CONGRESSIONAL PROCEEDINGS.

The following are the Congressional proceed hogs of yesterday, continued from our Fourth Edition !-

Washington, January 23. Mr. Hannis (N. Y.), from the Judiciary Committee, reported the bill granting to persons confined in State penitentiaries, under sentence of Federal Courts, the same insentives to and rewards for good conduct extended to convicts n the same penitentiaris under sentence from he State Courts, with an amendment, striking out the first section and inserting a provision that all persons confined as above, who shall so conduct themselves that no charge for miscon-duct shall be sustained against them, shall have

a deduction of one month in each year made
from the terms of their sentence.

Mr. Chandler (Mich.), introduced a bill supplementary to an act to prevent smuggling,
etc., providing that said bill shall be so construct cution which may have accrued under any prior act of Congress repealed or supplied by said act previous to July 18, 1866, and all such suits as have been or shall be commenced under sn prior acts shall be tried and judgment executed as if said not had not been passed. Heferred to the Committee on Commerce,

Mr. Ramser (Minu,) introduced a bill provid-pg that it shall not be lawful for any officer of vernment or other person entitled to the anking privilege to exercise that privilege herwise than by his own written autograph gnature upon the matter franked, and all etters not so franked shall be charged regular estage, and further authorizes the appointment of a franking clerk by the head of each executive department, under regulations to be prescribed by the Postmaster-General. Rs. erred to the Committee on Post Offices and

Post Reads,
Mr. Willey (W. Va.) introduced a bill to exlend the patent of Daniel Woodbury for improvement in horse-powers if, upon a hearing,
the Commissioner on Patents concludes the
same should be extended. Referred to the
Committee on Patents.
Mr. Norton (Minn.) introduced a bill amendatory of the Homestead law, and for other purposes which provides that in the case of

ses, which provides that in the case of person who was in the military or naval service at the date of the said act of May 20th, 1862, and who at the time was a resident upon any of the public lands of the United States under the preemption law, and whose family or some mem-ber thereof resided on the land he may desire to enter, and upon which a bona fide settle has been made, the period of five years' ment required by said act shall be estimated from the 20th of May, 1862, and at the expiration of five years from that date a patent shall issue to said person.

Section two extends the provisions of the foregoing section to the widow of a soldier or sailor dying in the service. Section three provides that nothing in the act

shall be so construed as reducing the quantity of land to which such persons were entitled under the pre-emption laws, on account of any railroad or any grant whatever, when the pre-emption claim had its inception prior to the location of any such railroad and of Section four provides that applicants to chang a pre-emption to homestead unity shall pay to e register and receiver each as commissioners

at the time of application, one per cent, upon the east price as fixed by law of the land ap-plied for, and the like commissions when the claim is finally established. Referred to the Committee on Public lands.

Mr. Ramsky Introduced a bill amendatory of

the postal laws, &c., providing that the schedule of charges for postal money orders be so modi-fied that the fee for an order not exceeding ten dollars shall be ten cents; from ten to thirty dollars, fifteen cents, and above thirty dollars, twenty-five cents, and that the compensation of deputy postmasters for the payment of money orders shall be increased from one-eighth to one-fourth of one per cent. on the oss amount paid. Section two authorizes the Issue of duplicate

Orders in cases of loss by the superintendent of the money order office, without additional Section three provides penalties for forgery of

money orders or the procuring money upon the Section four authorizes the appointment in the Post Office Department of a superintendent of foseign mails, at a salary of three thousand dol-lars, and one additional cierk of class four for the same service. Section five authorizes the appointment in the

office of the Third Assistant Postmaster-General of a superintendent of dead letters, at a salary Referred to the Committee on Post Offices and Post Roads.

Mr. Wilson introduced a bill for the estab-

lishment of "Howard University," an institu-zion for the instruction of youth in the District of Columbia. Referred to the Committee on the District of Columbia,

The bill of the House prescribing rules for the qualification of lawyers practicing in Courts of the United States, was announced from the House at 1245, and referred to the Judiciary Committee.

A bill for the relief of the heirs of John E.

Bouligny was reported from the Committee on Frivate Land Claims by Mr. Harris, and was passed. It confirms the title of John E. Bou-ligny, deceased, a member of Congress from Louisinm a few years since to a tract of seventy-five thousand acres of land in Louisiana. It is an old claim, and has frequently been before Congress, but has always falled heretofore to pass both Houses in time to become a law.

