The following are the Congressional proceed loss of yesterday, continued from our Fourth Edition :-

Senate. WASHINGTON, January 15.

Mr. Morrill, (Me.), from the Committee on the District of Columbia, reported the bill to protect the rights of married women, and for other purposes, in the District of Columbia, with an amendment substituting a new bill, chapging to some extent the provisions and de-tails of the original measure, introduced and

chapping to some extent the provisions and details of the original measure, introduced and
referred last week.

Mr. Morrill. (Mc.), from the Committee on
the District of Columbia, reported a bill to
amend an act entitled an act to authorize the
extension, construction and use by the Baltimore and Onio Railroad Company, of a railroad
from between Knoxville and the Monocaey
Junction, into and within the District of Columbia, providing that instead of the right
granted to said company by the act referred to,
to extend their said road into and within the
District of Columbia, to such point of terminus
as may be agreed upon by said company, and
the corporations of Washington and Georgetown; the said company are authorized to extend their road into said District on such line
and to such place as may be authorized by Congress, and not otherwise.

The bill was ordered to lie upon the table and
to be printed.

The bill was observed to be printed.

Mr. SUMNER (Mass.) from the Committee on Foreign Relations, reported the following resolution, which was considered and agreed to.

Whereus, The traffic in laborers transported from China and other Eastern countries, known as the Coolie trade, is odious to the people of the

as the Coolie trade, is odious to the people of the United Stated, as inhuman and immoral;

And whereas, It is abhorrent to the spirit of modern international law and policy, which have substantially extirpated the African slave trade, to permit the establishment in its place of a mode of enslaving men, differing from the former in little else than in the employment of fraud instead of force, to make its victims captive; be it therefore,

*Resolved**. That it is the duty of this Government to give effect to the moral sentiment of the nation, through all its agencies, for the purpose of preventing the further introduction of Coolies into this nemisphere or the adjacent islands.

Mr. Conness (Cal.) offered the following joint Mr. Conness (Cal.) offered the following John resolution, which was referred to the Committoe on Post Offices and Post Roads:—

Resolved, by the Schale, &c., That the Postmaster-General be and he is hereby authorized to employ ocean mail service between San Fran-

employ ocean mall service between San Francisco, California, and Portland, Oregon, three times per month, in continuation of the service from New York via Panama to San Francisco, Provided, that the cost of said service shall not exceed \$25,000 per annum.

Mr. Grimes (Iowa) introduced a bill to amend certain acts in relation to the navy, which provides that the Vice President shall be the ranking officer of the navy, shall be considered reing officer of the navy, shall be considered re-pealed by the act approved July 26, 1866, estab-lishing the grade of admiral, which latter shall be the ranking officer, and the sixth section of the said act is so amended that the secretary of the admiral shall be entitled to the rank, sea pay and allowances of a lieutenant-commander in the navy, to date from acceptance of his ap-

Section 2 repeals the act of August 5, 1856, and March 3, 1859, giving the force of law to certain general orders of the Navy Department estab-lishing the relative rank of staff officers, and provides that the same shall be established by

regulations of said department.
Section 3 provides that the number of mid-shipmen authorized by law at the Naval Acadomy shall be exclusively such as are in the graduating class on the 5th of March of each year, and repeals the law requiring that cadet engineers shall be under eighteen years of age when appointed, and have been employed two years in fabrication of steam machinery. Section 4 provides that officers of the volun-teer naval service transferred to the regular navy, shall be credited with the services per-formed by them the same as if they had been

in the regular navy.
Section 5 requires that hereafter the store-keeper at the Naval Academy shall be detailed from the paymaster's corps of the navy, and prescribes his duties. Section 6 amends section 4 of the act to pro-

vide a more efficient discipline for the navy, so that the authority therein given to the com-mander of any vessel of the navy to convene a summary court-martial, shall require the pre-vious order of the Secretary of the Navy, and may be suspended or withheld by him, or by the commander of the squadron to which the vessel may belong, if without the United States, Section 7 authorizes the payment, out of the Naval Pansion Fund to every person who Naval Pension Fund, to every person who from age or infirmity is disabled from sea ser-vice but who has served as an enlisted person in the navy or marine corps twenty years and not been discharged for misconduct, in fleu of a home in the Philadelphia Naval Assylum, i he shall so elect, of equal to one-half the pay of his salary when discharged, to be paid quarterly, under the direction of the Commissioner of Pensions, upon certificate from the Secretary of the Navy, to whom application must be made; and it is also provided that disabled persons of similar class who have served ten years may be aided from the fund, Section 8 gives to the commandant of the

Marine Corps the rank and pay of a brigadiergeneral of the army.

The bill was referred to the Committee on Navai Affairs.

Mr. Howard (Mich.) moved that the Senate take up the resolution, offered by him yester-day, instructing the Committee on Foreign Aifairs to make certain inquiries and report upon

Mexican affairs.

Mr. Williams (Oregon) hoped the Senate would proceed with the regular order, which was the bill to regulate the tenure of office.

