CONGRESSIONAL PROCEEDINGS.

House of Representatives.

The following are the proceedings in Congress, continued from our Fourth Edition of yesterday:—

On motion of Mr. THAYER, of Pennsylvania, the President was requested to inform the House whether any portion of the Mexican territory has been occupied by the troops of the United States, and if so by what authority and for what purpose.

On motion of Mr. ANCONA, of Pennsylvania, the Committee on Printing was directed to inquire and report why the Agricultural Report for 1865 has not been printed and distributed to members.

Mr. MILLER, of Pennsylvania, introduced a bill to protect all loyal persons in the insurrectionary States, which was read twice and referred to the Judiciary Committee.

Also, a bill granting pensions to the soldiers of the war of 1812.

The bill provides for $8 a month pension to surviving soldiers of the war of 1812, and their widows, from April 1st, 1865. Read twice.

Mr. MILLER moved the previous question on the third reading.

The House refused to second the previous question, and on motion of Mr. Perham, of Maine, the bill was referred to the Committee on Invalid Pensions.

Mr. ELIOT, of Massachusetts, offered the following:

Resolved, That a committee of three members be appointed by the Speaker, whose duty shall be to proceed, without unnecessary delay, to New Orleans, in the State of Louisiana, to make an investigation into all matters connected with the recent bloody riots in that city, which took place on the last of July and the first of August, 1866, and particularly to inquire into the origin, progress, and termination of the riotous proceedings; the names of the parties engaged in it; the acts of atrocity perpetrated; the number of killed and wounded; the character and amount of property destroyed, and whether and to what extent those acts were participated in by members of the organization claiming to be the government of Louisiana, and report all the facts to the House; and the Sergeant-at-arms, or his deputy, and the stenographer of the House, are directed to accompany the said committee, and that all the expenses of this investigation be paid out of the contingent fund of the House; the committee to have power to send for persons and papers, and examine witnesses under oath; also to appoint a clerk, and to report such appropriate legislative action as may be requisite, in view of the condition of affairs in the State of Louisiana.

Mr. NIBLACK, of Indiana, suggested as an amendment that the committee also visit the city of Indianapolis, and investigate the riot that occurred while the President was there in September last.

Mr. ELIOT stated that that was another matter, and the gentleman had better have a distinct committee for that.

The resolution was adopted.

Mr. GARFIELD, of Ohio, offered the following resolution:

Whereas, It appears that the corrupt use of money to carry elections is becoming prevalent to an alarming extent; therefore

Resolved, That the Committee on the Judiciary be directed to inquire into the expediency of passing a law to provide more perfectly for the punishment of bribery at elections, and to make any person ineligible to office who shall be found guilty of purchasing votes.

Adopted.

Mr. MOULTON, of Illinois, introduced a bill to provide for additional terms of the Circuit and District Courts of the United States in the southern district of Illinois. Read twice and referred to the Judiciary Committee.

Mr. MORRILL, of Vermont, presented the resolutions of the Vermont Legislature in favor of impartial suffrage. Referred to the Committee on Reconstruction.

Also, like resolutions in favor of an increased tariff on wool. Referred to the Committee of Ways and Means.

Mr. WILSON, of Iowa, offered the following:

Resolved, That the Committee on the Judiciary be instructed to inquire whether any legislation is necessary to more fully regulate the powers and duties of the Clerk of the House of Representatives relative to the organization of the House at the commencement of a Congress. Also what additional legislation, if any, is required to prevent the reception and counting of electoral votes in the election of President and Vice President from committees not entitled to participate in such election, and whether any other amendment of the law concerning the Electoral College is demanded by the interests of Congress, and report by bill or otherwise. Adopted.

Mr. KASSON, of Iowa, offered the following:

Resolved, That the Committee on the Judiciary be instructed to consider the propriety of providing by law that it shall be the duty of the President to establish martial law in every county or district of the States lately in rebellion wherein murders of citizens adhering to the Union shall take place, and where the local authorities do not promptly arrest, convict and punish the murderers, and report by bill or otherwise. Adopted.

Mr. PRICE, of Iowa, introduced a bill authorizing an exchange of registered for coupon bonds; the parties making application for exchange to pay to the treasury one-fourth of one per cent. to cover expenses. Read twice and referred to the Committee of Ways and Means.

Mr. DARLING, of New York, offered the following:

Resolved, That the Committee on Commerce be directed to inquire into the expediency of determining by law the rates to be charged for storage of merchandise in all bonded warehouses, and also for cartage on the same, and report by bill or otherwise. Adopted.

On motion of Mr. TROWBRIDGE, of Michigan, the Committee of Ways and Means was instructed to inquire into the expediency of placing farm wagons on the free list in the internal revenue law.

On motion of Mr. FARQUHAR, of Indiana, the Judiciary Committee was instructed to report an amendment to the election laws of the District of Columbia, excluding from the right of suffrage all persons who voluntarily bore arms against the United States or accepted office from the rebels during the late rebellion.

On motion of Mr. COBB, of Wisconsin, the Military Committee was instructed to inquire into the expediency of providing by law for turning over to the State governments in the several loyal States all books, records and papers of the late Provost Marshal General's Bureau appertaining to the subject of recruiting and filling the quota of troops in such States during the recent war.

