The following are the Congressional proceedlags of yesterday, continued from our Fourth Bd)tion::-

Sexute.

Washington, January 15.

Mr. Willey (W. Va.) introduced a bill to authorize the Trustess of the Foundry M. E. Church, of Washington, D. C., to sell and convey square No. 256 in said city, held in trust by them and lately ased, in part, as a burying ground, and releasing the said Trustees from the obligation by virtue of may deeds or certificates conveying lots to holders in said burial ground: provided that the Prustees, or their successors, shall, out of the proceeds of said sale cause to be removed from the square mamed the bodies now interred, and give them decent sepulchree in some public cemetery outside of the city. Referred to the Committee on the Districts of Columbia.

Mr. Feesenden (Me.), from the Committee on Finance, reported, without amendment, the bill authorizing the Secretary of the Treasury to delegate to one of his assistant Secretaries authority to sign in his stead all warrants for the payment of money much the Public Treasury, and all warrants for the disbursement of the same, certified by the proper accounting officer to be due upon accounts duly andited and settled.

The Vice-President laid before the Senate the credentials of James B. Campbell as Senator from the State of South Carolina, together with the certificate of Governor Orr, certifying that the election was held in accordance with a law of Congress regulating the election of Senators. Ordered to he on the table.

Mr. Howard (Mich.) called up the following WASHINGTON, January 15.

Mr. Howard (Mich.) called up the following resolution offered by him some days since:—
Resolved, That the Committee on Foreign Relations be instructed to inquire and report to the Senate the present relations between France and the Republic of Mexico, the extent of both with respect to population and territory. Of the success of Maximilian in his endeavor to overthrow that Republic; the amount and character of his military force, lucluding his French snxilinries; the action of the Executive branch of the Government of the United States in reference to the intervention of France in the affairs of Mexico, including any treaty or project of treaty proposed, or asserted, or recommended by our Ministers to France and Mexico; the present prospect of the withdrawal of the French troops from Mexican soil, and the probability of such withdrawal in case of Maximilian being able to maintain his standing there, and that for the purpose of such inquiries the said committee be anthorized to send for persons and papers. Mr. Howard (Mich.) called up the following sons and papers.

sons and papers.

Mr. Howard said there had been a state of war existing in Mexico since 1862. It spring into existence in consequence of disagreeing parties in that Republic, and an attempt on the part of one of these parties to overthrow the republican Government of Mexico established by her Constitution, and set up another in its place. In this condition of things the Emperor of the French saw fit to intervene, and to adopt the cause of one of these factions, and that faction whose object was to overthrow the republican Government already established. The pretext of this unjustifiable insurrection on the part of the Emperor was the undoubted fact that the Government of Mexico was indebted in a considerable amount of money to certain French subjects, and that the Republic had not paid the amount of their reclamation; ostensibly the amount of their reclamation; ostensibly the cause of interference on the part of France was the collection of this claim of French citizens against the Government of the Republic, but nobody can for a moment credit the proposition that that indebtedness was the only cause of

this bloody and wanton intervention.

Its object looked far beyond the payment of the comparatively small sum due to the French citizens. It looked to the entire and complete subversion of the republican Government in Mexico, and the establishment there of the Imperial power of France, under a sort of protection. perial power of France, under a sort of protectorate which the Emperor had seen fit to extend, and Maximilian, who was called to the head of affairs in Mexico by what is commonly colled the prices party.

called the priest party.

The Government of the United States has not thus far, as I understand it, made any very strenuous efforts, either by diplomacy or other-wise, to procure the withdrawal of the French forces from Mexico. The war has been raging for several years, and has been prosecuted on the part of the French army with great bitterness, and in some cases with great ferocity and barbarity, if we are to credit the rumors which are brought to us by the public journals of the

ecountry.

I do not propose, however, to enter into the character of this war. What I want to know and what, I think, the country desires to know is the present exact political and legal position of the Republic of Mexico in regard to the Government of the United States and in regard to the Government of France. A state of war has interrupted our trade with Mexico. It has greatly involved our relations with the legiti-mate powers of that Republic. Our own inte-rests, the interests of our commerce, the interests, the interests of our commerce, the interests of our citizens, the interests of mankind generally, require that this war should be brought to as speedy a termination as is practicable. We are not informed as to what extent the Imperial forces have succeeded in subjugating the people of Mexico. We do not know today how many towns or cities they hold in their possession, or how important may be the conquests they have made; and I have been, I confess walting with great patience, and a feelconfess, waiting with great patience, and a feel-ing of great personal indulgence to the honor-able Chairman of the Committee on Foreign Relations of this body (Mr. Sumner) for some report, some statement by which I could learn the exact position of affairs there, and, I think, some anxlety has filled the breasts of other Se-

some anxiety has filled the breasts of other Senators on the subject.

The country and the world have been amused for the last fifteen or eighteen months with occasional rumors that the French army was about to be withdrawn from Mexico, and that, consequently, the usurper Maximilian would follow that force, and return again to his home in Europe, and that the people of Mexico would be left to enjoy their own sovereign right of self-government in their own way, and that peace be left to enjoy their own sovereign right of selfgovernment in their own way, and that peace
would then be restored. I wish to call the attention of Senators, and especially of the
honorable Chairman of the Committee on
Foreign Affairs, to a few facts in this connection. As long ago as the 10th of April, 186t,
the Emperor of the French entered into a
solemn convention with Maximilian in regard
to the amount of force which the Emperor was
to furnish to him in his expedition to Mexico.
I hold in my band several of the articles of that hold in my hand several of the articles of that

Mr. HowARD read some of the articles referred to, and commented on them at some length. He then read an article from the Memoriale Diplomatique, which stated it to be the intention of Mr. Lincoln and Mr. Seward to recognize the government of Maximilian soon after the 4th of March, 1865; and, in conclusion, called the attention of Mr. Summer to the fact that Mr. Seward to of Mr. Seward the truth of this assertion. had never denied the truth of this assertion.