Mr. Sumner (Mass.) said he had no objection to the passage of Mr. Howard's resolution, provided that it was amended so as to leave it to the discretion of the committee to report, if in their judgment expedient. He believed the inquiry altogether unnecessary, as there was every evidence that the French troops were now leaving Mexico. There could be no doubt of this. He had official and unofficial confirma-

tion of the fact.

Mr. Howard (Mich.) did not believe all these rumors about the departure of French troops. At any rate it was a subject upon which he would like to have a report from the Committee

on Foreign Affairs.

The question being taken on Mr. Howard's motion, it was disagreed to.

Mr. FessenDen (Me.) said it was originally his intention to call up the Tariff bill to-morrow, but he had concluded not to do so. He would now give notice, however, that he should call it up on Monday, and expect to keep it before the Senate until it was disposed of,

The bill to regulate the tenure of office was taken up, the question being upon the amend-ment of Mr. Summer as an additional section, "that all officers and agents of the Government, except department clerks, whose salaries exceed \$1000 per annum, shall be appointed by the President, by and with the advice and consent of the Senate," instead of as many of such officers as are now appointed by the heads of departments

Mr. Howe (Wis.) took the floor in advocacy of the amendment, and the proposition was further discussed by Messrs, Fessenden, Edmunds, and others.

In the course of some remarks, Mr. Cowan

(Pa.) said the whole number of offices in the gift of the President was two thousand four hundred and thirty-four. The whole number of removals made during the year was four hundred and forty-six.

Mr. Sumner (Mass.) asked Mr. Cowan if he

Mr. SUMNER (Mass.) asked Mr. Cowan if he could inform the Senate the number of offices in the glit of the Secretary of the Treasury?

Mr. Cowan (Pa.) said he thought he could. He would come to that presently; all the removals he knew to have been made by the President were of men wno had no respect not only for the Chief Magistrate, but for the country, and he might var for themselves. and he might say for themselves. There was a great deal of improper and disrespectful lan-guage used toward the President in the last No man was removed who had in indulgence in this language. campaign. No man was removed who had re-frained from indulgence in this language. He presumed no Senator would advocate the reone of distracchisement, but one of entrangerestention of men who used disrespectful language toward the President. There were 310 appointments in the State Department; of these there were 10 removals. In the Treasury Department, out of 473 appointments, there had been 197 changes. In the Interior Department, the were 210 appointments and 21 changes. In the Post Office Department, 700 appointments and 197 changes. In the Attorney-General's office, 262 appointments and 19 changes. As to the allegation of Mr. Sherman, a few days ago, that scarcely any of the recent appointments of the Mr. Bingham's hour here closed, but he was permitted to proceed for a quarter of an hour scarcely any of the recent appointments of the Mr. Bingham's hour here closed, but he was permitted to proceed for a quarter of an hour longer, and he recapitulated his objections to the bill. Although the people of the South had been traitors, he still recognized the right, which this bill would annul, of meeting and petitioning Congress for a redress of grievances. He denounced the provisions of the fourth section as a most monstroug atrocity, declaring, and said was correct, he must have been treated exceptionably by the President, for in that State

he could not think of a single permanent officer of the Government who had not been removed for political purposes. Circulars had been sent round to them ordering them to attend the Philadelphia (Johnson) Convention. In many cases removals and appointments were made upon the recommendation of Democratic candidates for Congress. Men had been removed for registrate to contribute many to carry by the dates for Congress. Men had been removed for refusing to contribute money to carry but the Democratic canvass. He knew of one man who had been appeinted to an important post office who was the editor of a Democratic paper, and who had been arrested and imprisoned during who had been arrested and imprisoned during the warfor disloyalty. Throughout the entire State of Ohio Federal officers were compelled to support the opposition to the Republican party, or they were removed. He did not know how it was in other States, but if the proportion of removals elsewhere was as great as it had been there, the aggregate must be greater than Mr. Cowan had stated. owan had stated

Cowan had stated.

Mt. HENDERSON referred to the recently published letter of the Secretary of the Navy, in relation to the Norfolk Navy Yard, and the appointments to that piace, and advocated the amendment of Mr. Sumner.

After further debate the Senate, at 445 advocated.

House of Representatives. Mr. MAYNARD, (Tenn.), from the Committee for the District of Columbia, reported a bill to amend the laws of the District of Columbia in reference to appeals, remedies of landlords, &c., which was amended and passed.

Also, the Senate bill to incorporate the Wash-ington County Horse Railroad Company, in the District of Columbia. The morning hour having expired, the bill

ent over. Mr. JULIAN (Ind.), on leave, introduced a bill to extend the provisions of the act of August 4th, 1862, granting the right of way to all rail and plank roads for five years. Referred to the Committee on Public Lands.

The House then took up the bill introduced by Mr. Stevens for the reconstruction of the lately Rebel States.