Mr. DONNELLY, of Minnesota, offered the following preamble and resolution:

Whereas, Emigration, travel and trade between the States of the Mississippi Valley and the States of the Pacific coast have been and now are greatly interrupted by the hostility of the Indian tribes on the great plains; and whereas, it is a reproach to our government that its citizens cannot travel from one portion of the national domain to another without danger to life and property at the hands of a few thousand wretched savages; therefore,

Resolved, That the Secretary of War be requested to report to this House what addition to the force of the regular army would be required to thoroughly protect communication by the great routes across the continent, to wit., a route upon the general line of the Union Pacific Railroad, and a route upon the general line of the Northern Pacific Railroad, and that he also be requested to communicate to the House the report of the tour of inspection made during the past season through the territories of Dakota, Montana and Idaho to the Pacific coast. Adopted.

Mr. BANKS, of Massachusetts, offered the following resolution:—That the Committee on Foreign Affairs be instructed to inquire what measures are necessary to secure the recognition by other nationalities of the principle that the naturalization by the United States of any native born subject of a foreign State exempts such naturalized citizen from the performance of military service under any foreign government, and entitles him to all the privileges of a citizen of the United States in foreign lands, so long as he does not voluntarily renounce its rights and benefits. Adopted.

On motion of Mr. DRIGGS, of Michigan, the Postmaster General was directed to communicate information as to all postmasters removed since the adjournment of Congress, and the causes of removal; the names of new appointees; whether salaries have been increased, &c.

Mr. MYERS, of Pennsylvania, offered a resolution requesting the President to communicate the names of all persons reappointed by him after rejection by the Senate, and the names of others appointed in their stead; also, the names of all persons appointed by him whose names were withheld from the Senate at the last session; also, all appointments made by him during the recess of the Senate where no vacancies had occurred, &c.

Mr. NIBLACK, of Indiana, moved to lay the resolution on the table.

Negatived—yeas 30, nays 124—and the resolution was adopted.

On motion of Mr. WASHBURNE, of Indiana, the Committee on Naval Affairs was instructed to inquire into the expediency of so amending the laws as to allow chaplains in the navy who served with the land forces of the United States during the rebellion to take rank from the date of such service.

The Senate bill of the last session, to amend the act of March 3, 1863, granting lands to Kansas for railroad purposes, was taken from the Speaker's table, read twice, and referred to the Committee on Public Lands.

On motion of Mr. HOOPER, of Massachusetts, it was ordered that when the House adjourn today it adjourn to meet on Monday next.

The bill introduced by Mr. SCHENCK, of Ohio, to fix the times for the regular meeting of Congress, and made the special order for to-day, was taken up.

Mr. SCHENCK explained, and advocated, the bill, saying that if it became a law it was important that it should be enacted as soon as possible, in order to afford three or four States which had not yet held their elections for members to have extra sessions of their Legislatures, to allow elections to be called. He argued that as there was continuity in the Executive department and in the Judiciary department, there should be like continuity in the legislative department. Instead of which there was an interval of nine months between the expiring of one Congress and the organization of the next. It was not likely, he thought, that the first session of Congress which was to meet on the fourth of March would last more than ten or twenty or thirty days, depending on the exigencies of the country. The bill would give Congress an opportunity to organize by the election of its Speaker, the appointment of its officers, and its committees, and in short, would put Congress in position to have, as it were, command of the situation.

If Congress had met in March, 1865, the country would probably have been saved the disagreement between the President and Congress that had led to the present difficulty. Each State that has been in rebellion, accepting gladly the same terms now offered them on terms very much more severe than those, would have been submissively obedient to the requirements made of it and would be now represented in Congress; or if one were permitted to speculate on the possibility of the past, it was no at all certain but that the then Vice President, considering the exhibition which he made of himsel on the 4th of March, would have been so deal with by Congress, after its assemblage, that I would not have been troubled with any considerations of that character now.

Mr. BINGHAM, of Ohio, proposed to amend by providing that when the 4th of March occurs on Sunday Congress shall meet the next day.

Mr. STEVENS, of Pennsylvania, suggested that the bill should in that respect conform to the Constitution, which provided for the termination of Congress on the 4th of March, without regard to whether that day occurred on Sunday.

Mr. BINGHAM repudiated the idea of the Constitution taking no notice of Sunday, and called attention to the fact that the Constitution fixed the time of meeting of Congress for the first Monday in December. He quoted Chancellor Kent's remark that Christianity was part of the common law of America.

The amendment was adopted.

Mr. STEVENS offered an amendment to make the first section simply provide for the first meeting of each Congress, leaving the law as to other sessions as it now is.

Various other amendments were offered and discussed by Messrs. Morrill, Dawes, Garfield, Farnsworth and others.

Mr. LE BLOND, of Ohio, obtained the floor, and said: On this side of the House we are somewhat at a loss to know the particular object of this bill. We have, however, an idea that the President stands in the way of some gentleman, and whether it is the object of the bill or not to get rid of him, we are not fully advised, and I do not suppose the gentlemen on the other side propose to advise us fully as to the object they have in view in making this change.

Mr. SCHENCK, of Ohio—May I reply to my colleague?

Mr. LE BLOND—Not at present.

Mr. SCHENCK—I understood the gentleman to be asking a question.

Mr. LE BLOND—I will answer it myself. I will play the Yankee. (Laughter.)

Mr. SCHENCK—We have not found that the President has stood in our way at all.

Mr. LE BLOND—The conclusion we have come to about it on this side the house is, that the whole object of the bill is to strip the Executive of any appointing power. They have a controversy on that side of the house as to the best mode of accomplishing this. By this bill, as originally introduced, there are three sessions provided for, and the substitute that is offered by Mr. Stevens is to strike all of that out, and let the session of each Congress commence on the fourth day of March, and continue till the next Congress commences.