The Tariff bill came up at one o'clock as the unfinished business of yesterday.

Mr. Spragur was entitled to the floor, and after a tew remarks, he moved to amend by increasing the duty on brown lineas and ducks, canvas, paddings, &c., from three cents per square yard and thirty-five per cent, ad valo-rem on the bill to four cents per yard and thirty-

five per cent, ad valorem.

Mr. Sherman took the floor, and spoke on
the general subject of tariff and revenue. He
had listened with interest and attention to the speech of Mr. Cattell yesterday, and was much pleased with it, because it reminded him of a good, old-fashioned protective Whig speech. He did not, however, agree with Mr. Cattell in the use of terms. The use of general phrases is apt to mislead the mind. Thus we hear of a free trade tariff, which is in itself an absurdity and a contradiction. A tariff of even ten per cent, is a limitation upon trade; every tariff is protective, because to the extent that it imposes nties upon foreign manufactures it protects home manufactura.

The first Tariff bill of the United States, which was signed by Washington, was called a bill to protect American Industry, although it imposed a tariff of 10 per cent., and in many cases less than that. The tariff of 1846 uniformally called a Free Trade Tariff, imposed average duties of 24% per cent., some of them as high as 30.

as high as 39,
We cannot legislate on this subject now as
we could before the war. Then we could throw
off the duties from a great many articles, because it was not necessary either for revenue or protection. But now we are compelled to levy on everything to raise revenue. We cannot regard this from the same stand-point from which we discussed a Tariff bill in the olden times, when it was the subject of dispute between par-

lies in the country.
We have now to consider it in the light of a burden thrown upon us by the war, and the first and most obvious inquiry of every Senator ought to be how much it is necessary to raise by farin on imported goods. All the revenue re-quired to be raised in gold must be raised by revenue on imported goods. While we have a depreciated currency it would be idle to require domestic duties to be paid in gold. It would be domestic duties to be paid in gold. It would be to legalize a currency and then repudiate it. With imported goods it is different. All im-ported goods are bought with gold; all transac-tions in imported goods are based on gold, and, being the product of a foreign country, they must be paid for in gold, the only money known to the commerce of the world.

must be paid for in gold, the only money known to the commerce of the world.

The financial policy of the country during the war compels us now to raise a very large amount of money in gold. The interest we now pay upon the outstanding gold bonds of the United States, according to the statement of the Secretary is \$82,480,531. By the terms of all the outstanding bonds, except of compound interest notes, they are convertible into gold bearing bonds, at six per cent. This conversion must be met within a year or a little more. When they are converted the amount that will be required in gold to meet the interest obligations of the Government will be \$131,333,977.

In addition to this there must be raised an amount required to maintain our foreign in-

amount required to maintain our foreign in-tercourse and other liabilities growing out of treaties, &c., which it is estimated will amoun to \$6,000,000. The aggregate amount of gold ne-cessary for the present fiscal year will be not less than \$140,000,000. In addition to this there

sary to talk of a protective tariff, because we cannot possibly frame a tariff to raise \$119,000,000 in gold without protecting, to a very large extent our home industry to the extent that this amount is levied on articles that may be produced in this country, to that extent it operates for protection. The rate of duties to be levied on articles of this kind under this bill will not be less than 50 per cent, ad valorem, it is manifest then that the main object of the Tariff bill is to produce \$140,000,000, we may very properly leave the question of the protection as matter of detail, because it would be impossible to frame a Tariff bill without protection; it is sometimes said the present Tariff bill will produce that amount, because during the last fiscal year it produced \$170,000,000; this is not correct, During last year our importations swelled During last year our importations swelled beyond any former experience in this country; it yielded us a revenue of \$179,000,000, but under the very same law the year before it was only

The cause of this great increase is easily explained. When the war closed the Southern states were depleted of everything produced by States were depleted of everything produced by foreign as well as domestic manufactures. Merchants in the North had been letting their stocks get low, and with the sudden fall in gold which followed the close of the war, they imported very largely, We cannot depend for the next fiscal year upon the present Tariff bill; It will not raise more than \$125,000,000 or \$130,000,000. The pending bill proposed an advance of about ten per cent, in manufactures.