Mr. SUMNER (Mass.) rose to reply to Mr. Howard, but the morning hour expired and debate

on the subject was cut off, and could only proceed by unanimous consent.

Mr. McDougall. (Cal.) said he would object to

Mr. Sumner's proceeding unless the subject was opened for general debate. Mr. Johnson (Md.), who was entitled to the floor in the regular order, which was the bill to regulate the tenure of office, objected to post-

poning the regular order.

Mr. Summer (Mass.) said he would give notice of an amendment to the resolution, so as to make it read that the committee be instructed to report if, in their opinion, such report shall be deemed expedient, &c.

Mr. McDougall (Cal.) said he should object to any such amendment.

The bill to regulate the tenure of office was

The bill to regulate the tenure of office was taken up at one o'clock.

Mr. JOHNSON took the floer in opposition to the bill, and delivered a lengthy speech, composed in great part of extracts from the opinions of Chief Justice Marshall, Mr. Madison, and other jurists and statesmen on the pending subject.

Mr. Buckalew (Pa.) read a lengthy written speech against the bill. The question was whether the consent of the Senate was necessary to the removal of an officer appointed by the President, by and with the advice and consent of the Senate. It has been held to be a Constitutional principle that the President had this right. The power of removal was not vested in the Senate except when sitting as a Court of Imright. The power of removal was not vested in the Benate except when sitting as a Court of Im-peachment. The subject had been fully consi-dered in the First Congress, and the debate had

Mr. Buckalew characterized the measure as condemned by the most indisputable argument; a measure of degeneracy instead of reform; a source of evil instead of good, treating with contempt the whole past history of the Government and the decision even of Congress itself. Its tendency was to the the officers of the Government to the skirts of Senators, and to impair the dignity of the Senate. He desired the Senate to be what it was intended to be—the great pulse of the States—a great body, where the voice of the States could be expressed and heard. He did not want it to have a jurisdiction which it could not exercise without the loss of its own dignity. been preserved.
Mr. Buckalew characterized the measure as

The pending question was on the amendment of Mr. Howe to strike out a portion of the third

The pending queens of Mr. Howe to strike out a portion of the third section.

Mr. Howe, at the request of Mr. Edmunds, withdrew his amendment.

Mr. Hendricks (Ind.) renewed an amendment offered by him yesterday, to strike out the latter part of the third section. Disagreed to.

Mr. Sumner (Mass.) offered an amendment as an additional section, that all officers or agents appointed by the President, by the heart of any department, whose salary or compensation, derived from fees or otherwise, exceeds \$1000 annually, shall be appointed by the President, by and with the advice and consent of the Senate, and the terms of all such officers appointed since the first of July, 1867.

Air. Edmunds (Vt.) hoped this amendment would not be adopted. It would destroy the symmetry of the bill and might endanger it by encumbering it.

Mr. Sumner believed the amendment was germain, and hoped it would be adopted. The President had proclaimed his intention to kick men out of office. It was the duty of Congress to protect the men thus threatened.

Mr. Chagin (N. H.) spoke against Mr. Sumner's amendment. It included thousands of officers whom it was not desirable to send to the Senate to cumber up the business of that body.

Mr. Fessenden (Maine) had doubts of the

Mr. Fresenden (Maine) had doubts of the propriety of this amendment. His experience was that a long-continued practice of the Government ought not to be set aside on the spur of the moment. He concurred with Mr. Cragin in the views he had expressed as to the impropriety of cumbering the business of the senate with such confirmations as would come under this amendment. In the city of New York alone there were hundreds of such officers. There were custom house officers and assistant revenue assessors. On the general subject of the bill Mr. Fessenden expressed himself in the bill Mr. Fessenden expressed himself in favor of doing just as much as was necessary, and no more. He believed the bill, as it stood,

would accomptish that. Mr. Sumner replied to Mr. Fessenden's objections to his amendment,
Mr. Saulsbury (Del.), offered a resolution,
which, he said, was pertinent to the subject
under discussion, calling upon the heads of departments for a list of removals from office from
March 4, 1861, to March 4, 1865, with the causes
of their removals. So

of their removals, &c.
Objected to and goes over.
Pending the consideration of the bill and amendments, the Senate adjourned.

House of Representatives. Mr. Dornelly (Minn.), on leave, introduced a bill to provide for the construction of a wagon-road for military and postal purposes from Fort Abercrombie, in Dakotan Territory, to Fort Benton, in Montana Territory, giving four sections of public land per mile, and providing for the construction of a wagon road with proper bridges, suitable for emigrant travel. Referred to the Committee on Territories.

On motion of Mr. Hubbard (Conv.), the Committee on Appropriations was directed to inquire into the expediency of reporting an appropriation for the jurchase or construction of suitable buildings in Bridgeport, Conn., for the accommodation of the Government offices, and the Secretary of the

of the Government offices, and the Secretary of the Treasury was directed to furnish full copies of all the rules and regulations adopted in reference to the export of articles or American manufactures, and the allowance of drawbacks thereon.