So far as either of these propositions is concerned I feel no interest in them, because the result is the same. But I judge the country does feel an interest in the matter, and that the people are not willing that this Congress shall make any change in the present law, so as to keep Congress perpetually in session. It is unnecessary, and it is uncalled for. The expense that will attend it no man can calculate.

But the people will judge of the matter, and will act in such a way as will not be very satisfactory to that system of legislation. I desire that the gentlemen will simply come out and make the thing plain, so that the people will understand it. Instead of legislating as they do. I want them to say at once that we have no Executive, but we have a tenant at will in the White House; that he has no appointing power, but that the Senate of the United States, as long as it remains radical, shall have the appointing power. This is not the only bill looking to that end. There is already a proposition pending here whereby the appointing power is taken from the Executive and given to the Chief Justice of the United States. I suggest that the Secretary of the Interior should appoint the Chief Justice of the United States, instead of the Chief Justice appointing certain officers in that department of the government.

I can see nothing but mischief in this whole system of legislation, and I would much rather, if gentlemen are going to legislate in that way, that they would at once make a bold strike, and take the head of the Executive off. (Cries of "Good" and "Let us understand the matter." Laughter.) We have no interest in the Executive on this side of the House, not the least. (Renewed laughter.) He is not the man of our choice—we did not put him there. (Clapping of hands.) We do not claim any benefits under him, and certainly we did not receive any in the late campaign. (Renewed laughter.) We never took him up, and we, therefore, had no right to drop him. There was no necessity of our dropping that which we had never taken up. We never took him up, and he never took us up. It is true, wherever he ran into our line of policy we were bound to sustain him; but we never pretended to shoulder that which this Radical party has put into power. To do so would destroy any party in the world. (Roars of laughter.)

Mr. SCHENCK—The principal difficulty under which the leader of the opposite party labors—

Mr. LE BLOND—(Interrupting)—Not at all; we have none; no leader but the Constitution and the laws.

Mr. SCHENCK—(Resuming)—The gentleman complains that we have not done something in such a way as to make it plain to him. Now, my observation leads me to believe that the people do not need any particular explanation, and that they have understood, and have recently proved to the world that they do understand, the questions submitted to them by this Congress.

I do do not know that we can make this any plainer. I congratulate my colleague, however, that he will escape from all the difficulties that may arise, under the proposed law, to any succeeding Congress, relieved as he will be of the difficulty of presiding over the deliberations on that side of the House, and relieved generally from the charge he now has in the premises. (Laughter.) My colleague has another apprehension, which is that we find the President or something as an obstacle in the way of those who are here legislating, and that we are endeavoring to overcome and get around that obstacle. I shall say to my colleague, as I attempted to say when I interrupted him, that he is entirely mistaken on that point. We have not found either the President or those who support him at all in the way of the determination or decisions of the Congress of the United States. (Laughter.)

Now what is the objection to this bill? Why, that we create a session that will continue until a subsequent session of Congress begins. There is no such provision in the bill. He has not read, nor does he comprehend the amendment proposed, for that simply provides that in addition to the present session of Congress prescribed by the Constitution there shall be another session, to begin on the 4th of March; but as to the length of time that session shall last the bill and the amendment are equally silent, and I suppose the session will continue until Congress adjourns. I do not suppose the gentleman wishes us to make any legislation which will prevent Congress adjourning just when it pleases, either at its first, second or third session.

He need not be afraid at all that this is done for the purpose of taking up, as he expresses it, the President, or taking up anybody else, or that we are going to interfere with any relation between him and his colleagues and the President, which, he says, consists in their having taken him up and his having taken them up for a specific purpose. I believe there was no taking up at all, and that each took the other in and not up. (Laughter.) They found it was a mutual delusion, and are now ready, perhaps, to separate and dissolve partnership. There is no object in all this legislation but what appears upon its face. There is no cat in the meal.

We propose to convene Congress as one of the co-ordinate branches of the government under such circumstances that no danger shall in any shape come to the country by reasons of an interregnum that leaves suspended the functions of the Legislative Department during the one-third or any other portion of the term. This is the whole of it. If, in addition to this legislation, we choose to proceed to other acts to which the gentleman has alluded, and which are not in question now, to hedge around the President, and to prevent some of that mischief in which he, by their connivance, perhaps, is engaged, we shall be engaged in a very laudable work, and a work which I trust shall go on until we have done everything in that direction that is in our power, and that seems proper to do.

The amendment offered by Mr. STEVENS was agreed to, making the first section of the bill read as follows:

That in addition to the present regular times of meeting of Congress, there shall be a meeting of the Fortieth Congress of the United States, and of each succeeding Congress thereafter, at twelve o'clock meridian, on the fourth day of March, the day on which the term begins for which the Congress is elected; except that when the fourth day of March occurs on Sunday, the said meeting shall be on the next succeeding day.

Mr. SHELLABARGER, of Ohio, offered an amendment, as an additional section, fixing the elections of Representatives in the various States for the 22d of February. The amendment gave rise to much discussion, participated in by Messrs. Higby, Bidwell, Brandagee, Maynard, Dawes, Shellabarger, &c.

Finally, Mr. ROLLINS, of New Hampshire, suggested that the House should adjourn, leaving the bill to come up on Monday, and that in the meantime gentlemen could have a consultation and prepare an amendment that would suit all their views. The suggestion was adopted, and the House at 3 P. M. adjourned till Monday.