Mr. BINGHAM (Ohio) being entitled to the loor, yielded to Mr. PAINE (Wis.), who declared but the loor. floor, yielded to Mr. FAINE (Wis.), who declared that he could not vote for the second section of the bill recognizing the present State Governments for municipal purposes, and if that section was not stricken out he would vote against the bill. He denounced them as piratical governments, which have up to this time rested on the souls of Andrew Johnson and his Northern and Southern satellites but would be contrained. Southern satellites, but would beneforth rest on the soul of the rash young gentleman from Pennsylvania (Mr. Stevens). Why was that gentleman so anxious to share the responsi-bility and guilt of Andrew Johnson? The diacollical outrages perpetrated under these piratical governments were daily ventilated in this hali, and yet there was an offer to recog-nize them. If this had been proposed eighteen months ago there might have been some ex-cuse for it; but now there was none. That gen-

cuse for it, but now there was none. That gentleman had intimated something about Presidential expectations by Mr. Spaiding, but it would really seem that the gentleman (Mr. Stevens) himself had some longings for Presidential bread and butter. (Laughter.)

Mr. BINGHAM (Ohio) called the attention of the House to the departure by the proposed measures from what has intherto been done and starting of the Committee on Reconstruction. sauctioned by the Committee on Reconstruc-tion, by Congress and by the people. He would not limit the power of the people to establish guarantees and safeguards. It was because he recognized that right that he opposed the mea-sures proposed by the gentleman from Pennsyl-nia (Mr. Stevens) and his own colleague. (Mr.

The Committee on Reconstruction, representing the judgment of the loyal people, came to the conclusion that there was no safety for the future of the Government except by such an amendment of the Constitution as made all men born in the country citizens of the Republle; as deprived States of the right to deny per-sons within its jurisdiction the equal protection of the laws; as placed representation upon populations; as disfranchised Rebels; as made the national debt inviolable, and as authorized Congress to enforce these provisions. He believed that the safety of the people depended upon the incorporation into the Constitution of that great amendment. He stood upon the proposition that Congress, by its vote, did give out that amendment as the basis of restoration, and the people of the United States so accepted it.

Many members owed their re-election to the fact that State Republican Conventions ac-cepted the amendment as such basis of restoration. That, however, did not restrict Congress from further legislation in regard to these States, not inconsistent with the Constitution, but this bill neither stood with the Constitutional Amendment nor with the duty of Con-gress to give due protection to citizens of the United States within the disorganized States. This bill gave no such protection to anybody, loyal or disloyal, and, therefore, he opposed it, and he opposed it also because it was at vari-

ance with the Constitutional Amendment.

Let the future safety of the Republic rest upon rrepealable guaranties imbedded in the Consti tution, and not upon repealable legislation in the insurgent States. The American nationality as a political organization never existed an hour, except through the governments of regularly organized States, organized constitutional State governments. There could be no Representative branch of legislation save through organized States, and there could be no Senatorial branch of legislation. branch of legislation save through organized States. He repeated there was no American nationality save through the States.

The gentleman from Pennsylvania (Mr. Stevens) had stated the other day that it was absurd to suppose that one of the lately Rebel States could take any action ratifying the Con-Reconstruction had thought otherwise, for it provided for the ratification of it by those States. Haif of the States of the Union to-day had exercised the functions of State governments be-fore they actually became States, and the ratifi-cation of those acts by Congress made them legal from the beginning. So he would have the lately Rebel States go on and perform acts for the ratification of the Constitutional Amendment, even though they were not regularly or ganized States, and the ratification of their acts subsequently by Congress would legalize the

As to the Supreme Court, its powers were very As to the Supreme Court, its powers were very imited. Its appellate powers depended upon the will of Congress. If geutlemen were therefore apprehensive of the improper exercise of those powers, there was a very easy remedy. Congress could take away the appellate power of the Court, and let it sit simply to hear cases arising out of treaties, &c.

The gentleman from Pennsylvania (Mr. Stevens) has frequently expressed the idea.

vens) has frequently expressed the idea that the Rebel States were not States of the Ameri-can Union, but were alien enemies, subject to all the penalties of Congress, and had often quoted the prize cases to sustain that view, but he (Mr. Bingham) denied that the decision in be (Mr. Bingham) denied that the decision in the prize cases covered any such ground. This bill was very offensive to him. It attempted to restrict the right of petition. The Father of all extended that right to all his people, and the Constitution of the United States declared that Congress should pass no law restricting the right of petition; but this bill proposed to do so, It looks as if drawn by a crowned despot. It declared that all persons who were in the Rebellion, and had once taken an oath to support the Constitution of the United States, no longer citizens of the United States, and could not become so except through the forms of naturalization. He submitted to the House and country that the Congress of the United States had no colorable authority for declaring, first, that a million of the people of this country were no longer citizens, and second, that they could take no step for organizing State governments until Congress passed an enabling act ments until Congress passed an enabling act

permitting them to do so.