On motion of Mr. Cook (III.), the Joint Committee on Ketrenchment was directed to inquire why, in the present stringent condition of the New York money market, the current balance in the New York Sub-1 reasury is constantly increasing; whether such increase, of any part of it, has arisen from the sale of gold; whether any agent of the Department or any officer of the Government has, within the last thirty days, loaned gold belonging to the Government to any person or persons, or any institution, ment to any person or persons, or any institution, and it so, to whom, for what purpose, on what security and to what amount.

Mr. Ward (N. Y.) asked leave to offer the follow-

Whereas, By the Constitution and the laws of the Whereas, By the Constitution and the laws of the State of Maryland, persons who were disloyal to the Gevernment of the United States, or gave aid and encouragement to the recent Rebellion, are deprived of the elective frauchise; and whereas, it is alleged that at the last election in the State of Maryland large numbers of the persons disqualified as aforesaid did vote for the Representatives in the Fortieth Congress, and officers; and whereas, it is further alleged that armed forces of the United States were arrived by Feagersl suit, partly to, and did converted. alleged that armed forces of the United States were ordered by Federal authority to, and did co-operate with the Executive of the State of Maryland and others who were engaged with them in overriding the Constitution and laws aforesaid, and in receiving the votes of Rebels and presons disqualified as aforesaid, and whereby loyal and qualified voters of Maryland were deterred from the free exercise of the elective franchise, and from resisting and preventing the violation of the Constitution and laws aforesaid: therefore

aforesaid; therefore

Resolved, That the Committee of Elections sha'l inquire into and report whether the Constitution and laws have been violated as aloresaid, or whether the President, or any one under his com-mand, has in any manner interfered with the said election, or has in any way used, or threatened to use, the military power of the nation with reference to the said elections, and if so, whe her it was upon the requisition of the Governor of Maryland, and the Committee shall have power to send for persons Objection was made, and the resolution was not

Objection was made, and the resolution was not reserved.
On motion of Mr. Washburne (III) the Select Committee on the murder of United States soldiers in North Carolina was extended to inquire into the lacts connected with the murder of Captain Mongomery, an officer of the United States, by Confederate soldiers under command of George W. Chilton, now seeking admission as a member of the House; Montgomery having been kidnapped in Matamoras, carried over the Rio Grande and hanged, and his head and right arm cut off, and sent to his former home in Texas as trophies.

Mr Raudali (Pa.) asked leave to offer a resolution for the payment of Alexander H. Coffroth, late a member from Pennsylvania, the amount of increased compensation from the commencement of this Congress to the period when he ceased to be a member.

ress to the period when he ceased to be a member. Mr. Koontz (Fa.) objected, and the resolution was

The bill for the admission of Nebraska as a State of the Union was taken up as the unfinished business of yesterday.

Mr. Boutwell moved to reconsider the vote

Mr. Boolevel in loved to reconstant the vote seconding the previous question.

Mr. Ashley moved to lay the motion to reconsider on the table. Negatived—yeas, 61; nays, 77.

The House then refused to second the previous constitution. Mr. BOUTWELL moved to amend the bill by

Mr. Boutwell moved to amend the bill by adding to the third section, known as the Edmunds' amendment, as follows:—
"And upon the further fundamen tal condition that the Legislature of said State, by a solemn act, shall declare the assent of said State to the said fundamental condition, and shall transmit to the President of the United States an authentic cony of said act, upon receipt whereof, the President, by proclamation, shall forthwith announce the fact. Whereupon the said fundamental condition shall be held as a part of the organic law of the State; and thereupon, and without any further proceeding on the part of Congress, the admission of said State into the Union, shall be considered complete, said State Legislature shall be convened by the Territorial Government within thirty days after the passage of this act, to act upon the condition submitted herein.

Mr. Begyrnyk Legisle in support of his amendament.

Mr. BOUTWELL spoke in support of his amendment,
The debate was continued by Messrs. Hale,
Le Blond, Maynard, Delano, Farnsworth, Hise,
Higby, Kelley, Allison, Hill, Stevens, Raymond, Wilson, Bingham, Ashley and Davis.
The discussion was limited closely to the
question, whether Nebraska should be admitted

as a State, while the colored population were, by her Constitution, deprived of the elective franchise; and also as to the practical effect of the condition imposed in the third section of

the condition imposed in the third section of the bill.

Mr. STEVENS (Pa.) said several gentlemen have asked exultingly whether anybody can deny that this is a Republic, and that the States are republican? Sir, anything is a republic which we choose to call a republic. Rome was a republic under Nero, Rome was a Republic under Trejan, and under her vilest rulers. There have been republics everywhere in the midst of despotism. You may call what you choose a Republic. What I speak of now is the Republic intended by the Declaration of Independence. I deny that this Government has ever been a republic, and I wish this Congress would take it in hand and make it a republic. What was the Republic contemplated by the Declaration of Independence? "All men are born free and equal, and all rightful government emanates from the consent of the governed." Jefferson and his compeers, if there were ever demigods on earth, were such. They broke in upon an era different from theirs, as we are breaking in to complete that era. They declared new doctrines, as we are doing to-day. They declared what I have just stated, and intended to build this Republic on that doctrine. That was the foundation of the Revolution.