LEGAL NOTICES.

REGISTER'S NOTICE.—TO ALL CREDITORS, Legatees, and other persons interested.

Notice is hereby given that the following named persons did, on the dates affixed to their names, file the accounts of their Administration to the estates of those persons deceased, and Guardians' and Trustees' accounts whose names are undermentioned, in the office of the Register for the Probate of Wills and granting Letters of Administration in and for the City and County of Philadelphia; and that the same will be presented to the Orphans' Court of said City and County for confirmation and allowance, on the third FRIDAY in December next, at 10 o'clock in the morning, at the County Court House in said city.

1866.

Oct. 26, James Watt, Administrator of JOHN DUCKETT, deceased.
" 27, Francis Blackburne and William M. Smith, Administrators of PETER HALL, deceased.
" 29, Henry Balz et al, Executors of DAVID SPIELBERGER, deceased.
" 29, John Trucks, Executor of WILLIAM TRUCKS, deceased.
" 30, George K. Zeigler, Administrator of JOHN BORIE BOHLEN, deceased.
" 31, Margaret Timmins, Administratrix of HENRY TIMMINS, deceased.
Nov. 1, Stacy Brown, Guardian of FRANKLIN W. HOUGH, late a minor.
" 2, Abraham Wartman, Jr., Executor of ABRAHAM WARTMAN, deceased.
" 2, James C. Hand and Coates Walton, Executors of BENJAMIN T. CURTIS, deceased.
" 2, Mary Ann Hardwick, Administratrix of WILLIAM HARDWICK, deceased.
" 3, William H. Allen and William H. Knight, Executors of THOMAS W. MATTSON, deceased.
" 3, Reuben Hagy and Hiram Johnson, Executors of MARTIN BICKING, deceased.
" 5, Henry Knauff and John M. Mitchell, Executors and Trustees of JOHN H. SEYFERT, deceased.
" 5, William Stihling, Jr., Administrator of THOMAS BRIERLY, Jr., deceased.
" 5, John Clayton, Administrator of J. BARCLAY HARDING, deceased.
" 6, William M. Swain et al., Executors of AZARIAH H. SIMONS, deceased.
" 6, William and N. R. Suplee, Administrators of BENJAMIN SUPLEE, deceased.
" 7, Townsend Yearsley, Administrator of PASCAL YEARSLEY, deceased.
" 7, Paul Knoflloch, Executor of GODFRIED SIEDEL, deceased.
" 7, John Rutherford, Jr., Executor (as filed by his Executors), of ALLEN RUTHERFORD, deceased.
" 9, John Colp, Administrator of LEWIS COLP, deceased.
" 9, James S. Bell, Trustee of ABRAHAM HENWOOD, deceased.
" 9, John Morey and George W. Rhawn, Executors of BERNARD MOREY, deceased.
" 9, William M. McKnight, Guardian of ELIZABETH F. PICKETT, late a minor.
" 12, Scipio Sewell, Executor of WILLIAM W. SMITH, deceased.
" 12, William F. Page, Administrator of HENRY M. PAGE, deceased.
" 12, William and Richard B. Duane, Executors of WILLIAM J. DUANE, deceased.
" 13, John H. Irwin, Executor of STEPHEN BALDWIN, deceased.
" 13, George Stewardson, Executor (as filed by his Executor) of MORRIS SMITH, deceased.
" 13, Matilda Switt, Administratrix of HENRY SPANGLER, deceased.
" 14, Thomas Williams, Jr., Executor of CHARLES WILLIAMS, deceased.
" [illegible] McKIM, deceased.
" 15, Sarah McClure, Administratrix of SAMUEL McCLURE, deceased.
" 17, Elizabeth Krause, Administratrix (as filed by her Executor) of CHARLES KRAUSE, deceased.
" 17, Jacob M. Culp, Executor of ELIZABETH KRAUSE, deceased.
" 19, Isaac Hazlehurst, Acting Executor in the United States of THOMAS ORTON, deceased.
" 19, Edward Spooner et al., Executors of WILLIAM SPOONER, deceased.
" 19, George W. Lybrand, Executor of Rev. JOSEPH LYBRAND, deceased.
" 19, John Lindsay, Administrator of MARINA ARDIS, deceased.
" 19, Sereck R. Fox, Administrator of JOHN W. FOX, deceased.
" 20, Robert and William H. Hancocks, Executors of ROBERT HANCOCKS, deceased.
" 20, John C. and James M. Arrison, Executors of MARIA ARRISON, deceased.
" 20, Franklin Peale and James G. Clark, Trustees of JOHN Y. CLARK, deceased.
" 21, Danforth D. Stratton, Administrator of ALBION H. SMALL, deceased.
" 21, John Rutherford, Jr., Executor (as filed by his Executors) of ESTHER STEWART, deceased, in account with Jane Patterson, Annuitant.
" 21, Israel H. Johnson, Trustee for JOHN RICHARDSON, deceased, under will of John Elliott, deceased.
" 22, Erastus Poulson, Administrator c. t. a. of ELLEN MARY MOULSON, deceased.
" 22, William B. Hill and Ralph Eddowes, Guardians and Trustees of the children of RALPH EDDOWES, deceased.
" 22, William B. Schemer, Administrator of PETER H. BECK, deceased.
" 23, Louisa Kindt, Administratrix (as filed by her securities) of PETER H. BECK, deceased.
" 23, John Dialogue and Samuel Y. Greer, Executors of HENRY DIALOGUE, deceased.
" 23, Mary J. L. Bishop, Administratrix of ALEXANDER HERON, Jr., deceased.
" 24, Albert D. Liederman and Jacob R. Senseman, Executors of GEORGE H. WILSON, deceased.
" 24, John V. Thatcher, Guardian (as filed by his Executor) of ANASTATIA A. BONHAM, deceased.
" 24, Stephen Miller, Administrator of ROBERT MILLER, deceased.
" 26, The Pennsylvania Company for Insurance on Lives, etc., Executors of CATHARINE FARRELL, deceased.
" 26, The Pennsylvania Company for Insurance on Lives, etc., Trustees of SARAH D. JACOBS (late Peebles), under the will of WILLIAM B. DUFFIELD, deceased.
" 26, J. Craig Miller, Trustee for ELIZABETH G. ELLISON and ANNA M. MILLER, under the will of John Gill, Jr., deceased.
" 27, William S. and George Vaux, Executors of HANNAH SANSOM, deceased.
" 27, William B. Hanna, Administrator of RACHEL McPHERSON, deceased.
" 27, David Davis, Jr., Administrator of DAVID DAVIS, deceased.
" 28, William H. Clement and George W. Burton, Trustees of JAMES H. CLEMENT, deceased.
" 28, James T. Young and Edward S. Clark, Executors of WILLIAM R. THOMPSON, deceased.
" 28, Joseph Wagner, Executor and Trustee of JONATHAN ASHTON, deceased.
" 28, George Williams, Administrator of ELIZABETH WILLIAMS, deceased.
" 28, Brinton J. Woodward, et al., Executors of THOMAS WOODWARD, deceased.
" 28, James and Margaret Hogg, Executors of ALEXANDER HOGG, deceased.
" 28, James Bard, Executor of MARGARET LATIMER, deceased.
" 28, Thomas Sparks, Administrator of ELIZA F. SPARKS, deceased.
" 28, Robert C. Floyd, Executor of ANN BURGIN, deceased.
" 28, John S. Twells, Administrator of GODFREY TWELLS, deceased.
" 28, Caroline R. Perot and Edward N. Wright, Executors of ELLISTON PEROT, deceased.
" 28, John Williams and William Smith, Administrators of ELIZABETH BOLTON, deceased.
" 28, Solomon Alter, Executor of Dr. BENJAMIN S. JANNEY, deceased.