In answer to a question what remedy he, himself, proposed, he said he wished the measure to be referred to the Joint Committee on Recon-struction. The sixth section of the bill dis-franchised a million of men, which was a departure from the Constitutional Amendment, which imposed no disability except the disability to hold office. This bill not only decitizenized a million of people, but it disfranchised them

Mr. Maynard (Tenn.) Inquired whether the Rebels had not denuded themselves of edizen-mip, and whether the question now was not one of disfrauchisement, but one of enfrau-

tence of any crime other than the crime of treason, insurrection or misprision of treason. It was declaring, in effect, that thieves, robbers, murderers and midnight assassins should never be deprived of the elective franchise on account of their being convicted of such crimes.

While he was willing to assert all the rightful powers of this Government, he would never consent to incorporate, by law, in the statutes of the nation, a provision that would deprive the people of the right of altering or amending their legislation, a provision which this bill contained. Congress had not even the color of a right to pass such a law. He was not going, under pretense of protecting the colored people of the South, to declare that the people of any State were not to have the right to alter and amend their faws at pleasure. This provision not only attempted to fetter the States in this way, but it also attempted to fetter future Congresses in the same way. He declared that this bill, instead of being a bill of reconstruction, was a bill of destruction; instead of its being a bill of restoration, it was a bill of disunion and perpetual dismemberment.

Referring to Mr. Ashley's bill, he showed how absurd it was to deny that the Rebel States were States, for the Executive, the Judiciary and even Congress had recognized them. Congress had made appropriations for judges of the United States Courts in the States of Florida, Alabama, and other districts. The bill of his colleague was nothing but a bill of anarchy, for it swept away all the laws now existing there; and a people without law were as miscrable as a people without law were as miscrable as a people without as were sent the constitutional Amendment. It might be but justice to punish the Rebeis severely, but there was something greater in magnanimity and mercy than in even-handed justice. He knew that those Rebeis had ridged the land all over with graves; he knew that four hundred thousand citizens had fallen martyrs to their faith, to the country and challenged a paralle e protested against this bill as being foreign to the spirit and contrary to the purposes of the Constitutional Amendment.

Mr. Stevens (Pa.) inquired of Mr. Bingham how many of the Rebel States had accepted the

how many of the Rebel States had accepted the Constitutional Amendment,
Mr. Bingham (Ohio) admitted that all the Rebel States which had considered it in their Legislatures with the exception, perhaps, of Arkansas, had rejected it, but it did not follow that they would not yet accept it, and if three-fourths of the organized States adopted it, it would bind the rest and give them the benefit of it, while in the meantime it would hind Congress. For these reasons, he asked that the bill be referred to the Committee on Recongress. For these reasons, he asked that the bill be referred to the Committee on Recon-

Mr. Dawson (Pa.) followed in an argument to prove that in the Presidential policy was the true solution of the national difficulties. He showed how the Rebels, having laid down their arms and abandoned the objects for which they had been taken up, had since been submissive to the laws, and conducted themselves as good citizens; and that on the other hand, the course pursued by Congress had been based on the assumption that the reconstruction of the Government as to those States was what it was called upon to achieve. Congress had assumed that the old Government, the Constitution of 1789, had been as to the States, destroyed. If so, 1789, had been as to the States, destroyed. If so, wherein, and how? Not, certainly, by the decisive success of the Union armies. Not by the surrender of the Rebel armies, their implied abandonment of the issues for which they had resorted to force, and their prompt return to obcdience to the paramount law. The Govern-ment, therefore, had not been broken up, and

no reconstruction was necessary.

He argued that there was no warrant in the Constitution for imposing the amendment as a condition on readmitting the late Rebel States to representation in Congress. He imputed to New England a selfish purpose in wisning to exclude from Congress the representatives of the great agricultural interests of the West, her protective policy might be endangered, and her manufacturing interests injured. In regard to manufacturing interests injured. In regard to the punishment of the people of the South, he submitted that the failure of the Rebels was a sufficient penalty on them, and he argued as a matter of law that no person can be legally punished for rendering obedience to the defacto government, illustrating that argument by reference to English history in the time of the Commonwealth of the accession of Charles II. In contrast with the course of Congress, he culd gized the patriotic, intelligent and human policy of the Fresident.

policy of the President.

The storm of partisan fury would rage against him in vain. He might break under it, he would not bend. Whatever obsticle might oppose him he would, he trusted, stem the torrent and gain the shore in safety. The historian would record that chiefly owing to the efforts of Mr. Johnson in Congress, the great Homestead law was now on the statute book. He con-tended that it was impossible to act on the principles embraced by the majority in Con-gress without establishing a consolidated, centralized form of government.

The Speaker's hammer fell on termination of the hour, and before Mr. Dawson had concluded Mr. SPALDING (Ohio) moved an extension of

time, but Mr. Stevens objected, saying that he had given notice when Mr. Bingham's time was extended that that was the last extension of

extended that that was the last extension of time he would consent to.

Mr. Dawson (Pa.) said he then gave notice that there should not be another extension of time so long as he was a member.

Mr. Barker (Pa.) obtained the floor, but yielded to Mr. Stevens, on whose motion the House went into Committee of the Whole on the State of the Union, Mr. Lawrence (Pa.) in the Chair, and resumed the consideration of the

the State of the Union, Mr. Lawrence (Pa.) in the Chair, and resumed the consideration of the Legislative Appropriation bill.

