THE NEW YORK PRESS.

RIMCHIAL OFINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS.

STREET STREET DAY FOR EVENING TRANSMAPS.

The Imperchment Question. Brown Obe Times.

The apprehension which exists as to the action of Congress in the matter of impeachment will not be allayed until the subject is disposed of, and all danger from such a cause has finally passed away. The question is one of very great gravity, not merely because of the prominence of the functionary whom it is proposed to impeach, and the novelty of the procedure as regards its application, but by reason of the nature of the charges made against him, and the possible results of a trial upon them. It is, or should be, a very solemn procedure, that of impeaching a President of the United States, and when we see it treated only as a party affair, or as a matter of personal feeling, or of prejudice or passion, we are justified, in view of the relation of parties and their disposition and necessities, in treating it as a subject of even graver apprenension than would otherwise be called for.

The anti-Administration party in Congress have a sweeping majority. They can control a sufficient vote to carry any measure they may think necessary—overriding opposition in every shape and form, whether it come from the adverse side of the House, or from any other branch of the Government. It is this fact which makes it of such importance to ascertain the views and purposes of those who are recognized me its leaders. It it be the determination of two or three members who might be named to carry out the schemes they have concected for the impeachment of the President, then the subject so far as the action of the House is concerned may be considered as settled in advance. If Boutwell adheres to what he has recently pro-claimed—if Ashley maintains the ground he has so determinedly assumed-if Wentworth and Loan and Thad. Stevens hold to the position they have taken up within a very short time— then the majority which will follow these may be estimated by just about the strength of the party in Congress.

It is this feature of the matter which chases apprehension and alarm, and especially among the business classes of this city. They fear the results of the recklessness of the leaders in Con-gress. It may seem all very well to these leaders to indulge in wild and extravagant language, in furious outbursts, and violent denunciations, and to propose schemes calculated to apset things generally. It probably suits their notions of party policy and party necessity, to carry matters to the furthest possible extreme, and then suggest their heir persons a trailed further. then suggest their being carried a trifle further. It may seem fine even to try experiments opon the strength and capacity of our institutions and form of government, and show how they may be racked and twisted before they give signs of falling to pieces. But there are others who are quite as much interested in these matters as members of Congress, and who are beginning to apprehend that there may be peril to the country from its control by those whose poli-tical principles are so unbalanced, and whose resentments and passions find such violent expression.

The course that has been pursued upon the impeachment business, the spirit that has been displayed in its treatment, and the progress within a few days in making it a matter of practical legislation and action, have added greatly to these apprehensions. It is looked upon as such a gratuitous disturbance of the peace of the country; such a prolonging of our political difficulties; such an uncalled-for interference with our progress towards barmonious relations, and such an inherently dangerous procedure, that it can be regarded only as the work of those who care nothing for the public welfare, and are intent only upon their own selfish ends. Until Monday the matter was generally regarded as but the subject of empty declamation. The threatening reports of one day were followed by their contradiction the next, and the time without any new ground for action was regarded as altogether favorable to such a settlement as the interests of the coun-

try demanded.
The excited proceedings in Congress yesterday, and the despatches from Washington as to the disposition of leading members, put a more serious face upon the matter, in a practical way, than it has had heretofore. It seemed, by what took place in the Republican caucus on Satur day night last, that the question was then put in such a shape that the country would hear no more of it for this session at least. But by the developments in Congress on Monday, and by the peculiar circumstances attending the final refer ence to a committee of the subject of impeach ment, there seems to be no doubt that it is the determination of the leaders of the House to push the matter through, whatever may be the consequences. This is the tenor of the despatches which have been received here from the most reliable and best informed sources, and there is no difficulty in crediting the reports of the excitement which existed in Washington yesterday, as the preliminary steps were taken by the House. Now that the business has taken this course, under these auspices, we may as well prepare to be disturbed with it for some time to come, and whether it shall ever reach actual impeachment and a trial before the Senate, it will certainly have its influence upon the interests of the country at home and

We have no doubt that many people in this country, and especially in Europe, greatly exaggerate the effect that would be produced by such a procedure as the impeachment of a President. There is no reason, in the nature of things, why it should seriously excite the country, and there is no likelihood whatever that it would have any such alarming results as have so often been predicated upon it since it was a subject of discussion. But at the same time there is no doubt that it would deeply excite the country, and that, under present circumstances, it would grievously injure its best interests in a hundred ways. Its most immediate effect would doubtless be felt upon the public credit and in our national finances We have already had indications how keenly sensitive our credit is upon this subject; but the bondholders, and the business classes, and the general community will prepare themselves for painful experiences when this point of the reck-lessness of Congress and the obstinacy of the President President can find no other ending that that which is now threatened.