11 30 4t FREDERICK M. ADAMS, Register.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.

In the matter of the petition for the sale of real estate by the German Lutheran Congregation—

The undersigned, appointed by the said Court to hear and report upon the claims of persons holding lots in the burying ground of the above congregation, situate on the east side of Eighth street, between Race and Vine streets, in the city of Philadelphia, hereby in accordance with the order of Court of November 27, 1866, gives notice to all parties holders of lots, or interested therein, to appear before him at his office, No. 433 Walnut street, in said city, on THURSDAY, the thirteenth day of December, A. D. 1866, at 3 o'clock P. M., then and there to present their several claims.

This notice is given for the purpose of enabling persons having relations buried in said ground, or having rights of burial granted to them by said corporation, to present their objections to the sale of the ground and removal of the dead.

11 28 12t THOMAS J. WORRELL, Examiner.

INSURANCE COMPANIES.

NORTH AMERICAN TRANSIT INSURANCE COMPANY,
No. 33 South FOURTH Street
PHILADELPHIA.

Annual Policies issued against General Accidents all descriptions at exceedingly low rates.

Insurance effected for one year, in any sum from $100 to $10,000, at a premium of only one-half per cent., securing the full amount insured in case of death, and a compensation each week equal to the whole premium paid.

Short time Tickets for 1, 3, 5, 7, or 10 days, or 1, 3, or 6 months, at 10 cents a day, insuring in the sum of $3000, or giving $15 per week if disabled, to be had at the General Office, No. 133 S. FOURTH Street, Philadelphia, or at the various Railroad Ticket offices. Be sure to purchase the tickets of the North American Transit Insurance Company.

For circulars and further information apply at the General Office, or of any of the authorized Agents of the Company.

LEWIS L. HOUPT, President.
JAMES M. CONRAD, Treasurer.
HENRY C. BROWN, Secretary.
JOHN C. BULLITT, Solicitor.

DIRECTORS.
L. L. Houpt, late of Pennsylvania Railroad Company.
J. E. Kingsley, Continental Hotel.
Samuel C. Palmer, Cashier of Com. National Bank.
H. G. Leisenring, Nos. 237 and 239 Dock street.
James M. Conrad, firm of Conrad & Walton, No. 623 Market street.
Enoch Lewis, late Gen. Sup't Penna. R. R.
Andrew Mehaffey, S. W. corner of Third and Walnut streets.
G. C. Franciscus, Gen. Agent Penna. R. R. Co.
Thomas K. Peterson, No. 3036 Market street.
W. W. Kurtz, firm of Kurtz & Howard, No. 25 S. Third street. 1 3 10m

1829—CHARTER PERPETUAL.

Franklin Fire Insurance Co.
OF
PHILADELPHIA.

Assets on January 1, 1866,
$2,506,851·96.

Capital	$400,000·00
Accrued Surplus	944,543·15
Premiums	1,162,308·81

UNSETTLED CLAIMS, $11,467·53. INCOME FOR 1866 $310,000.