Mr. Sherman then examined the details of the hill explaining the motives that asymptotics.

e bill, explaining the motives that actuated e committee in adopting the different rates tablished by the bill.

Mr. Fresender opposed the amendment of Mr. Sprague, and in the course of his remarks aid that commerce was a great arm of national wealth, and in protecting manufactures it must not be destroyed. Although he was a protec-tive tariff man, he did not go so far as to say it was advisable, whatever might be the condition was advisable, whatever might be the condition of the country, whenever particular laterests sprang up to place such duties upon the foreign article as would prevent its importation. He thought it best to proceed gradually in all such

matters.

He hoped Mr. Sprague's amendment would not be adopted. He had great respect, he said, for the manufactures of this country, but he could tell the Senate now that, from the testimony before the committee, from all he and that committee knew, it would not do to leave the formation of the tariff to the manufacturers; they have too much interest in it, and, as it has been said, there is a great deal of human nature

Mr. Johnson spoke in favor of the principle

Mr. Johnson spoke in favor of the principle of protection as essential to the welfare of the country at the present time.

Mr. Sprague's amendment was disagreed to.

Mr. Sprague's amendment was disagreed to.

Mr. Sprague moved to amend by increasing the duty on jute, hemp, &c., from three to six and a half cents per yard, and from thirty to thirty-five per cent. ad valorem. Disagreed to, Mr. Sprague moved to amend by increasing the duty on threads, patent threads, sadiers. ie duty on threads, patent threads, sadlers ireads, &c., from thirty to thirty-five per cent.

SPRAGUE moved to amend by increasing he duty on seines or nets made of hemp, &c., rom thirty to thirty-five per cent. Mr. Sprague moved to amend by increasing

he duties on fish lines from thirty to forty cents ber pound. Disagreed to. Several other amendments for increasing the

Several other amendments for increasing the duty on articles of linen manufacture were offered by Mr. Sprague and disagreed to.

Mr. Foster moved to amend by reducing the duty on sait, in bulk, and rock sait, from twenty-four to eighteen cents per bundred, and on sait, in bags or sacks, from thirty to twenty-four cents per hundred.

Mr. Fe-senden said the amendments proposed by Mr. Foster were as the Committee originally reported on the subject.

Mr. Foster advocated his amendment in a short speech. The present duty on sait, he said, was one hundred and sixty per cent, on its value at the place whence it was imported.

s value at the place whence it was imported. Mr. CHANDLER said the sait manufacturers of his country held a meeting some time ago, and this country held a meeting some time ago, and concluded that it would need forty cents per hundred to protect them. Salt was an article produced entirely by labor. In 1856 it could be produced in Michigan at seventy-five cents per barrel; now it could not be made except at a loss of two dollars per barrel. He would move to make the duty thirty and forty cents, account of olythese and two two times and of olythese and two two times.

stead of eighteen and twenty-four cents. Mr. Foster said the great danger was that one manufactures would be protected to death. the cost of living was increased as in this em of salt, it would be impossible to carry on our manufacture,

Mr. CHANDLER congratulated Mr. Foster on the stride he bad made in reducing the cost of living. Every man consumed about ten pounds sait per annum.

Mr. Foster proposed to reduce the cost of liv-ng exactly one-tenth of six cents per annum. Mr. Williams said the duty on salt must be ncreased with the duty on other articles. The epresentatives of this interest had been before he Committee on Finance, and had, by their tements, induced the increase now in the

Mr. WILLEY favored the duty reported by the Committee.
Mr. Mongan said the industry of the country was abandantly protected in this bill. He believed the sait duty passed the House precisely as it was in the bill, and he noped the Senate would adhere to it.
The amendment of Mr. Foster was disagreed

to, Yeas, II; mays, Is.

Mr. Edmunds moved to amend by inserting in the free list books, charts, maps, &c., imported for the use of public libraries and colleges, schools, philosophical and literary socie-

Pending the consideration of this amendment. the Senate adjourned at five o'clock, it having been ascertained on a call of the roll that there was not a quorum present.

House of Representatives.