The formal charges that these parties propose to prefer against President Johnson in their articles of impeachment, are no more than those with which we have become familiar from the speeches of his assailants. Nearly all of them would be dismissed at once by any court, and if they ever come before such a body as the Setate, we have no doubt of the disposi-

The Impeachment of the President.

From the Tribune.

Mr. Ashley has offered his resolutions, and they have taken the course indicated in the caucus on Saturday evening. The excitement which the announcement of Mr. Ashley's intention created in Wall street last week did not so much indicate a fear of the impeachment, or even of the result of it, but that our finances were so unhealthy, so feverish and uncertain, that the least derangement created a panic-The currency is just now in such a morbid, excitable condition that any unusual event-as the death of the Emperor Napoleon, a war between Russia and Turkey, or an insurrection in England, would set our markets in an uproar and drive rain through Wall street. In addition

in Mr. Ashley's resolution, Mr. Loan, of Mis- some definite planet operations in this business, some, proceed an incoherent and assume and had agreed to proceed at once to carry it resolution, which we are told created some exson, with the weakness of getting into print, or in some way attracting attention, and we shall prolably hear no more of his manifesto. Mr. Ashley's resolution was referred to a com-mittee, and will be considered. There can, of course, be no berm in this reference. At the same time, now that the question has been brought before the country, there are some points which occur to us as worthy of careful

points which occur to us as worthy of careful ibought:

I. There is nothing now to be gained by impeachment. President Johnson has been a bad President, but also a foolish one. We have had a Chief Magistrate doing all he could to destroy the party which elected him, and at the same time all he could to destroy himself. If President Johnson has been an enemy of Republicant which has been an enemy of Republicant to have been an enemy of Heigelf. ism, he has also been an enemy of himself. He did much against the party; but the elections left nothing of him. He was left politically dead—scarcely worth burial. He was looked upon as a defeated and disappointed schemer; still, he had a large party at his back. In this country, the shortest political road is that which leads from a majority to a minority. Our party will take this road when it rashly begins impeachment. That can only revive President Johnson's dying tortunes, and give him what he wants-sympathy, and the chance to make a detensive

II. Can he be impeached? We do not doubt the law-but how would the law work? The charges would be numerous, intricate, and drawn with skill. There would be endless yearning on the part of the Republicans to make speeches in favor of the prosecution, and course every effort on the part of the President's riends to prolong the trial, fighting it step by step, and endeavoring at least to drag it endlessly. We will back Garret Davis for a three months' speech, and Cowan until the end of his term, with Saulsbury and McDongali good for intermediate volumes of task. Warren Hastings was eight years on trial, and in his case there was every motive to hurry matters. Here there would be every motive to delay tae

trial by the President's friends.

III. Could the President be removed? General Butler made an ingenious argument during the election to show that, upon the mere presentation of articles of impeachment, the Senate might depose the President and place another person in his office during the trul. Butler's argument was ingenious; but we presume there are twenty lawyers who can make an argument as ingenious on the other side. There is no definite law about it; and President Johnson is not the man to surrender the benefit of a doubt Those who think he will quietly walk out of the White House at the bidding of a majority of the Senate, mistake the man and the desperate character of the adventurers who control his tortunes. What would an impeachment amount to with the accused all the time in

1v. There would be much doubt as to the result of this trial. President Johnson has done many things which we consider criminal; but would the Senate as judges think so? Tamp ing with the revenues by removing faithful officers because they attended to their business and did not concern themselves about politics, and appointing dishonest men, is a serious matter. The interference in the Fenian troubles last summer, whereby the honor of America was sacrificed to please England, should be inquired into. The riots at New Orleans, and the fact that no human being has been punished for the blood there shed, stain with indetable blackness the administration of President Johnson. We yearn for some atonement for that crime; and it is wise that Congress should find out the authors of the wrong—all who were accessory either before or after the fact—and punish them. We believe a committee has the matter now in charge. We have yet to see whether the best remedy for their impressions.

remedy for this is impeachment.