LOSSES PAID SINCE 1829 OVER
$5,000,000.

Perpetual and Temporary Policies on Liberal Terms.

DIRECTORS.

Charles N. Bancker,	Edward C. Dale,
Tobias Wagner,	George Fales,
Samuel Grant,	Alfred Fitler,
George W. Richards,	Francis W. Lewis, M. D.
Isaac Lea,	Peter McCall.

CHARLES N. BANCKER, President.
EDWARD C. DALE, Vice-President.
JAS. W. McALLISTER, Secretary protem. 2 3 t12

REMOVAL.

The Girard Fire and Marine Insurance Company

HAVE REMOVED TO THEIR

NEW OFFICE,

NORTHEAST CORNER

CHESNUT and SEVENTH Streets,

1 19§ PHILADELPHIA.

LIVERPOOL AND LONDON
AND
GLOBE INSURANCE COMPANY.
Capital and Assets, $16,000,000.
Invested in United States, $1,500,000.
Total Premiums Received by the Company in 1865, $4,947,175.
Total Losses Paid in 1865, $4,018,250

All Losses promptly adjusted without reference to England.

ATWOOD SMITH,
General Agent for Pennsylvania.
OFFICE,
No. 6 Merchants' Exchange
PHILADELPHIA 18 11 6m

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA.
No. 111 South FOURTH Street.
INCORPORATED 3d MONTH, 22d., 1865.
CAPITAL, $150,000, PAID IN.

Insurance on Lives, by Yearly Premiums; or by 5, 10, or 20 year Premiums, Non-forfeiture.

Endowments, payable at a future age, or on prior decease, by Yearly Premiums, or 10 year Premiums—both classes Non-forfeiture.

Annuities granted on favorable terms.

Term Policies. Children's Endowments.

This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of the Life business among its Policy holders.

Moneys received at interest, and paid on demand.

Authorized by charter to execute Trusts, and to act as Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities, under appointment of any Court of this Commonwealth, or of any person or persons, or bodies politic or corporate.

DIRECTORS.

SAMUEL R. SHIPLEY,	RICHARD CADBURY,
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JOSHUA H. MORRIS,	T. WISTAR BROWN,
RICHARD WOOD,	WM. C. LONGSTRETH,
CHARLES F. COFFIN.	

SAMUEL R. SHIPLEY, President. ROWLAND PARRY, Actuary.
THOMAS WISTAR, M. D., Medical Examiner. J. B. TOWNSEND, Legal Adviser.
7 27§

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—Charter Perpetual—No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continue to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	John Devereux,
Alexander Benson,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robbins,	J. Gillingham Fell,
Daniel Haddock, Jr.	

DANIEL SMITH, Jr., President.
WILLIAM G. CROWELL, Secretary. 3 30§

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.

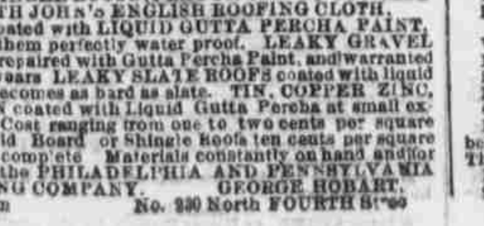
In addition to MARINE and INLAND INSURANCE this Company insures from loss or damage by FIRE, on liberal terms, on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings, by deposit of premium.

The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

DIRECTORS.

John L. Hodge,	Lawrence Lewis, Jr.,
M. B. Mahony,	David Lewis,
John T. Lewis,	Benjamin Etting,
William S. Grant,	Thomas H. Powers,
Robert W. Leaming,	A. R. McHenry,
D. Clark Wharton,	Edmond Castillon,
Samuel Wilcox,	Louis C. Norris.

JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary. 4 1§



OLD SHINGLE ROOFS (FLAT OR STEEP) COVERED WITH JOHN'S ENGLISH ROOFING CLOTH, And coated with LIQUID GUTTA PERCHA PAINT, making them perfectly water proof. LEAKY GRAVEL ROOFS repaired with Gutta Percha Paint, and warranted for five years. LEAKY SLATE ROOFS coated with liquid which becomes as hard as slate. TIN, COPPER, ZINC, or IRON coated with Liquid Gutta Percha at small expense. Cost ranging from one to two cents per square foot. Old Board or Shingle Roofs ten cents per square foot all complete. Materials constantly on hand and for sale by the PHILADELPHIA AND PENNSYLVANIA ROOFING COMPANY. GEORGE HOBART,
11 2 6m No. 230 North FOURTH Street

RAILROAD LINES.

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

WINTER ARRANGEMENT OF PASSENGER TRAINS, October 8, 1866.

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

MORNING ACCOMMODATION.

At 7·30 A. M., for Reading and intermediate Stations. Returning, leaves Reading at 6·30 P. M., arriving Philadelphia at 9·10 P. M.

MORNING EXPRESS.

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

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

AFTERNOON EXPRESS

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

READING ACCOMMODATION

Leaves Reading at 6·30 A. M., stopping at all way stations, arriving at Philadelphia at 9·40 A. M.

Returning, leaves Philadelphia at 4·30 P. M.; arrives in Reading at 7·25 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1·00 P. M. Afternoon trains leave Harrisburg at 2·10 P. M., Pottsville at 2·45 P. M., arriving in Philadelphia at 6·45 P. M.

HARRISBURG ACCOMMODATION

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

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

All the above trains run daily, Sundays excepted.