There was not one grievance that our fathers completed of that was worth the shedding of a drop of human blood. They fought for this grand ides, and to establish it before the world.

The Revolution stends on that, or it stands on nothing. After peace they found themselves unable to complete the great work. They were obliged to postpode a part of it until better times. We are here to-day to construct and finish the temple of which they laid the foundation—the finiple of universal ilberty, in which all nations of the earth may worship. We stand here for that purpose. They left incomplete, waiting for this day when there is a fair opportunity to make it complete. What a glorious spectacle, if we could look this day on this hall, and see those mighty men revivinged, rejuvensated, occupying the seats which we now occupy, finishing the grand work which they left unperfected, and preclaiming universal liberty and equality to the whole human race.

sal liberty and equality to the whole human race.

But that may not be. They have passed from us, and we shall soon pass away, never more to return. But they left the foundations of the Republic, beautiful, imperishable; and they enfoined on their posterity to complete the work. Are we that posterity, or are we bastards? Are we the legitimate descendants of the men of the Revolution, or did some untutored hordes break in, as in the dark ages, and corrupt their progeny? Let us go on this day and complete that mighty fabric of which our lathers laid the foundations. If we do not, we are dwarfs in intellect or in moral courage.

Aftersome further remarks, Mr. Stevens said he was a little unwell and would close his remarks.

marks.

Mr. RAYMOND (N. V.) said he would vote for the amendment because it more clearly and explicitly expressed the object of the third section, which he considered foggy and uncertain. He was in favor of the extension of all rights to all races and conditions of men. He did not believe there was any shadow of reason why every personal and political right appertaining to the Government should be denied to a man because of his color or race, and he had never neglected an opportunity to vote in that view. He held it to be true as a general principle in every repuban opportunity to vote in that view. He held it to be true as a general principle in every republican government, that all wno are required to obey the laws, should have a voice, direct or indirect in making them. He should therefore vote for the amendment, but he did not mean to say that he should vote for the bill if thus amended, or if not thus amended. That question he should reserve for further consideration. (Laughter.)

(Langhter.)

There was a further great question, which he could not help considering, and that was whether it was just, wise or politic to override in the Senate the influence of the great States, such as New York, Pennsylvania and Ohio, by the admission of new States, that have not each of them the considering first the states. the admission of new States, that have not each of them the population fixed as the ratio for one member of Congress. He thought that policy bad, unwise, unjust and likely to work most important changes in the system of the Government. He did not think it a very republican mode of procedure for Congress to dictate to States what their constitutions should be.

Mr. Wilson (Iowa) stated that he should yote for the amendment, and if adopted by the House for the bill, but without the amendment, he would not vote for the passage of the bill. He had firmly resolved never to vote for the admission of any State into the Union which embodied in its constitution an objectionable provider such as that found in the

which embodied in its constitution an objectionable provision such as that found in the Constitution of Nebraska. The time had gone by to recognize distinctions of color, race or birth, and he hoped it would never receive recognition at the hands of Congress.

Mr. BINGHAM (Ohio) said he would stand by the bill as it came from the Senate, and against the amendment of Mr. Boutwell. He was not alarmed by gentlemen professing to be the sole champions of liberty, and who yet summoned the House of Representatives to trample under foot the charter of liberty. That was what was proposed by the amendments—that the Legislature of a State should change its organic law, in direct contravention of the express authority of the people.

Mr. ASHLEY (Ohio) said he would vote for the amendment, and advised all his friends to do Mr. Griswold (N. Y.) was in favor of impar-tial suffrage, but did not like the idea of taking

the question away from the States themselves.
Mr. Garfield (Ohio) looked for the time
when "Suffrage and Salety," like "Liberty and
Union," should be "one and inseparable,"
The question was taken on Mr. Boutwell's
amendment, and it was adopted.—Yeas, 57; nays,
70; as follows:— 70; as follows:-Trining, Trining

Alley.	Higby,	Paine.
Allison,	Holmes,	Patterson.
Ames.	Hooper,	Perham.
Anderson,	Hubbard (N. Y.),	Pike.
Ashley (Ohlo)	Hubbard (Conn.),	Price,
Baldwin,	Ingersoll,	Raymond.
Bonks,	Jenckes,	Blico (Mass.).
Baxter,	Julian.	Rice (Mass.), Rice (Maine),
Blaine,	Kelley,	Rollins,
Boutwell,	Kelso,	Bawyer.
Brandegee,	Ketchum,	Schenck,
Broomall,	Koontz,	Scotield,
Cobb.	Kuykendall,	Spalding.
Cook	Loan,	Stevens,
Cullom,		Thayer.
Cultomi,	Longyear,	There are benefit ever
Culver,	Lynch,	Trowbridge,
Dawes,	Marvio,	Upson,
Deming.	Maynard,	Van Aernam,
Dixon.	McClurg.	Van Horn (N.Y.
Dodge,	McIndoe,	Ward (N. Y.),
Donnelly,	McRuer,	Warner,
Driggs.	Mercur.	Washburne (Ill,
Eckley,	Moorhead,	Washburn (Mass
Eliot,	Morrill,	Welker.
Ferry.	Morris,	Wentworth,
Garffeld,	Moulton,	Williams,
Grinnell,	Newell,	Wilson (Iowa),
Griswold,	O'Neill,	Wilson (Pa.).
Hart.	Orth,	Windom-87.
2.111.1	NAVS.	
Ancona.	(Goodyear,	Niblack.
Ashley (Nev.),	Haley,	Nicholson,
Baker,	Harding, (N. Y.)	Plants,
Benjamin,	Harding, (III.)	Radford.
Bergen,	Hawkins.	Randall (Pa.).
Pingham	Henderson,	Randall, (Ky.)
Bingham,	Hill,	Ritter.
Boyer,		
Bromwell,	Hise.	Rogers, *
Buckland,	Hegan,	Shanklin,
Bundy.	Hubbard, (W.V.)	
Campbell,	Hubbell, (N. Y.)	Silgreaves,
Charler.	Hubbell, (O.)	Stillwell,
Clarke (Ohio),	Humphrey,	Stokes.
Cooper,	Hunter.	Stroune.
Davis,	Johnson,	Taber,
Dawson,	Kerr.	Taylor (Tenu.)
Defrees.	Latham,	Taylor (N. Y.).
Deliano,	Lawrence, (Pa.)	Francis Thomas
Denison,	Le Blond,	J. L. Thomas, Ir
Eldridge,	Leftwich,	Thornton,
Farnsworth,	Marshall,	Ward (Ky.).
Faroubar,	McKee,	Washburne,(Ind
Finck.	Miller,	Whaley-70.
Glossbrenner,	Particular Comment	
The Hopes to	hen voted on the	oill as amended
THE STORES	The American Part of the	The state of the s