Mr. Rogers (N. J.) desired to ask a question, Mr. Bourwell declined to yield, and con-tinued his remarks. He quoted section 35 of the Judiciary act of 1780, to the effect that in all courts of the United States the parties may plead and manage their own cases, personally r by the assistance of such counsel or attorney or by the assistance of such counts of attorney at law as by the rules of the court shall be per-mitted to manage and conduct cases therein. He contended that were it not for that act the Court would have no constitutional or legal power to admit attorneys to perform their func-tions. Therefore, by the Constitution and law propositions on which directly and inevitably the right of the Court to pass this rule was derived and Justice Story had, many years ago, recognized the authority of Congress in the matter in the case of Keary and others against he Farmers' and Merchanis' Bank of Memphis, reported in 16 Peters, page 94.

It was on these various Constitutional and legal propositions, in conformity to the law of the country, that the Judiciary Committee de-rived the authority to pass any rule deemed necessary and proper for the performance of the duties that are devolved by the Constitution and laws on any department of the Govern-ment. If Congress had authority to give to the Courts power to make their own rules, it had clearly the authority in any particular case to prescribe exactly and definitely the rule by which the Courts shall be governed. On that statement he submitted the matter to the House. The House then proceeded to vote by yeas and nays on the passage of the bill. The vote re-sulted—yeas, 108; nays, 12. So the bill was passed and the title was changed so as to make it read A bill to prescribe a rule concerning members of the Bar, and for other purposes." The following is the vote in detail:—

of the Bar, and for other purposes.

The following is the vote in detail:—
YEAS—Messrs, Anderson, Ashley (Nevada),
Ashley (Ohio), Baker, Baldwin, Banks, Barker,
Baxter, Beaman, Benjamin, Bidwell, Bingham,
Blaine, Boutwell, Brandegee, Bromwell, Bingham,
Blaine, Boutwell, Brandegee, Bromwell, Broomail, Buckland, Bundy, Clarke (Ohio), Coob, Cook,
Cullom, Darling, Defrees, Delano, Deming,
Dixon, Donnelly, Driggs, Dumont, Eggleston,
Eliot, Farnsworth, Farquhar, Ferry, Grinnell,
Griswold, Harding (Ill.), Hart, Hayes, Higby,
Hill, Holmes, Hooper, Hotchkiss, Hubbard (W.
Va.), Hubbard (N.Y.), Ingersoll, Jenckes, Julian,
Kasson, Kelley, Kelso, Ketcham, Koontz, Kuykendall, Laflin, Lawrence (Pa.), Loan, Longyear, Lynch, Marvin, Maynard, McClurg, MoIndoe, McKee, Mercur, Miller, Moorhead, Morrill, Moulton, Myers, Newell, O'Nelll, Orth,
Paine, Patterson, Perham, Pike, Price, Randall
(Ky.), Raymond, Rice (Mass.), Rice (Me.), Rollins, Sawyer, Scofield, Shellabarger, Sioan, Star,
Stokes, Francia Thomas, John L. Thomas, Jr. Stokes, Francis Thomas, John L. Fhomas, Jr. Trowbridge, Van Aernam, Van Horn (N. Y.) Ward (N. Y.), Warner, Washburne (Ind.), Washburne (Mass.), Welker, Wentworth, Williams Wilson (Iowa), Wilson (Pa.), Windom and

Wilson (lowa), Wilson (Pa.), Windom and Woodbridge—188.

NAYS—Messrs. Ancona, Bergen, Boyer, Campcossary for the present fiscal year will be not less than \$140,000,000. In addition to this there are bonds which are to be paid in gold, \$16,000,000 of which will insture within the next fiscal year. With the necessity for us to raise \$140,000,000 a year in gold, it is absurd for us to taik of a free trade tariff, and it is unnecessity.

(Tenn.), Taylor (N. Y.), Thornton, Trimble, Ward (Ky.) and Winfield—42.

Mr. Conn (Wis.) presented a memorial of the Wiscopsin Legislature, in reference to the surviving soldiers of the war of ISEN.

On motion of Mr. Pier (Me.) the Committee of Ways and Means are investigated.

on motion of Mr. Pikk (Me.) the committee i Ways and Means was instructed to inquire to the expediency of abolishing in whole, or part, the tonnage tax, and of adopting a sysom of differential duties favoring American hips, so that they may have a share of the minoriation of foreign merchandise, a business now confined almost wholly to foreign bottoms.