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

CHESTER VALLEY RAILROAD.

Passengers for Downington and intermediate points take the 7·30 and 8·15 A. M. and 4·30 P. M. trains from Philadelphia, returning from Downingtown at 7·00 A. M. and 12·30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Leaves New York at 7 and 9 A. M. and 8·00 P. M., passing Reading at 1·05 and 11·53 A. M. and 1·48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago Williamsport, Elmira, Baltimore, etc.

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

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

SCHUYLKILL VALLEY RAILROAD.

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

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

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

TICKETS.

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

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

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

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

SEASON TICKETS.

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

CLERGYMEN

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

EXCURSION TICKETS

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

FREIGHT.

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

FREIGHT TRAINS

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

MAILS

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

FREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN AND AMBOY and connecting Railroads.—INCREASED DESPATCH. THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 4½ o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 noon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

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

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

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

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment. For terms, or other information, apply to

WALTER FREEMAN, Freight Agent,
No. 226 S. DELAWARE Avenue, Philadelphia.

NORTH PENNSYLVANIA RAILROAD.—Depot, THIRD Street, above Thompson.

For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKESBARRE.

At 7·30 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.

At 3·30 P. M. (Express) for Bethlehem, Easton, etc., reaching Easton at 6·45 P. M.

At 5·15 P. M., for Bethlehem, Allentown, Mauch Chunk.

For Doylestown at 8·35 A. M., 2·30 and 4·15 P. M.

For Fort Washington at 10 A. M. and 11 P. M.

For Lansdale at 6·15 P. M.

White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6·25 A. M. and 12·25 Noon, and 6·15 P. M.

Leave Doylestown at 6·40 A. M., 3·15 and 5·30 P. M.

Leave Lansdale at 6·00 A. M.

Leave Fort Washington at 10·50 A. M., and 2·15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 2·30 P. M.
Doylestown for Philadelphia at 7·20 A. M.
Bethlehem for Philadelphia at 4·30 P. M.

Through Tickets must be procured at the ticket offices, THIRD Street or BERKS Street.

5 21 ELLIS CLARK, Agent.

1866.—PHILADELPHIA AND ERIE RAILROAD.—This great line traverses the Northern and Northwest Counties of Pennsylvania to the City of Erie on Lake Erie. It has been leased and is operated by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express Train, 1·20 P. M.; Elmira Mail, 5·40 P. M.

Leave Westward—Erie Mail, 9 P. M.; Erie Express Train, 12 M.; Elmira Mail, 8·00 A. M.

Passenger cars run through on the Erie Mail and Express trains without change both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Erie 10·00 A. M.
Leave New York at 5·00 P. M., arrive at Erie 7·15 P. M.
Leave Erie at 5·30 P. M., arrive at New York 4·40 P. M.
Leave Erie at 9·10 A. M., arrive at New York 10·10 A. M.

Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at corner THIRTIETH and MARKET Streets, Phila.

And for freight business, of the Company's Agents, S. B. Kingston, Jr., corner Thirteenth and Market streets, Philadelphia; J. W. Reynolds, Erie; William Brown, Agent N. C. R. R., Baltimore.

H. H. HOUSTON, General Freight Agent, Phila.
H. W. GWYNNER, General Ticket Agent, Phila.
A. L. TYLER, General Sup., Williamsport.

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commencing MONDAY, September 24, 1866.

LEAVE PHILADELPHIA AS FOLLOWS:—

For Bridgeton, Salem, Millville, and all intermediate stations, at 8 A. M. Mail, 3·30 P. M., Passenger.

For Woodbury, 8 A. M., 3·30 and 6 P. M.

For Cape May, at 3·30 P. M.

RETURNING TRAINS LEAVE

Woodbury at 7·15 and 8·40 A. M., and 4·54 P. M.
Bridgeton at 7·05 A. M. and 3·30 P. M. Freight, 6·30 P. M.
Salem at 6·50 A. M. and 3·05 P. M. Freight, 5·45 P. M.
Millville at 6·55 A. M. and 3·03 P. M. Freight, 6·10 P. M.
Cape May at 11·45 A. M., Passenger and Freight.

Freight will be received at Second Covered Wharf below Walnut street, from 9·00 A. M. until 5·00 P. M. That received before 7·00 A. M. will go through the same day.

Freight Delivery, No. 228 S. DELAWARE Avenue.

9 20 J. VAN RENSSELAER, Superintendent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.

Commencing MONDAY, November 26, 1866. Trains will leave Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:—

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

Way Mail Train at 8·15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

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

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

Night Express at 11 P. M. (daily), for Baltimore and Washington. Connects at Wilmington with Delaware Railroad line (Saturdays excepted), stopping at Middletown, Smyrna, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Norfolk, Portsmouth, and the South.

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

WILMINGTON ACCOMMODATION TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12·30, 4·00, 6, and 11·30 (daily) P. M. The 4·00 P. M. train connects with Delaware Railroad for Milford and intermediate stations. The 6 P. M. train runs to New Castle.

Leave Wilmington at 7·15, and 8·30 A. M., 3 and 6·30 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.

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

From Baltimore to Havre-de-Grace and intermediate stations at 4·00 P. M.

TRAINS FOR BALTIMORE.

Leave Chester at 4·49 and 8·54 A. M., and 3·38 P. M.
Leave Wilmington at 5·23 and 9·40 A. M., and 4·15 P. M.