Mr. Dawson obtained the floor, and then went on with the concluding portions of his speech, creating considerable amusement by the ingenious manner in which Mr. Stevens' objection had been got around.

Mr. Hill rose and asked whether the gentleman from Pennsylvania (Mr. Dawsoni, who had so highly eulogized the President for his course prior to his succeeding to the Presidency, had voted for him when he was a candidate for the Vice Presidency?

Mr. Dawson replied that he did not; that Mr. Johnson was not the candidate of his (Mr. Dawson's) party.

son's) party. Mr. WASHBURNE (III.) interposed a question f order, that both gentlemen were out of order.

The Chairman sustained the point of order, adding that Mr. Dawson had been allowed to proceed by common consent. Mr. STEVENS (Pa.)-"No, sir, not by common On motion of Mr. WASHBURNE (III.) the ap-

On motion of Mr. Washburne (III.) the appropriation for steamboat inspectors and superintendents was increased to \$10,000, for the more thorough investigation of the causes of recent disasters. He referred to the loss of the Evening Stor, of the steamboat Fashion on the lower Mississippi, and of the Commodore on Long Island Sound, and said that the last case was one of the most flagrant character. She was an old rotten, condemned, unseaworthy hulk, to which supervisory and tocal inspectors had refused to give license, and yet her owners, in utter defiance of law, had kept her on the line, exposing the lives of hundreds of passengers every night. It was a miracle that when she was wrecked every person on board had not been lost. He desired that the Treasury Department should be instructed to make the most thorough investigation, and he trusted that a criminal prosecution would be instituted against those who were responsible for sending her out.

Mr. Washburne (III) moved to strike out of

r out. Mr. Washburne (III.) moved to strike out of the bill the clause appropriating \$40,000 for facilitating communication between the Atlantic and Pacific States by électric telegraph, claiming that the company had failed to fulfill its con-

ing that the company had failed to fulfill its contract.

Mr. Dodge (N. Y.) opposed the amendment, and claimed that the company had compiled fully with the terms of its contract.

Mr. Stevens consented to the clause being struck out, saying that if it was found that the contract had been compiled with the appropriation could be put in by the Senate.

Mr. Dawes (Mass.) could not see that, without any proof of a violation of the contract, the House should strike out the appropriation.

They vote was taken by tellers, and the clause was struck out—57 to 40.

Mr. Stevens moved to amend the clause appropriating \$2500 for the salary of the Supreme Court reporter, and \$2500 additional in case he had to publish more than one volume of re-

had to publish more than one volume of re-

ports.
Mr. Halle (N. Y.) opposed the amendment, saying he would favor the opposite principle-that is, to pay the reporter \$2500 in case he pub-lished only one volume, and but half that amount in case he published more than one

amount in case he published more than one volume. The tendency was to multiply reports, and he wished to check it.

The amendment was rejected.

Mr. Farnsworth (Ill.) inoved to strike out the clause appropriating \$10,000 for continuing the collection of reliable statistical information concerning the gold and silver mines of the Western States and Territories.

Messis, Highy (Cal.) and McRuer (Cal.) opposed the amendment.

Mr. Hill successful that Mallice area. Mr. Hill suggested that if a like appropria-

tion had not been made last session, Harper's Angazine could not have published its amusing sketches concerning the Washoe silver mines.

Mr. Stevens moved to reduce the amount to \$5000. That amendment was rejected, and then

\$5000. That amendment was rejected, and then the clause was struck out.

On motion of Mr. Price (Iowa) the clause to pry five watchmen in the public garden was struck out.

Struck out,

Mr. Radford (N. Y.) moved to amend the clause for the payment of the Metropolitan Police for the District of Columbia, by reducing the increased compensation from fifty per cent. to twenty-five per cent.

At the suggestion of Mr. Farquhar (Ind.) he put the reduction at twenty per cont. The smendment was agreed to.

On motion of Mr. Bergen, (N. Y.), the date for the commencement of the increased compensation was changed from 1st July, 1865, to 1st November, 1866.

November, 1866. Mr. HARDING (III.) moved to amend the para-

graph by adding the following provise;—

Frovided, That hereafter no person shall be employed as police or watchman who has not served at least one year, or been wounded, in the army of the United States, and received an honorable discharge. bonorable discharge,
Mr. Hale (N. Y.) suggested that that was

rather sweeping, and would remove from office all the present force. It should be made simply prospective.

Mr. HARDING (Ill.) consented to modify the amendment by putting in the words "shall be appointed."
On the suggestion of Mr. Rapport the amend-

On the suggestion of Mr. RADFORD the amendment was further modified by striking out the words "at least one year." The amendment, thus modified, was adopted.

Mr. RANDALL (Pa.) offered an additional section, making an appropriation to pay the increased compensation voted last session to clerks and employees.

Mr. STEVENS said it would not do to agree to that a mendment this evening, and he called for a division on it.

a division on it.