The House proceeded, as the regular order of business, to the call of committees for reports, the call still being with the Judiciary Commit-

Mr. Wilson (Iowa), from the Judiciary Com-mittee, reported back the bill introduced by Mr. Shellabarger to declare and protect all the pri-vileges and immunities of citizens of the United States in the several States. Ordered to be orinted and recommitted.

A motion to reconsider was entered,
On motion of Mr. Niniack, the Judiciary
Committee obtained leave to report at any time
a bill establishing the eight hour system of

labor.

Mr. Morris (N. Y.) from the Judiciary Committee, reported a bill providing for an additional term of the Circuit Court of the United States for the Eastern District of Arkansas, at Little Rock, on the second Monday of October annually. Passed.

Also, a bill to punish for the removal of dead bedies from the grave or other mass of the

bedies from the grave or other place of inter-ment in the District of Columbia, for the pur-pose of sale, dissection, or otherwise. Passed, Also, adversely the Senate bill to amend the ct to regulate the time and manner of electing sepators to Congress. Laid on the table. Mr. Cook, from the same committee, reported

cus. To enable citizens of the United States to re-ord deeds of land lying in States other than the tates of their residence, in certain cases. For the relief of loyal and innocent part own-rs of personal property, forfeited on account of riminal acts by other part owners.

Mr. Cook also reported, from the same com-nittee, the following bills:—
To limit the time for bringing suit before the Court of Claims, providing that petitions shall be filed within six years of the time the claims rise. Passed. To amend the act of 25th February, 1853, to

egulate the fees and costs of clerks, marshals nd attorneys of the Circuit and District Courts the United States. Pending the reading and consideration of this stil, the Speaker, at one o'clock, announced hat, by order of the House, the Sergeat-at-arms would now present at the bar the mem-sers who were under arrest for absenting themlyes, without leave, from yesterday's session orty-four captive members were, thereupon, anged by the Sergeant-at-Arms in the area in ront of the Speaker's chair. The members of he House and the spectators in the galleries seemed to cujoy the scene, and to regard it as a

pretty good serious comedy.

Mr. ORTH moved that the members under arrest be discharged on payment of the usual

Mr. FARQUHAR moved an amendment to except—first, members who were fined under the first call of the House, and second, members the first call, memors who left the House after the first call; and that all of those excepted be discharged on payment of double the usual fees. He urged upon the fouse the propriety of vindicating its own lightly, and bunishing those who had been in

ontempt of its authority.
Mr. Commoliowed on the same side, reflecting
everely on the Republican leaders who had so
ngloriously retreated from the position they ad taken yesterday. Having served under McCiellan and Burn-

de, he might be supposed to have had much

experience in retreats, but he never could bring bimself to admire such movements. Mr. FARQUHAR also used some strong anguage in regard to the mortification and numiliation of the defeat which the majority and received at the hands of the minority.

Mr. ORTH (Ind.) advocated his own proposi-ion, saying that it was made for the purpose putting a stop to those undignified proceed-Mr. Farquhai's amendment was agreed to, and the original motion, as thus amended, was

Mr. Kasson (Iowa), then, as a question of Mr. Kasson (Iowa), then, as a question of privilege, offered the following resolution:—

Resolved, That Hon. Mr. Farquiar, a member of the House from Indiana, having during its last session forced his way into this House without its permission during a call of the House, and after the doors were closed by its order, shall be taken into custody of the Sergeant-at
arms, and brought to the bar of the House to abide its order in respect of his contempt of its rule. (Applauding expressions by members.) ile. (Applieding expressions by members.) Mr. Farquhar defended himself from the

harge made in the resolution Mr. STEVENS (Pa.) moved to lay it on the table, greed to, 1021o 47.

Agreed to, 102 to 47.

These proceedings occupied nearly two hours, and then the House resumed consideration of the bill reported from the Judiciary Committee, to amend the act of February 25, 1853, to regulate the fees and costs of clerks, marshals and attorneys of United States Circuit and District Courts. After some discussion the bill was recom-

Mr. WILLIAMS (Pa.) from the Judiciary Comwrittee, reported a bill to regulate the selection of juries for the several courts of the District of Columbia. Passed.