V. Are there no issues of more importance than this? Must all this Congress be wasted, and the next, perhaps, in a pageant and prolonged debate, engless jarring of lawyers and Senators? The currency calls for relief. Labor suffers under this fearful inflation. Our tariffs want reconstruction. There are a hundred questions near to the prosperity of the nation which must suffer and die because of this

-We do not say that a President should not be in peached. We by no means say that Mr. Johnson should not be impeached. That would be to take judgment into our own hands. We think this Administration has been a calamity— a disgrace—the cause of many evils to the country. We should like some redress. But how is it to be had? In attempting to remove these evils, may we not fly to others that we know not of? May we not put a precedent upon our statute-books which will give any Democratic majority of the Senate and House in future years the right to revolutionize the Government in the interest of slavery? Let us walk slowly, and survey the ground as we go. Let us not lay violent hands upon the Executive office until we find that no other course remains for the honor of the nation. Perhaps we are wrong; but it does not seem to us that the time for the sterner siternative has come,

The President's Impeachment-The Ini-tial Step Taken in Congress. From the Herald.

There were some significant and ominous proceedings in the House of Representatives on Monday. The morning hour was first enlivened by an impeachment resolution from Mr. Loan. of Missouri, which, being disposed of as presented, by turning it over to the Reconstruction Committee, was forthwith reproduced in a new shope by Mr. Kelso, also of Missouri, when a motion to lay it on the table was rejected-yeas 40, nays 103-an ominous looking vote in the negative. Here, however, what is known as the morning hour in the House expired, and the subject was superseded by the regular business of the day, subject to any privileged ques-tion which might be interposed.

Mr. Ashley, of Ohio, at this point, in fulfilment of his promise of last summer to "give neither

sleep to his eyes nor slumber to his eyelids' until he had brought in against Andrew Johnson articles of impeachment, rose to that privi-leged question. His resolution was accordingly submitted, the preamble declaring, in the name of "the gentleman from Ohio," that "I so impeach Andrew Johnson, Vice-President, and acting President of the United States, of high crimes and misdemeanors. I charge him with usurpation of power and violation of law, in that he has corruptly abused the appointing power; in that he has corruptly used the pardoning power; in that he has corruptly disposed of the public property of the United States; in of the public property of the United States; in that he has corruptly interfered in elections and committed acts and conspired with others to commit acts which in the contemplation of the onstitution are high crimes and misdemennors; therefore be it revolved, that the Committee on the Judiciary be and they are hereby authorized to inquire into the official conduct of Andrew Johnson, Vice-President, and discharging the duties and powers of the President of the United States, and to report to the House" whether in their opinion he has been guilty of crimes and misdemensors requiring the interposition of the constitutional power of the House, and that said Committee have power to send for persons and papers and to take the oaths of

This proposed the initial step to an impeachment, and the question recarring. Shall the resolution be adopted? Mr. Spalding, of Ohio, a Republican, from one of the most radical abolition districts in the United States, here interposed with a motion to lay on the table. Upon this preliminary test question the call of the roll resulted—yeas, 39; nays, 105; the Republicans, radicals, and conservatives, with a few exceptions, standing together for the resolution, which was next adopted. So the Committee on the Judiciary is authorized to inquire into the propriety of impeaching President Johnson, and to report to the House according to their conclusions from the evidence which they may collect in their investigations upon the general charges submitted. The vote of 105 against 39 in favor of this inquiry is significant and has an ominous look. It looks as if the dominant party in Congress had arrived at publicans, radicals, and conservatives, with a