SUNDAY TRAIN

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

Through Tickets to all points West, South, and Southwest, may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel. Persons purchasing tickets at this office can have their baggage checked at their residence by Graham's Baggage Express.

4 16 H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.—WINTER ARRANGEMENT.

The Trains of the Pennsylvania Central Railroad leave the Depot at Thirty-first and Market streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one square of it.

On Sundays—The Market Street cars leave Eleventh and Market Sts. 35 minutes before the departure of each Train.

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

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	at 8·00 A. M.
Paoli Accommodation, No. 1 & 2,	at 10 A. M. & 11·20 P. M.
Fast Line and Erie Express	at 12·00 M.
Parkesburg Train	at 1·00 P. M.
Harrisburg Accommodation	at 2·30 "
Lancaster Accommodation	at 4·00 "
Pittsburg and Erie Mail	at 9·00 "
Philadelphia Express	at 11·00 "

Pittsburg and Erie Mail leaves daily, except Saturday. Philadelphia Express leaves daily. All other trains daily, except Sunday.

Passengers by Mail Train go to Williamsport without change of cars, and arrive at Lock Haven at 8·10 P. M.

Passengers by Mail Train go to Carlisle and Chambersburg without change of cars.

Sleeping Car Tickets can be had on application at the Ticket Office, No. 631 Chesnut street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

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

Philadelphia Express arrives daily, except Monday. Cincinnati Express arrives daily. All other trains daily, except Sunday.

Passengers leaving Lock Haven at 7·00 A. M., and Williamsport at 8·40 A. M., reach Philadelphia without change of cars, from Williamsport, by Day Express, at 5·50 P. M.

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

JOHN C. ALLEN, Ticket Agent, No. 631 Chesnut St.
SAMUEL H. WALLACE, Ticket Agent, at the Depot.

An Emigrant Train runs daily (except Sunday). For full particulars as to fare and accommodations, apply to

3 12 FRANCIS FUNK, No. 137 DOCK Street.

FOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Company's Lines

FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Wharf, will leave as follows, viz.:—

At 6 A. M., via Camden and Amboy, Accommodation	$2·25
At 8 A. M., via Camden and Jersey City Express	3·00
At 2 P. M., via Camden and Amboy Express	3·00
At 6 P. M., via Camden and Amboy Accommodation and Emigrant 1st class	2·25
At 6 P. M., via Camden and Amboy Accommodation and Emigrant, 2d class	1·60

At 10 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, Birmingham, and Vincentown, and at 6 A. M. and 6 P. M. for Mount Holly only.

At 6 A. M. and 2 P. M. for Freehold.

At 6 and 10 A. M., 12 M., 4, 5, 6, and 11·30 P. M. for Fish House, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, etc. The 10 A. M. and 4 P. M. lines run direct through to Trenton.

LINES FROM KENSINGTON DEPOT WILL LEAVE

At 11 A. M., 4·30, 6·45 P. M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fare $3·00. The 6·45 P. M. Line will run daily. All others Sundays excepted.

At 7·30 and 11 A. M., 3, 3·30, 4·30, 5, and 6·45 P. M. and 12 Midnight, for Bristol, Trenton, etc.

At 7·30 and 10·15 A. M., 3, 4·30, 5, and 12 P. M., for Schenck's.

At 10·15 A. M., 3, 5, and 12 P. M. for Eddington.

At 7·30 and 10·15 A. M., 3, 4, 5, 6, and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

At 10·15 A. M., 3, 4, 5, 6, 8, and 12 P. M. for Wissinoming.

BELVIDERE DELAWARE RAILROAD,

For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Daily (Sundays excepted) from Kensington Depot, as follows:—

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc.

At 7·30 A. M. and 3·30 P. M. for Belvidere, Easton, 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.

December 1, 1866. WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

On and after THURSDAY, November 1, 1866, until further notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3¼, 3½, 4, 5, 5¾, 6·10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7¾, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 6, 6½, 7, 8, 9, 10, 11 P. M.

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

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2, 7, and 10¾ P. M.
Leave Germantown 8¼ A. M., 1, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, 9, and 11 P. M.

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

ON SUNDAYS.

Leave Philadelphia 9¼ minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 7·50 minutes A. M., 12·40, 5·40, and 9·25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8·35, 11·05, minutes A. M., 1½, 3, 4½, 5½, 6¼, 8·05 minutes, and 11½ P. M.

Leave Norristown 5·40, 7, 7·50 minutes, 9, 11 A. M., 1½, 4½, 6¼, and 8 P. M.

The 5¾ P. M. train will stop at Falls, School Lane, Wissahickon, Manayunk, Spring Mills, and Conshohocken only.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 6¾ P. M.
Leave Norristown 7 A. M., 5 and 8¾ P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 8·35, 11·05 minutes A. M., 1, 3, 4½, 5½, 6¼, 8·05, and 11½ P. M.

Leave Manayunk 6·10, 7½, 8·20, 9½, 11½ A. M., 2, 5, 6¾, 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 6¾ P. M.
Leave Manayunk 7½ A. M., 5½ and 9 P. M.

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

FERTILIZERS.

BAUGH'S RAW BONE SUPER-PHOSPHATE OF LIME.

The great Fertilizer for all crops. Quick in its action and permanent in its effects. Established over twelve years.

Dealers supplied by the cargo, direct from the wharf of the manufactory, on liberal terms.

Manufactured only by

BAUGH & SONS,
Office No. 20 South DELAWARE Avenue, Philadelphia.
1 1 mwfrp