and it passed-yeas, 103; nays 55, as follows:-

Alley,	Griswold,	Orth,
Ailison,	Hart.	Paine.
Ames.	Henderson,	Patterson,
Anderson,	Highy,	Perham,
Ashley (Ohio),	Hill),	Piants.
Ashley (Nevada	Holmes.	Price.
Baldwin,	Hooper,	Hice (Mass.)
Banks.	Hubbard (N. Y.),	
Baxter,	Hubbard (Conn),	
Benjamin,	Hubbell (Ohio),	Sawyer,
Blaine,	Ingersoll,	Behenck.
Boutwell.	Jenckes.	Scoffeld,
Brandegee,	Julian,	Shellabarger.
Bromwell,	Kelley,	Spalding,
Broomall.	Ketchum,	Stevens,
Bundy,	Koontz,	Stokes.
Clarke (Ohio).	Lawrence (Pa),	Thayer,
Cobb,	Loan,	Francis Thomas.
Cook,	Longyear,	J. L. Thomas, Jr.,
Cullom,	Lynch,	Trowbridge,
Culver,	Marston,	Upson,
Dawes,	Marvin,	Van Aernam.
Delano,	Maynard,	Van Horn (NY.)
Downing.	McClurg,	Ward (N. Y.).
Dixon,	McIndoe,	Warner,
Dodge*	McRuer.	Washburne (III.)
Donnelly,	Mercur,	Washburne (Ind)
Driggs.	Miller,	Washburn (Mass)
Eckley,	Moorhead,	Welker,
Ellot,	Morrill,	Wentworth,
Farnsworth,	Morris,	Williams,
Farquhar,	Moulton,	Wilson (Iowa).
Ferry.	Newell,	Wilson (Pa.).
Garfield.	O'Neill,	Windon-103,
Grinnell,		The state of the s
7.00000	NAYS.	
Ancona,	Harding (Ky.),	Niblack,
Baker,	Harding (III.).	Nicholson,

Hawkins, Hogen, Hubbard (W.Va.) Hubbard (N.Y.), tomers. Stillwell, Strouse Taylor (Tenn.) Taylor (N. Y.) Whaley-55.

Geodyear, Marshall, Whaley—15.
Hale, McKee,
So the bill was passed.
The House then took up the bill for the admission of Colorado as a State, to which the Boutwell amendment was, on motion of Mr. Ashley (Obio), attached—Yeas, 80; nays, 60—and the bill was then passed—Yeas, 80; nays, 60—and the bill was the posterior as a segars in the different districts may be made by a uniform system, that the tax be made specific, at five dollars per thousand on all domestic segars; that the tariff on imported segars may remain unchanged; that stamps may be sold to manufacturers at five dollars per thousand, and

that the penalty for violating the internal revenue laws may be increased.

Mr. Krillar presented the petition of twenty-four hundred and seventy-one citizens of Richmond, Va., for the appointment of a Provisional Governor, and baming Judge Underwood for the position. Referred to the Committee on Reconstruction. Reconstruction, The House, at balf-past four o'clock, ad-

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"Yours truly, J. E. KINGSLEY & CO."

CALL and TRY OUR CALIFORNIA CHAMPAGNE BOUCHER & CO.,

11 20 tuths3m) No. 36 DEY Street, New York, A. MAYER, Agent, 710 SANSOM St., Philadelphia. UNADULTERATED LIQUORS ONLY RICHARD PENISTAN'S STORE AND VALUES, No. 400 CHESNUT STREET

Searly Opposite the Post Office PHILADELPHIA. Families supplied Orders from the Country promotily attended to TORDAN'S CELEBRATED TONIC ALE .-This truly healthful and nutritious beverage, now in use by thousands—levalids and others—has established a character for quality of material and purity of manufacture which stands unrivalled. It is recommended by physicians of this and other places as a superior rosse, and requires but a trial to convince the most steptical or its great neurit. To be had, who easie and retail, of P. J. JORDAR, B. 2 FEAR Street. III 75. RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BAI-TIMORE RAILROAD.
TIME TABLE.
Commencing MOSDAY December 24, 1886. Trains will leave Depot corner of BEOAD Street and WASHING TOZ leave Depot, corner of BECAD Street and washing and Avenue, as idlows:

Express Train at 4.15 A. M. (Mondays excepted), for Baitimore and Washington, stopping at Chester, Wirning ten, Newark, Eliston, Kortheast, Perryville, Havre-de-Grace, Aberdeen, Perrymann, Edgewood, Magnella, Chase's and Stemmer's Run.