Mr. BOUTWELL (Mass.) from the same comnittee, reported back the House oill to amend he act of March 1, 1792, declaring the officer who shall act as President of the United States n case of vacancies in the offices of President

ind Vice President. The first section provides that in case of removal, death, resignation or inability both of the President and Vice President of the United States, the President of the Senate pro tempore; and in case there shall be no President of the and in case there shall be no President of the Senate, then the Speaker of the House of Representatives; and in case there be no Speaker, then the Chief Justice of the Supreme Court of the United States; and in case there be no Chief Justice, then the oldest commission of Justice of the Supreme Court shall act as President of the United States until the disability be removed or a President shall be elected.

The second section provides that the Secretary of State shall, if the Senate and House of Representatives by concurrent resolution so request

of State shall, if the Schate and House of Repre-sentatives by concurrent resolution so request and direct, forthwith cause a notification of the vacancies to be made to the Executives of every State, and shall also cause the same to be pubished in at least one newspaper in every State. equiring electors to be chosen within four days preceding the Tuesday after the first Wednesday in December.

The third section makes it the duty of the

person discharging the duties and powers of the President, if Congress be not in session, to conene Congress immediately. After some discussion the bill was ordered to a printed and recommitted,

Mr. LAPLIN (N. Y.) from the Committee on Printing, reported a resolution to print 5000 xtra copies of the report of J. Ross Browne, on the mineral resources of the country. Adopted, The Speaker presented communications from the Secretary of War, respecting contracts for fire arms made since April, 1864, and respecting small arms fabricated at the Springfield ar-

Mr. WARNER (Conn.), presented several me-norials for a reduction of the internal revenue Referred to the Committee of Ways and Means,
Mr. Van Horn (N. Y.) presented petition of seventy-two citizens of Genesee county, N., Y., some of whom were soldlers of the war of 1812, asking that aid be granted to such soldlers by

way of pensions or bounty as Congress shall deem best in recognition of their services. Also, a petition of the Lockbort Manufac-turers in flax, for additional protection. Also, a petition of fifty citizens of Genesee county, N. Y., asking additional protection on

The House then went into Committee of the Whole on the State of the Union, Mr. Dawes (Mass.) in the chair, and considered the Post Office Appropriation bill, which was reported to the House and passed. Among the items appropriated by the bill are the following:—
Mail transportation, inland, \$5,600,000; mail

transportation, foreign, \$620,000, Ship, steamboat and way letters, \$8000, Compensations to postmasters, \$4,250,000, Herks for Post Offices, \$2,000,000 etter carriers, \$640,000. Postage stamps and stamped envelopes, \$275,-

Balances due to foreign countries, \$360,000, Miscellaneous payments, \$400,000. Mail steamship service between the United States and Erazil, \$150,000.

Overland mail transportation between Missouri river and Folsom, and for marine mail transportation between New York and California 2000,000. Mail steamship service between San Fran-cisco, Japan and China, with the provision that

the company may discontinue touching at Henciniu, \$500,000. enciult, \$500,000.

At Thimble (Ky.) takes exception to the immary of his remarks in the report of Monsy's proceedings, referring to the States in the pion and those ont of it as loyal and dislayat tates. The phrase was used by the reporter of brevity sake, and not by Mr. Trimble.

The liquee, at tail-past three adjourned.

RAILROAD LINES.

NEW AND SHORT ROUTE TO THE OIL WARREN AND FRANKLIN RAILWAY.

WARRES AND FRANKIS MALL THE TRIBS will run on this road as follows:—
COING SOUTH.

7:00 A.M., Through Train. Loaves Irvinction at Junction of P. & R. R., stopping at priocipal stations, strives at Olcopous at 10 10, and at Oll City at 11 A. M., connecting with trains for Frankish and other points.

1.10 r. M., Through Train. Leaves Irvineton, stopping at all principal stations, arrives at Oil City at 5 % P. M.
7:50 A. M., Pithole Accommodation, Leaves Gleopolis; arrives at Oil City at 8:15 A. M.
6:40 A. M., Pithole Accommodation, Leaves Gleopolis, and arrives at Oil City at 8:15 A. M.
6:40 A. M., Pithole Accommodation, Leaves Oil City, arrives at Gleopolis at 7:20 A. M., making close connection for Pithole.