In the matter of impeachments, as in the In the matter of impeachments, as in the general organization of the two houses of Congress, the framers of our Constitution followed the example of the British Parliament. Thus, as in England, the House of Commons has the sole power of impeachment, while the House of Lords has the sole power to try impeachments, these powers with us belong respectively to the House of Representatives and the Senate. The House as a grans jury (by a vote of a majority) precents its charges to the Senate which assumes the character of a high court, and—we sumes the character of a high court, quote from the Consultation—"when the President of the United States is tried the Chief Justice shall preside, and no person shall be convicted without the concurrence of two-thirds of the members present." The Constitution next ordains that 'judgment in cases of impeachment shall not extend further than to removal from office and disqualification to hold any office of honor, trust, or profit under the United States; but the party convicted shall nevertheless be liable and subject to induc-ment, trial, judgment, and punishment accord-

The object contemplated in this resolution of Mr. Ashley, then, is the removal of the President from office. But why remove him when the charges preferred against him, or when, at least, the 'high crimes and misdemeanors' of which he has been guilty, have been a common thing with all his predecessors as party leaders, from General Jackson down to poor Pierce and from General Jackson down to poor Pierce and Buchanau, to say nothing of the amented Lin-coln? It seems a little rough and uncharitable that President Andrew Jonnson should be made the first victim to the wrath of Congress, and particularly when he has ceased to be an ob-struction to the legislative policy of Congress, and when over a two-inited vote in both Houses is secured against him to the end of his term of office. In this situation of affairs it appears to us that if this impeachment be followed up to its legal conclusion, it will be productive of a mischievous confusion in our polltical parties, a serious panic and derangement in our financial affairs, and needless and damaging delays on those practical measures of legis-lation demanded to meet the general interests and wants of the country. We think it alto-gether probable, however, that the Judiciary Committee of the House will be occupied to the end of the present Congress in their preliminary investigations, and that with the meeting of the new Congress in March the intervening chapter of events may serve to bring a treaty of peace and co-operation between the two Houses and the President.

Too Much Evidence. From the World.

Not long ago Mr. Washburne, of Illinois, introduced in the House of Representatives a resolution of inquiry relative to alleged frauds in the New Orleans Custom House, and particularly to "frauds" in appointing "Rebels" to clerkships, to the exclusion of "loyal" or radical men. Pending the publication of the report of the committee which went to New Orleans to collect evidence on that as well as on other subjects, it may be stated that the examination into the Collector's affairs at that port was only for the purpose of finding another excuse for transferring all the Federal offices in Louisiana to exclusively radical hands; for this is the real meaning of much of the talk about territorializing the Southern States. It is to furnish loyal Governors from Massachusetts for the Territory of Louisiana, loyal Collectors from New England for the Southern custom New England for the Southern custom houses, and otherwise to find paid places for the very few radical politicians who are not otherwise supported in the bread-and-butter army nearer home. But an examination into Collector Kellogg's appointments at New Orleans reveals the fact that, out of three or four hundred subordinates, the great majority are discharged soldiers and officers who served are discharged soldiers and officers who served in the Federal army. The Collector says that he made appointments from this class in accordance with direct instructions from the Secretary of the Treasury. Now, this is exactly the kind of evidence the Committee did not want. The Secretary of the Treasury has no doubt given such "instructions;" both Houses of Congress have passed a joint resolution that for these civil offices discharged soldiers "should have the preference;" but, as the discharged so diers better than any one else know, the "preference" is all they have had; while the Clarks and Fessendens, and the radical Senators and Representatives generally, have fairly stuffed the Departments with their own relations. It is to be hoped that when the committee reports, it will be stated that the Collec-tor at New Orleans is one of the tew Federal officials in the country who gave the soldiers not only the preference but places. This state-ment should be accompanied by a recommendation that Northern Collectors and other officers, who are providing for whole radical simply because they are radical, should follow the excellent example of the New Orleans official, turn out the political pensioners and parasites, supplying their places with men who deserve such favors. If this is done, and if the examination into Louisiana matters generally brings to light Senator Reverdy Johnson's report about Banks, the evidence collecting tour will have been to some purpose after all.

Fire in Illinois.