Way Mail Train at 818 A. M. (Sundays excepted), for Baitimore, stopping at all regular stations. Connecting with Delaware Railsonad at Wilmington for Cristical and intermediate stations.

with Delaware Raillond at Wilmington for Cristical and intermediate stations.

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

Express Train at J. M. (Sundays excepted), for Baltimore and Washington, alooping 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 H.P. M. (daily), for Baltimore and Washington, Connects at Wilmington with Delaware Railroading of Saturdays excepted), stopping at Middistown, Sinyma, Dover, Harrington, Scaford, Salasbury, Frincess Anne, and connecting at Cristical with Boat for Norfolk, Portamonth, and the South.

Passengers by Boat from Baltimore for Fortress Monroe at Aborfolk will take the H 44 A. M. train.

WILMINGTON ACCOMMODATION TRAINS.

WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and Wil

mington.

Leave Philadelphia at 12°30, 4°00, 6, and 11°30 (daily) P.

M. The 4°00 P. M. train connects with Delaware Halirond for Milliord and intermediate stations. The 6 F. M. train runs to New Castle.

Leave Wilmington at 7°15 and 8°30 A. M., 5 and 6°30 (daily) P. M.

Leave Wilmington at 7-15 and 8-30 A. M., 5 and 6-30 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baitimore 7-25 A. M., Way-mail, 9-35 A. M.,

Express. P10 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.,

Leave Chester at 4-59 and 9-35 A. M., and 3-38 P. M.,

Leave Chester at 4-59 and 9-35 A. M., and 4-18 P. M.,

Leave Wilmington at 10-00 and 9-40 A. M., and 4-18 P. M.,

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 of Washington.

Through Tickets te all points West, South, and Southwest, may be procured at Ticket Office. No. 8-28 Chesnut street, u nder Continental Botel. Fursons purchasing tickets at this office can have their baggage checked at their residence by Graham's Baggage Express.

1-15

H. F. KENNEY, Superintendent.

residence by Graham's Bayrage Express.

115

H.F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAHEOAD.—
Winteb Arrangement.

The Trains of the Fonnsyvania Contral 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 Cheanut and Wainut Streets Railway. Those of the Cheanut and Wainut Streets Railway. Those of the Cheanut and Wainut Streets Railway run within one square of it.

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

Maint Siz, 35 minutes before the departure of each Train.

Maint Shayage Express will call for and deliver saggage at the Depot. Orders left at the Office, No. 631 Chesmut street, will receive attention.

Mail Train

TRAINS LEAVE DEFOT, VIZ.—

Mail Train

TRAINS LEAVE DEFOT, VIZ.—

Mail Train

At 100 P. M. Frest Line and Eric Express.

at 1200 M. Parket Line and Eric Express.

at 1200 M. Parket Line and Eric Mail 190 M. Frest Line and Eric Mail 190 M. Frest Line and Eric Mail 190 M. Patteburg and Eric Mail 190 M. Philadelphia Express leaves daily. All other trains daily except Stunday.

Plassengers 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.

Bleeping Car Tickets can be had on application at the Ticket Office. No. 631 Cheanut street.

TRAINS ARRIVE at DisPort, VIZ.—

Cincinnati Express

at 7-10 M. Parkesburg Train.

At 12-30 A. M. Passengers leaving Lock Haven at 8-10 P. M. Passengers by Mail Train go to Carlisle and Chambersburg without change of cars, from Williamsport, by Day Express.

At 100 M. 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 M. M. The Pennsylvania Railroad Company will not assume any risk for Bagage, except for Warring Apparel, and limit their responsibility to One

POR NEW YORK.—THE CAMDEN AND pany's Lines
FROM PHILADELPHIA TO NEW YORK
and Way Pinces, from Walnut Street Wharf, will leave as At 6 A. M., via Camden and Amboy, Accommodation

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. 1-86

At 16 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, Birminsky and Amboy Accommodation

at 18 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, Birminsky and Amboy Accommodation

At 10 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Femberton, 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., 1, 4, 5, 5, and 11:30 P. M. for Fish
Bouse, Palmyra, Riverton, Progress, Delanco, Beverly,
Edgewater, Burlington, Florence, Bordentown, etc. The
10 A. M. and 4 F. M. lines run direct through to Treuton.
The 1 P. M. Market Line will leave from foot of Market
steret, appar Ferry.
LINES EROM KENSINGTON DEPOT WILL LEAVE
At 11 A. M., 4:30, 6:45 P. M., and 12 P. M. (Night), via
Kensington and Jeracy City Express Lines, fare \$3:00.
The 6:45 P. M. Line will run daily. All others Sundays
excepted. excepted, 12780 and 11 A. M., 3, 3:30, 4:30, 5, and 6:45 P. M. and 12 Mionight, for Bristol, Trenton, etc.; and at 10:15 A. M. for Bristol. 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., 5, 4, 5, 6, and 12° P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Bridesburg, and
Frankford, and at 8° P. M. for Holmesburg and inter-Well's, fortesdac, formesourg, farony, pridesourg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

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

BELVIDERE DELAWAREI RAILEOAD.

