposits.

de23-im We This Day Establish a Branch Banking House

NO. 3 NASSAU STREET,

NEW YORK. SMITH, RANDOLPH & CO.



STOCKS AND BONDS

GOVERNMENT SECURITIES. BOUGHT AND SOLD.

REMOVAL

NEW OFFICE.

On MONDAY, 5th instant, we shall remove from our temporary office, 305 CHESTNUT Street, to our old location.

114 South Third Street,

With greatly enlarged facilities for the PURCHASE AND SALE OF

Government and Other Securities,

And the transaction of a general Banking business.

JAY COOKE & CO.

PHILADELPHIA, January 1, 1866.

COPARTNERSHIP NOTICE. From this date, HENRY D. COOKE, HARRIS .
FAHNESTOCK, PITT COOKE, JOHN W. SEXTON and GEORGE C. THOMAS, are partners with us in the firm of JAY COOKE & CO., Philadelphia. JAY COOKE, WM. G. MOORHEAD.

PHILADELPHIA, January I, 1866. jasti \$\frac{\pmathrm{\text{\$\text{TIO0.000}}}{\pmathrm{\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\exititt{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\exitit{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\ PHILADELPHIA, January 1, 1886.

\$\$\text{street.}\$\$ \$\tag{\text{\$\delta}}\$ 5.000 \text{FOR SALE-A}\$ well-secured Ground \$\text{\$\delta}\$ 5.000 \text{Rent of three hundred dollars per annum.}\$ on property worth over \$30,000. Third street, south of Chestnut. Apply to J. H. CURTIS & SON, Real Estate Brokers, 433 Walnut street.

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All work done in the best manner and on the lowest
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Leaving from each city on TUESDAYS, THURSDAYS and SATURDAYS, from first wharf below Market street, Philadelphia, and Plers It and ib East River, New York.
These Steamships insure at lowest rates.
Freight received DAILY at our usual low rates.
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For passage, apply to W. A. HAMILL,
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Drafts issued for any amount, payable in any part of England, Ireland, Scotland and Wales or on the Continuation. STEAM TO LIVERPOOL.

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CITY OF LONDON Saturday, Jan. 12

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FIRST Cabin PAYABLE IN GOLD.

First to London 95 Steerage to London 25

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Passenged also forwarded to Havre, Hamburg, Bremen, &c., &c., at moderate rates.

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REOPENING OF THE OUTSIDE LINE OF STEAMERS PHILADELPHIA AND NEW YORK.

i This favorite line will commence their trips on
THURSDAY next, 50th inst. The following well
known and staunch sea-boats will be placed on the
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P. R. CLARK, Agent.

FOR BOSTON.

STEAMSHIP LINE DIRECT.

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AND LONG WHARF, PHILADELPHIA,

AND LONG WHARF, BOSTON.

The steamship SAXON, Captain Matthews, will sail from Boston on Friday, January 12, at 12 M.

The steamship ARIES. Captain Crowell, will sail from Poliadelphia on Saturday evening, Jan. 13.

The line between Philadelphia and Boston is now composed of the SAXON, Captain Matthews, 1200 tons burthen.

NORMAN, Captain Baker, 1200 tons burthen.

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These substantial and well appointed steamships will sail punctually as advertised, and freight will be received every day, a steamer being always on the berth to received cargo.

Shippers are requested to send Bills of Lading with

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For freight or passage, apply to
HENRY WINSOR & CO.,
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22 South Delaware avenue. PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY.

The fine steamships of this Liue insure at the lowest rates and sail regularly from the First Wharf above Market street, every WEDNESDAY and SATERDAY,

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The first-class United States Mail Steamship
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Chas. A. French, Commander,
will sail from first wharf above RACE street for
SAVANNAH, Ga., on BATURDAY, January 13, at
10 A. M.
Freight received daily.

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Nesspeake and Delaware Canal, with connections
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Steamers leave First Wharf above Market street
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STEAMSHIP WM. G. HEWES, FOR

STEAMSHIP WM. G. HEWES, D. S. Austin, commander, for New Orleans, will please have
their goods alongside, at steamship wharf, above Vine
street, by 9 o'clock to-morrow, and bills lading to the
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SAILING REGULARLY AS ADVERTISED,
Freight for this line sent to New York by Swift.
Sure Line at reduced rates.

The renowned clipper ship
STAR OF THE UNION
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For its now taking in the balance of her cargo at
the pier 11 East River, and will positively be the
first clipper ship to sail. All freight should be
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BISHOP, SON & CO.,
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CO.. 18 North Wharves. Jas

FOR PROVIDENCE, R. L.—Express Line.—
The fine schooner DELAWARE, Bishop,
The fine schooner DELAWARE, Bishop,
The fine schooner for the above port at first
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MOUNT ROYAL, Cumminger, master, having MOUNT ROYAL, Cumminger, master, having mount he greater portion of her cargo engaged, will sail with despatch. PETAR WRIGHT & SONS, 115 Walnutstreet. Walnut street.

OTEAMSHIP ARIES, FROM BOSTON.—Consignees of merchandise, per above steamer, win
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Wharf.

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ALL PERSONS ARE HEREBY CAUTIONED against trusting the crew of the Br. ship MOUNT ROYAL. Cumminger, master, from Liverpool, as no debts of their contraction will be paid by the Captain or Consignees. PETER WRIGHT & SONS, 115 Watnutstreet.

NOTICE.—All persons are hereby cautioned against harboring and trusting any of the crew of the Danish brig DENMARK, as no debts of their contracting will be paid by captain or consignees. WORK-MAN & CO., Consignees, 123 Walnut street. MAN & CO., Consignees, 123 Walnut street.

CHIP NOTICE.—All persons are hereby cautioned against trusting any of the crew of the Br. ship S. L. TILLY, whereof Caun is master, from City Point, Va., as no debts of their contracting will be paid by captain or consignee. EDMUND A. SOUDERÉ & CO., Dock street wharf.

CHIP MERRIMAC, from Liverpool, is now discharging under general order at Shippen street wharf. Consignees will please attend to the reception of their goods, PETER WRIGHT & SONS, 115 Walnut street, dels-tf