CHICAGO, January 8 .- A fire at Galesburg, Tilinois, on Sunday, destroyed more than half a block of business buildings, including the candy factory of Wells & Townsend, Allen's meat market, Lee's music store, Calver's store, etc. The total loss is \$50,000.

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POR NEW YORK.—THE CAMDEN AND pany's Lines.
PROM PHILADELPHIA TO NEW YORK and Way Piaces, from Walnut Street Wharf, will leave as collows. Vis.

follows, viz. :- At 6 A. M., via Camden and Amboy, Accommoda-

steret, bpar Ferry.

Lines PROM KENSINGTON DEPOT WILL LEAVE

At 11 A. M., 4-30, 6-45 P. M., and 12 P. M. (Night), via

Rensington 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.; and at 10:15 A. M. for Bilstol, A+T 39 and 19-15 A+M., 3, 420, 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, 3, and 12 P. M. for Cornwell's, Torresdate, Holmesburg, Tacony, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

Wells, fortestate, foliacsoury, racony, bridesoury, and Frankord, and at 8 P. M. for Holmesburg and Intermediate stations.

At 10 15 A. M., 3. 4, 5, 5, 8. and 12P. M. for Wissinoming. BELVIDERE DELAWARES RALLROAD.

For the Delawsre 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 Miagara Falls. Buffaio, Dunkirk. Canandaigus, Emira, Ithaca, Owege, Rochester, Binghamton, Oswego, Syracuse, Great Bend. Montrose, Wilkesbarre, Scrankon, Strondsburg, Water Gap, etc.

At 7 30 A. M. and 3 30 F. M. for Belvidere, Easton, Lambertville, Fiemington, 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. January 7,1867. WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN KAILROAD.
On and after THURSDAY, November 1, 1886, until further police. FOR GERMANTOWN.

FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 8, 10, 11, 12 A. M., 1, 2, 3 M. 3%, 4, 5, 5%, 6 10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7%, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 6%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8 20 down train, and 3% and 5% up trains will not stop on the Germantown Branch.

The 8 20 down train, and 3M and 5M ap trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9 M A. M., 2, 7, and 10M P. M.
Leave Germantown 8M A. M., 1, 6, and 9M P. M.
Leave Chernantown 8M A. M., 1, 6, and 9M P. M.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3M, 5M, 7, 3, and 11 P. M.

Leave Chesnut Hill 710 minutes, 8, 940, 1140 A. M.

140, 540, 540, 640, 840, and 1940 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9 M minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 750 minutes A. M., 1240, 540, and 925 minutes F. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8 35 11 65, minutes A. M., 1243, 546, 648, 655 minutes and 11% P. M.

Leave Norristown 540, 7, 750 minutes, 9, 11 A. M., 1244, 6M, and 8 P. M.

The 5% P. M. Train will stop at Falls. School Lane, Wissahicaon, Manayunk, Spring Mills, and Comahohocken only ON SUNDAYS.

Leave Philadelphia 9 A. M., 25 and 5M, P. M.

Leave Philadelphia 6, 830, 11-00 minutes A. M., 1

3, 42, 534, 638, 850, and 11M P. M.

Leave Manayunk 610, 72, 820, 6%, 11% A. M., 2, 5, 6M, 6M, F. M.

ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 25 and 6M P. M.

Desot NINTH and GREEN Streets

N. P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 6½ P. M.

Leave Manayunk 7½ A. M., 5½ and 9 P. M.

W. S. WILSON, General Superintendent,

Desot NINTH and GREEN Streets

PARITAN AND DELAWARE BAY RAIL-will run daily, Sundayaster December 13, 1865, trains will run daily, Sundayaster pied from Cooper's Point, Camden, opposite VINE Street Ferry, as follows:— 11:30 A. M. Way Freight for all stations; passenger Camein, obposite vink differ all stations; passenger our attached.

5:40 P. M.—Through P. eight for New York; passenger car attached.

Freight received in Philade phia at the Company's warehouse. No. 250 N. DELAWARE Avenue, until 5 o'clock P. M., reaching New York carly next morning Freight boat leaves Fire No. 25, North river, New York, foot or DUADE Street, daily, Sundays excepted at 5 P. M., teach ng Philadelphia and the 11 A. M. train from New York, are discontinued.