The division showed—yeas 30, nays 15, no quorum being present. The division not being insisted on, the Chairman decided the amendment adopted. The committee rose and re-

VANHORN (N. Y.) presented the petition of one hundred and one citizens of Genesee county, New York, asking for the passage of the bill for the tariff on wool, now pending in Congress. At ten minutes past five o'clock the House

Luring the debate on the Reconstruction bill Luring the debate on the Reconstruction bin Major-General Sickels occupied a seat on the floor for a short time, and when the Appropria-tion bill was up in committee, the Secretary of State came in and occupied a seat beside Mr.

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Way Mail Train at 8-15 A. M. (Sundays excepted), for Baltimore, stopping at all regular statistis. Connecting with Delaware Railload at Wilmington for Cristical and Intermediate stations.

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, stooping at Gester, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolls, Chase's and Steinmer's Run.

Night Express at 11 P. M. (daily), for Baltimore and Washington. Connecte at Wilmington with Delaware Railroad line (Saturdays excepted), stooping at Middletown, Smyrna, Dover, Barrington, Seaford, Salisburg, Princess Anne, and connecting at Crisiled with Boat for Norfolk, Portamouth, and the South.

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M. The 4°00 P. M. train connects with Delaware Railroac for Milford and intermediate stations. The 5 P. 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., 8 and 6:30 (daily) P.M.

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Express. 1:10 P. M., Express. 6:35 P. M., Express 8:26 P. M., Express.

Fr. m Baltimore to Havre-de-Grace and intermediate stations at 4:00 P. M.,

TRAINS FOR BALTIMORE,

Leave Chester at 4:49 and 8:5 A. M., and 3:38 P. M.,

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

BUNDAY TRAIN.

Leave Baltimore at 8:25 P. M., atopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Elikton 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 te all points West, South, and Southwest, may be procured at Ticket Office, No.828 Chesnut street, u nder Continental Hotel. Persons purchasing tickets at this office can have their baggage checked at their residence by Graham's Baggage Express.

115

H. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD.—
WINTEB 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. Those of the Chesnut and Walnut Streets Railway. On Sundays—The Market Street cars leave Eleventh and Market Str. 35 minutes before the departure of each Train Mann's Baygage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

Mail Train.

gage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train.

At 1700 P. M.

Paoli Accommodation, No. 1 & 2, at 10 A. M. & 11 20 P. M.

Fast Line and Eric Express.

At 1700 P. M.

Fast Line and Eric Express.

At 1700 P. M.

Fast Line and Eric Express.

At 1700 P. M.

Parkesburg Train.

Lancaster Accommodation.

At 4 750 "

Lancaster Accommodation.

At 4 750 "

Pittsburg and Eric 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 Carlisic and Chambers burg without change of cars.

Bleeping Car Tickets can be had on application at the Ticket Office. So. 661 Chesnut street.

TRAINS ABBUVE AT DEPOT, VIZ.:—

Cincinnati Express

At 710 P. M.

Parkesburg Train.

At 970 A. M.

Parkesburg Train.

At 12 40 P. M.

Past Line.

At 130 "

Day Express.

Blancaster Teals.

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 F. 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 except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage except for Wearing Apparel, a

full particulars as to fare and accommodations, apply to 115 FRANCIS FUNK, No. 187 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

At 6 P. M., via Camden and Amboy Accommodation and Emigrant, 2d class.

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 Freehold.

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 House, Paimyra, Riverton, Progress, Delanco, Beverly, Edgewater, Jurlington, Florence, Bordentown, etc. The 10 A. M. and 4 P. M. lines run direct through to Trenton.

The 1 P. M. Market Line will leave from foor of Market stered, a part Ferry.

steret, a market Line will leave from four of statice, steret, a par Ferry.

LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 450, 640 P. M., and 12 P. M. (Night), via Rensington and Jersey City Express Lines, fare \$3.00. The 640 P. M. Line will run daily. All others Sundays exc-pted. 1736 and 11 A. M., 3, 330, 430, 5, and 645 P. M. and 12 Mionight, for Bristol, Trenton, etc.; and at 1015 A. M. for Bristol. At 7:30 and 10:15 A. M., S. 4:30, 5, and 12 P. M., for Schenck's

At 10:15 A. M., S., 6, and 12 P. M. for Eddington. At 75e and 10:15 A. M., S., 4, 5, 6, and 12 P. M. for Corn-well's, Torresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and inter-Frankford, and at 8 F. M. for Holmesburg and Intermediate stations.

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

BELVIDEBE DELAWAKER 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 Magara Falls, Buffalo, Dunkirk Canan-Astron. Finites There are the statements.

At 7:50 A. M. for Niagara Pails, Buffalo, Dunhirk Canan-daigna, Einira, Ithaca, Owege, Rochester, Binghamton, Oswego, Syracuse, Great Bette Montrose, Wilkesbarre, Scrauten, Streudeburg, Water Gap, etc. At 7:50 A. M. and Bild F. M. for Belvidere, Easton, Lam-beriville, Fiemington, etc. Thes 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lembertville and intermediate stations, January 7.1867. WILLIAM H. GATZMER, Agent. PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILHOAD. On and after THURSDAY, November 1, 1886, until fur

FOR GERMANTOWN. FOR GERMANTOWN.