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 Nisgara Fails, Buffalo, Dunkirk Canandaigua, Elmira, Ithaca, Owege, Rochester, Binghamton, Gewego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc.

At 7.30 A. M. and 3.30 r. 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 9 P. M. for Lambertville and intermediate stations.

January 7, 1867. WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORMASTOWN MAILROAD.
On and after THURSDAY, November 1, 1866, until fur. FOR GERMANTOWN

FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3-4, 35, 4, 5, 55, 6-20, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 73, 8, 8-20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11 P. M.
The 8-26 down train, and 3% and 5% up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9 M A. M., 2, 7, and 10 M P. M.

Leave Germantown 8 M A. M., 1, 6, and 9 M P. M.

CHESNUT HILL BAHLROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3 M, 5 M, 7, 9, and 11 P. M.

Leave Chesnut Hill 7:10 minutes, 8, 9:40, 11:40 A. M.

1:40, 3:40, 3:40, 6:40, 8:40, and 10:40 minutes P. M.

ON SUNDAYS.

140, 340, 540, 040, 840, and 1040 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9:4 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., 12:43,
42:54; 63:4, 65 minutes, and 11:4 P. M.
Leave Norristown 5:40, 7, 7:50 minutes, 0, 11 A. M., 12:45,
42:55; 63:4, and 8 P. M.
The 53:2 F. M. train will stop at Falls. School Lane, Wissehickon, Manayunk, Spring Mills, and Censhohocken only
CN SUNDAYS.
Leave Philadelphia 9:A. M., 23: and 63:2 P. M.
Leave Philadelphia 5:A. M., 5 and 83:2 P. M.
Leave Philadelphia 5:A. M., 5 and 83:2 P. M.
Leave Manayunk 6:10, 73:4, 8:20, 93:4, 11:5; A. M., 2, 5, 63:4, 8:05, 2nd 11:5; P. M.
Leave Manayunk 6:10, 73:4, 8:20, 93:4, 11:5; A. M., 2, 5, 63:4, 8:3; F. M.
ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 6½ P. M.
Leave Manayunk 7½ A. M., 5½ and 9 P. M.
Leave Manayunk 7½ A. M., 5½ and 9 P. M.
W. S. WILSON, General Superintendent,
Depot NINTH and GHEEN Streets

RARITAN AND DELAWARE BAY RAIL
ROAD. On and after December 13, 1888, train will run daily. Sunday excepted from Cooper's Point,
Camden, opposite VINE Street Ferry as sollows:

11-36 a. M. Way Freight for all stations; passenger
car attached.

6-10 F. M.—Through Freight for New York; passenger
ger car attached.

Freight received in Philade phia at the Co-BIO F. M.—Through Freight for New York; passenger of attached.
Freight received in Philade phia at the Company's warehouse No.: 250 N. DELAW. RE Avenue, until 5 o'clock F. M., reaching New York early next morning Freight boat leaves Fier No. 32, North river, New York foot on DUANE Street, daily, Sundays excepted, at 5 F. M., teach ag Phila leight a early next morning. The 3 A. M. train from Philadelphia, and the 11 A. M. train from New York, are discontinued.

General Freight Apent, Red Bank, N. J. Superintendent, Bed Bank, N. J. Superintendent, Bed Bank, N. J. B. B. CHIP MAN. Agent.

PAILROAD LINES READING RAILROAD
FROM PRILADELPHIA TO THE INTERIOR OF
FENNSTLVANIA, THE SUBLIVILE ILL, SUSQUEHANDA, CUMBERLAND AND WYOMING VALLEIS, 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:

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 EXPRENS,

At 8:16 A. M., for Reading at 6:30 P. M., arriving Philadelphia at 9:10 P. M.

MORNING EXPRENS,

At 8:16 A. M., for Reading, Lebanon, Harrisburg, Potisville, Pinegrove, Tamaqua, Sumbury, Williamsport, Elmira, Rochester Riagara Falls, Buffalo, Abentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Railroad trains for Adontown, etc., and the Lobanon Valley train for Harrisburg, etc., at FORT Crinton with Catawiasa Railroad trains for Williamsburg, Leek Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schoylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

APTERNOON EXPRESS

Leaves Philadelphia at 2:30 P. M., for Reading Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad rains for Columbia, etc.

READING ACCOMMODATION

Leaves Reading at 6:40 A. M., stopping at all way significant at 2:40 D. A. M., stopping at all way significant.

Columbia Railroad rains 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., stopping at all way stations, arriving at Philadelphia at 4-30 F. M., arrives in Reading at 7-30 F. M.

Trails for Philadelphia leave Harrisburg at 8-10 A. M., and Portaville at 8-50 A. M., arriving in Philadelphia at 1-40 P. M., Pottsville at 2-50 P. M., arriving in Philadelphia at 6-45 F. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7-50 A. M., and Harrisburg at 4-10 P. M., Connecting at Reading with Aftornoon Accommodation south at 6-30 P. M., arriving in Philadelphia at 9-18 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 5-00 A. M., and Philadelphia at 8-15 P. M. Leave Philadelphia for Reading at 8-50 A. M., are printed at 8-50 A. M., are printed at 8-50 A. M., are philadelphia, at 8-15 P. M. Leave Philadelphia for Reading at 8-50 A. M., are printed at 8-50 A. M., are philadelphia, returning from Bowningtown at 7-00 A. M. and 1-30 Roon.