General Freight Agent, Red Bank N. J.

General Freight Agent, Red Bank, N. J.

R. D. Chiff MAN Agent,
NO. 250 N. DELAWARE Avertue Philadelphia CAILROAD LINES.

READING RAILROAD
FROM FRILADELPHIA TO THE INTENDED OF
FRINSPILVANIA, THE SCHUZLELL, SUSQUEHANNA, CUREBELLIND AND WIGHING VALLEYS, THE NORTH, NORTHWEST, AND THE
CANADAS. CANADAS.

WINTER ARMANGEMENT OF PARREAGUE TRAINS.

October 8, 1888.

Leaving the Company's Depot, at TPHRTEMNTH and CALLOWHILL Streets, Philadelphia, at the following

CALLOWHILL Streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.
At 7:30 A. M., for Easiling and intermodiete Stations.
Beturning, leaves Resaling at 6 to P. M., attribute, Philadelphia at 9 10 P. M.,
MORNING EXCHESS.
At 5:15 A. M., for Easiling, Lebenon, Harriston, Pottaville, Phisarcove, Tamaqua, Sumbury, Williamsport, Elmira, Rochester, Nisgar, Falls, Buffalo, Lebenow, Willecharie, Philaton, York, Carlisle, Chamileraburg, Hagerstown, etc. 616.
This train connects at EEADYNG with East Pennsylvania Hasircad trains for Allentown, etc., and fibe Lebenow Velley frain for Barristong, etc., at FORT USISTON With Catawissa Relivous trains for Williamsbury, Look Haven, Elmira, etc.; at Halthiburg with horthern Central, Combetland Valloy, and Schuykhir and Suggeshanes trains for Northemberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFFIELNOON EXPRESS

Leaves Philadelphia at 850 F. M., for Reading Potts-ville, Harrisburg, etc., connecting with mouding and Columbia Rathond rains for Columbia, etc.

READING ACCOMMODATION

Leaves Reacing at 8:00 A. M., stopping at all way stations, striving at Philadelphia at 9:40 A. M.

Returning, leaves Philadelphia at 4:30 F. M., arrives in Reading at 7:25 F. X.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Fottaville at 8:40 A. M., arriving in Philadelphia at 1:00 F. M. Afternoon trains leave Harrisburg at 7:10 F. M., Petteville at 2:40 F. M., arriving in Philadelphia at 6:40 F. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 710 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelpnia at 712. Market train, with passenger car attached, leaves Philadelphia at 1245 noon for Reading and all way stations. Leaves Reading at 11:30 A. M. and Downingtown at 12:31 P. M., for Philadelphia and all way stations. All the above trains run daily, Sundays excepted—Sunday trains leave Pottsville at 2:00 A. M., and Philadelphia at 2:15 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 2:50 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, feturning from Downingtown at 7:40 A. M., and 12:50 noon.

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 10 and 11 55 A. M. and 1'48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Contral Ballroad express trains for Pittsburg, Chlosgo Williamsport, Findra Baltimore, etc.

Heturning express train leaves Harrisburg on arrival the Pennsylvania express from Pittsburg, at 3 and 9 00 M. and 9'15 P. M., passing heading at 4'40 and 10'50 M., and 11'30 P. M., and arriving in New York at 10 A. and 2'45 P. M. Fleeping cars accompany these trainings between Jersey City and Pittsburg, wilkout change.

change.

A mail train for New York leaves Harrisburg, where the P.

M. Mail train for Harrisburg leaves New York \$12 M.

SUHUYLKILL VALLEY HALLBOAD.

Trains leave Pottsville at 7 and 11 30 A. M., and 715 P.

M., securing from Tamaqua at 7 35 A. M. and F16 and 4 15 P. M.

SCHUYLKILL AND SUEQUEHA NNA RAILHOAD.

Trains leave Auburn at 7 50 A. M. for Pinegrove and Harrisburg, and 1 50 P. M., for Pinegrove and Trains leave Auburn at 7 50 P. M., and from Tromont at 7 35 A. M. and 5 26 P. M.

TUKETS.