Leave Philadelphia 6, 7, 5, 9, 10, 11, 12 A. M., 1, 2, 3 ½.

35, 4, 6, 5½, 6-10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7½, 8, 820, 9, 10, 11, 12 A. M.,

1, 2, 3, 4, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8.20 down train, and 3½ and 5½ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia P & A. M., 2, 7, and 10% P, M.

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

CHENOT HILL RAILFOAD

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3M, 6%, 7, 5

and 11 P. M.

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

140, 340, 540, 640, 840, and 1040 minutes P. M.

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

140, 340, 540, 640, 840, and 1040 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9 & minutes A. M., 2 and 7 P. M.

Leave Chesnell Hill 750 minutes A. M., 1240, 540, and

928 minutes F. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8 55 1155, minutes A. M., 115, 8

426, 646, 866 minutes, and 1155 P. M.

Leave Norristown 640, 7, 750 minutes, 9, 11 A. M., 136

426, 645, 806 P. M.

The 555 P. M. train will stop at Falls, School Lane, Wis

salidagon, Manayunk, Spring Mills, and Combolocken only

ON SUNDAYS.

Leave Philadelphia 9 A. M., 524 and 655 P. M.

Leave Philadelphia 6, 855, 1105 minutes A. M., 1

8, 455, 556, 648, 856, and 115 P. M.

Leave Philadelphia 6, 855, 1105 minutes A. M., 1

8, 455, 556, 648, 856, and 115 P. M.

Leave Manayunk 670, 752, 820, 355, 1134 A. M., 2, 5, 646

Sye P. M.

ON SUNDAYS.

De P. M.
ON SUNDAYS,
Leave Philadeiphia 9 A. M., 2 ½, and 6 ½ P. M.
Leave Manayunk 7½ A. M., 5 ½, and 6 ½ P. M.
W. S. WILSON, General Superintendent,
118
Desor NINTH and GREEN Streets

RAMTAN AND DELAWARE BAY RAIL PARITAN AND DELAWARE BAY RAILBOAL On and after December 13, 1863 trains will run daily, Sundays excepted from 1 opper's Point, Camden, opposite VINE Street Ferry as follows:

11:30 a. M. Way Freight for all stations; passenger car attached.
6:10 f. M.—Through Freight for New York; passenger car attached.
Freight feetived in Philade phia at the Company's warchouse No. 220 N. DELAW BE Avenue, until 5 o'cick F. M., reaching New York early next morning Freight boat leaves Pier No. 32, North siver, New York, foot on DUANE Street, daily, Sindays excepted at 5 F. M., reach pe Philadelishia early next morning. The 8 A. M. train from Philadelphia and the 11 A. M. Itals now New York, are discontinued.

S. C. HASTY.

General Freight Asent, Red Bank N. J.

Superintendant, Red Bank N. J.

R. H. CHIFVAN Agent.
No. 221 N. DELAWARE Avenue Fhi adelphia.

PAILROAD LINES.

READING RAILBOAD
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUVIKUL, SUSQUEHANNA, CUMBERLIAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE
CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS,
October 8, 1866,
Leaving the Company's Depot, at THETEZENTH and
CALLOWHILL Streets, Philadelphia, at the following

CALLOWHILL Streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.

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

At 8:15 A. M., for Reading, Lebanon, Harrisburg, Potisville, Phiegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester. Singara Fells, Rufialo, Alepitom, Wilkenbarre, Pirtston, York, Carliale, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pannsylvania Railroad trains for Allentown, etc., and the Lebanos Valley train for Eastrieburg, etc., at POET OVINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmirs, etc.; at HARRISBURG with Bortheir Central, Cumberland Valley, and Schuykill and Singonabanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

APTERNOON EXPRESS

Leaves Philadelphia at 8:30 P. M., for Reading Pottsville. Harrisburg, etc., connecting with Beading and Columbia Bailroad 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.

Returning, leaves Philadelphia at 9°40 A. M.

Returning, leaves Philadelphia at 4°30 P. M.; arrives in Returning at 7°50 P. M.

Thirts for Philadelphia leave Harrisburg at 8°10 A. M., and Pottsville at 8°40 A. M., arriving in Philadelphia at 1°60 P. M. Afternoon trains leave Harrisburg at 2°10 P. M., Pottsville at 2°40 P. M., arriving in Philadelphia at 6°40 P.M.

HARRISBURG ACCOMMODATION

M., Pottsville at 245 P. M., arriving in Philadelphia at 645 P. M.

Leaves Reading at 745 A. M., and Harrisburg at 440 P.