NEW YORK EXPRESS FOR PITTEBURG AND THE

and 12'30 noon.

NEW YORK EXPRESS FOR PITTEBURG AND THE WEST

Loaves New York at 7 and 5 A. M. and 6'00 P. M., passing Reading at 105 and 11'53 A. M. and 1'45 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Ballroad express trains for Pitteburg, Chicago Williamsport, Elmira. Ballimore, etc.

Beturning, express train leaves Harrisburg on arrival of the Pennsylvania express from Phitsburg, at 3 and 905 A. M., and 9'15 P. M., passing leading at 4'39 and 10'52 A. M., and 11'30 P. M., and arriving in New York at 10 A. M. and 2'45 P. M. Bicuping cars accompany these trains through between Jersey City and Pittsburg, wishout change.

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 HALLKOAD.

Trains leave Potswile at 7 and 11-30 A. M., and 7-15 P.

M., resurtning from Tamaqua at 7-35 A. M. and 1-40 and 4-16 P. M.

4.16 P. M.
SCHUYLKHLI AND SUBQUEHA NNA 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 7.50 A. M. and 5.25 F M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal pounts in the North and West and Canada.
The following tickets are obtainable only at the office of S EKADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—

Philadelphia, or of G. A. NICOLLS, General Superintenddent, 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 turnished 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 tare, to be had only
at the Ticket office, at THIRTEENTH and CALLOWHILL
Streets.
FREIGHT.

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 39 A. M., 12 45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Fottsville, Port Clinton, and all points forward.

MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 6 A. M., and for the principal tations only at 3 15 P. M.

TORRIGHT LINES FOR NEW YORK AND RELIGHT 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 Treaton. Princeton. Kingston. New Brown.

Returning, the above lines will leave New York at 12 noon, and 4 and 6 P. M.
Freight for Trenton, Princeton, Kingsten, New Brunswick, and all points on the Cameen and Amboy Raliroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the F. cehoid and Jamesburg, and the Burlington and Mount Holly Raliroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Raliroad connects at Philipsburg with the Lehigh Valley Raliroad, and at Manunkachunk with all points on the Delaware, Lackswanna, and Western Salifoad, forwarding to Syracuse, Buffalo and other points in Western New York.

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

A silp 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 Incilities have been made for the transportation of live stocs. 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 attest, 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 Walt-Ter Freeman, Freight Agent,

1 18 No. 226 S. DELAWARE Avenue, Philadelphia.

1867 -PHILADELPHIA AND ERIE RAILern and Northwest Connuis of Pennsylvania to the City
of Eric on Lake Eric. It has been leased and is operated
by the Pennsylvania Railroad Conspany.
Time of Panssenger Trains Ac Philadelphia.
Arrive Essward—Eric Mail Train, 7 A.M.; Eric Express
Train, 120 F. M.; Eimira Mail, 5 40 F. M.
Leave Westward—Eric Mail 5 P. M.; Eric Express
Train, 12M.; Elimira Mail, 800 A.M.
Passenger cars run through on the Eric Mail and

Fassenger cars ron through on the Eric Mall and Express trains without change both ways between Philadelphia trains without change both ways between Philadelphia and Eric.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Eric 10 00 A. M.
Leave New York at 5 00 P. M., arrive at Eric 17 15 P. M.
Leave Eric at 5 30 P. M., arrive at New York 4 40 P. M.
Leave Eric at 5 30 P. M., arrive at New York 16 10 A. M.
Elegant Siesping Cars on all the night trains.

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

And for freight business, of the Company's Agents, 8. B.
Kingston, Jr., corner Thirteenth and Market atreets,
Philadelphia; J. W. Reynolds, Eric; William Brown,
Agent N C. R. R., Baltimore.

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

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

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

W EST JERSEY BAILROAD LINES, FROM

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

LEAVE PHILADELPHIA AS FOLLOWS:—
FOR Bridgeton, Salem, Milyvile, 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., Passenger.

RETURNING TRAINS LEAVE
Woodbury at 7:16 and 8:40 A. M., and 4:54 P. M.

Bridgeton at 7:05 A. M. and 3:06 P. M. Freight, 6:80 P. M.

Salem at 6:50 A. M. and 3:06 P. M. Freight, 6:40 P. M.

Cape May at 11:45 A. M., Passenger and Freight, E-10 P. M.

Cape May at 11:45 A. M., Passenger and Freight, E-10 P. M.

That received before 7:00 A. M. will go through the same day.

Freight Delivery, No. 228 B. DELAWARE Avenue.

1 15

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

6 P. M.—Freight for New York, and points North or East

11 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 morning.
Freight received at Pier No. 32 North River, N. Y.
by 4:30 P. M., will be ready for delivery in Philadelphia early the following morning.
FARK TO NEW YORK, TWO DOLLARS.
Ticket Office. Vine Street Forry.
For infther information apply to Company's Agents.
R. H. (HIPMAN, Freight Office and Depot, No. 320 N. WHARVES, Philadelphia.
J. B. burt Pier No. 32 North River, foot of DUANE Street. Sew York
Street Sew York
Street Sew York
WILLIAM N. CLAYTON,
Superindendent, Red Bank, N. J.
C. C. HASTY
General Freight Agent, Sed Bank, N. J.
T. RRENT SWEARING N.
Gusseral Agent, Philadelphia.