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

The following tickets are obtains ble only at the office of S. BRADFORD, Transurer, No. 227 S. FOURTH Street.

Philadelphis, or of G. A. NICOLLS, General Superintend-dent, Ecading ...

dent, Heading :- COMMUTATION TICKETS. At 25 per cent. discount, between any points desired, for

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, nime, or twelve months, for helders 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 lare.

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.

Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BhOAD 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, Fort 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 tations only at 3-15 P. M.

REIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Ralitonads. INCREARED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSFORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 9 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 F. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delaware, and Firmington, the New Jersey, the Freehold and Jamesburg, and the Rurington and Month Holly Railroad, and at Manunkachurk with all points on the Camden and Syracuse, Buffalo and other points in Western New York.

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

The New Jetsey Railroad connects at Elizabeth with the New Jetsey Railroad connects at Elizabeth with the New Jersey Central Railroad.

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

N. B.—Increased facilities have been made for TREIGHT LINES FOR NEW YORK AND

1866 .-PHILADELPHIA AND ERIE RAILs crim 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 AF PHILADELPHIA.

Arrive Ensiward—Erie Mail Train, 7 A. M.; Erie Express Train, 120 P. M.; Eimira Mail, 5 40 P. M.; Leave Westward—Erie Mail, 9 P. M.; Erie Express Train, 12 M.; Emira Mail, 5 50 A. M.

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

trains without change both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 3 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 3 30 P. M., arrive at New York 10 10 A. M.

Leave Erie at 3 30 P. M., arrive at New York 10 10 A. M.

Elegant Steeping 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 atreets.

Philadelphia; J. W. Reynolds, Erie; William Brown, Agent N. C. R. R., Baltimore.

H. H. HOUSTON, General Freight Agent, Phila.

H. W. GWYNNER, General Freight Agent, Phila.

118 A. L. TYLER, General Sup., Williamsport.

W EST JERSEY RAILROAD LINES, FROM

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry).

LEAVE PHILADELIFHIA AS FOLLOWS:—
For Bridgeton, Eslem, Miliville, and all intermediate stations, at 8 A. M. Mail., 230 P. M., Passenger.
For Woodbury, 8 A. M., 230 and 6 P. M.

For Cape May, at 230 P. M.

RETURNING TRAINS LEAVE
Woodbury at 7:15 and 8:40 A. M., and 4:51 P. M.

Bridgeton at 7:05 A. M. and 3:05 P. M. Freight, 5:45 P. M.

Bridgeton at 7:05 A. M. and 3:05 P. M. Freight, 6:10 P. Mg.
Cape May at 11:45 A. M., Passenger and Freight, 6:10 P. Mg.
Cape May at 11:45 A. M., Passenger and Freight, 6:10 P. Mg.
That received before 7:00 A. M. will go through the same day,
Freight Delivery, No. 228 S. DELAWARE Avenue.

1:12

WILLIAM J. SEWELL, Superintendent.

FOR NEW YORK, VIA RARITAN AND DELA-WARE BAY RAILROADS.—From Ferry foot of VINE Street, Philadelphia. 6 P. M.—Freight for New York, and points North of

East.

If A. M — Way Freight.
Goods delivered at Company's Depot. No 320 N.
WHARVES, Philadelphia, by 5 P. M., will be forwarded by this line, and arrive in New York at 5
o'clock next morping.
Freight received at Pier No. 32 North River, N. Y.,
by 430 P. M., will be ready for delivery in Philadelphia
early the following morning.

by 436 P. M., will be ready for delivery in Philadelphia early the following morning.

FARE TO NEW YORK, TWO DOLLARS.
Ticket Office, Vine Street Farsy.
For inriher information apply to Company's Agents.
R. H. CHIPMAN. Fleight Office and Depot. No. 320
N. WHARVES. Philadelphia.
J. B. LURT, Pier No 32 North River, foot of DUANE Street. New York
Of at General Freight and Passenger Office. Philadelphia, No. 411 CHES NUT Street.

WILLIAM N. CLAYFON.

Superindendent, Rod Bank, N. J.

General Freight Agent, Red Bank, N. J.

T. BEENT SWEIGHNI.