M. Connecting at Reading with Afternoon Accommodation south at 650 P. M., arriving in Philadelphia at 940 P. M.

Market train, with passenger car attached, leaves Philadelphia at 1245 noon for Reading and all way stations. Leaves Reading at 1140 A. M., and Downingtown at 1230 P. M., for Philadelphia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 500 A. M., and Philadelphia at 315 P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 425 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downington and intermediate points take the 750 and 815 A. M. and 430 P. M. trains from Philadelphia, returning from Downingtown at 740 A. M. and 1250 noon.

NEW YORK EXPRESS FOR PUTTSRUPG AND TWO

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 14:8 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago Wilhamsport, Einira. Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Putsburg, at 3 and 9:05 A. M., and 9:15 P. M., passing Reading at 4:49 and 10:22 A. M., and 11:30 P. M., and arriving it New York at 10 A. M., and 245 P. M. Steeping 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.

SCHUYLIKILL VALLEY RAILROAD.

Trains leave Pottsville at 7 and 11:30 A. M., and 7:15 P. M.

SCHUYLIKILL AND SUSQUEEA NNA RAILHOAD.

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 2:20 P. M., and from Tremont at 7:50 A. M. and 5:25 P. M.

Through first-class tickets and emisrant 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. 22 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:

COMMUTATION TICKETS.

dent, Reading :- COMMUTATION TICKETS.

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

Good for 2000 miles between ad points, \$52.50 each, for

Good for 2000 miles between all points, \$52.00 caen, 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 entiting 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.

Bircets.

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 5-33 A. M., 12-45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

MALLS

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.

TREIGHT LINES FOR NEW YORK AND A sit the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRASSPORTATION 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 11 neon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camoen and Amboy Railroad:

ncon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Cameen and Amboy Raliroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold 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 Lehish Valey Eathroad, and at Manunkachunk with all points on the Delaware, Lackswamna, and Western Raliroad, forwarding to Syracuse, Buffalo and other points in Western New York.

The New Jersey Raliroad connects at Elizabeth with the New Jersey Raliroad connects at Elizabeth with the New Jersey Raliroad connects at Hilzabeth with the Morris and Essex Raliroad.

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 stoca. Drovers are invited to try the route. When stock is furnished in quantities of twe carioads or more, it will be delivered at the foot of Fortieth, sincet, near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipmont. For terms, or other mitormation, apply to Waltree Free Man., Freight Agent,

1 15 No. 226 S. DELAWARE Avenue, Philadephia.

1867. PHILADELPHIA AND FRIE RAILs em and Northwest Commes of Peansylvania to the City of Erie on Lake Erie. It has been leased and is operated by the Peansylvania Railroad Company.

Time OF PASSENGER TEAINS AT PHILADELPHIA.

Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express
Train, 120 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 way: between Philadelphia and Express

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Eric 10 00 A. M.,
Leave New York at 5 90 P. M., arrive at Eric 7 10 P. M.,
Leave Eric at 6 30 P. M., arrive at New York 4 40 P. M.
Leave I ric at 9 10 A. M., arrive at New York 16 10. A M.,
Elegant Sleeping Cars on all the night trains. Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at corner THIRTETH and MARKE' Streets, Phila.

And for freight business, of the Company's Agents, S. B., Eingsten, Jr., corner Thirteenth and Market streets, Philadelphia; J. W. Reynolds, Eric; William Browns, Agent N. C. E. 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 RAILROAD LINES, FROM foot of Markket Street (Upper Ferry).

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, calem, Millwille, and all Intermediate stations, at 8 A. M. Mail., 3:30 and 6 P. M.
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 8:30 P. M. Freight, 6:30 P. M.
Salem at 6:50 A. M. and 3:30 F. M. Freight, 6:40 P. M.
Cape May at 11:45 A. M., Passenger and Freight.
Freight will be received at First Covered Wharf shove Walnut street, from 9:00 A. M. ontil 2:00 P. M.
That received before 7:00 A. M. will go through the same day.
Freight Delivery, No. 2:3 S. DELAWARE Avenue.

1 WILLIAM J. SEWELLI, Superintendent.

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

inst.

II A. M.—Way Freight.
Goods delivered at company's Denot No 320 N.
WHALVES. Philadelphia by 5 P. M. will be formarded by this line, and arrive in New York at 5p'clock next morolise.
Freight received at Pier No. 32 North River, N. Y.
by 420 P. M., will be ready for delivery in Philadelphia
certiv the following morning.

Freight received by the state of delivery in Philadelphia carly the following morning
FAR TO NEW YORK, TWO DOLLARS.

Ticket Office Vine Street Perry.
For institute Information apply to Combany's Agents.
R. H. (H.) MAN. Freight Office and Depot. No. 330
N. WHARVES. Philadelphia.
J. B. BURT. Pier No. 32 North River, foot of DUANE Street. New York
Or at General Freight and Passenger Office, Philadelphia. No. 411 CHESSUT Street.
WILLIAM N. CLAYFON.
Superindendent, Red Bank, N. J.
T. BEENT SWEARISGAN, J.
T. BEENT SWEARISGAN, General Agent, Philipowlphia.