7:21 A. M., Trough Train, Leaves Oil City, stopping at

123 A. M. Trough Train. Leaves Oil City, stopping a

3.23 A. M. Trough Train. Leaves Oil City, stopping at all principal stations, services at irvineton at irvine P. M. nushing close connection with trains on P. & E. R. R. bound East and West.
12.50 P. M., Through Train. Leaves Oil City, stops at an principal stations, and arrives at irvincion at 4 10 P., making close connection for points West, and connecting with later train Easton P. & E. R. R. S. 40 P. M., Princip Accommodition. Leaves Oil City arrives at Oisopoils at 6.25 P. M., making close connection for Philode.
By this route, basengers leaving Philadelphis at noon, arrive at Irvincton 8.6.26 A. M., have an nour for breakfast, and arrive at Oil City at II oil A. M., or 22 hours from the time of starting.

Passengers leaving Eric at 10 25, reach Oil City at 4-50 I., or can stop at Tidioute and return to Eric same day, issengers leaving On City at 9:30 A. M., arrive at Phia-nia at 7:00 A. M., next day, or at Er.c at 4:00 P. M. day. sengers leaving Oil City at 12 50 P. M., arrive at Eric

of the following day.

All trains south leave Irvineton after arrival of trains on Philadelphia and Eric Halfroad, connect at Oleopolis for Pithole, and at Oli City with trains for Franklin and other All trains North leave Oil City after arrival of train from Frankin, connecting at Occopolis with trains for Pithole and at Irvineto, with trains bound both East and West of P. & E. R. R. NATHANIEL P. HOBART,

Warren and Franklin Railroads.

N EW AND MOST DIRECT ROUTE TO THE

EW AND MOST DIRECT ROUTE TO THE
OIL REGIONS
WARREN AND FRANKLIN RAILWAY.
1868. WINTER ARRANGEMENT.
From Thursday, November 23, 1866, trains leave
Irvineton (at the junction of the Philadelphia and Eric
Railroad, 389 mies from Philadelphia).
6:55 A. M. Mail Train arrives at Tidioute at 7:35 A.M.;
Olcopois at 9:19 A.M.; and oil City at 4:50 A.M.
155 P. M. Express Train arrives at Tidioute at 7:35 A.M.;
Olopois at 9:19 A.M.; and oil City at 4:50 P.M.
GOING NORTH TO IRVINCTON.
7:ains leave Oil City as follows:
9:19 A.M. Express Train arrives at Olcopolis at 9:59 A.
M.; at Eidioute at 1:50 A.M.; and at Irvincton at 12
hoon, making close connection with P. and E. Railroad
trains for Philadelphia, and all points, bot. East and
West. Pressongers for Philadelphia, by this train arrive
there at 7 A.M.
1:20 P. M. Mail Train arrives at Olcopolis at 1:55 P.M.;
Tidioute at 3:35 P.M.; and at Irvincton at 4:15 P.M.;
Indicate at 3:35 P.M.; and at Irvincton at 4:15 P.M.;
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Indicate at 3:35 P.M.; and at Irvincton at 4:15 P.M.

ain South.
At Irvineton passengers will find four comfortable hotels, and first-class dining saloon in the depot.

Be sure to obtain through tickets and baggage checks at Pennsylvania Railroad Pepot. West Fhiadelphia, via Warren and Franklin Railway, the great short route to the Oil Region BLAKSLEE, Superintendent.

BEVERLEY R. KEIM, General Preight and Ticket Agent.

NORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE—shortest and most careet line to Bethlehem, Allentown, Maken Chunk, Fazieton White haven. Wilkesbarre, Mahanoy City, and an points in the Lehigh and Wyoming coal regions.

and all points in the Lehigh and Wyoming Loal regions.
Fassenger Depot in Philadelphia, N. W. Corner of
BERKS and AMERICAN Streets.
WINTER ARRANGEMENT.
NINE DAILY TRAINS.
On and siter TUESDAY, January I. 1867, Passenger
trains leave the New Depot, corner Berks and American alreets, daily (Sundays excepted), as follows:—
At 746 A M.—Morning Express for Bethichem and
Principal Stations on North Pannsylvaniz Railroad
connecting at Bethichem with Lehigh Valley anilroad
for Allentown. Catasanqua. Statington, Mauch Chank,
Weatherly, Jeanesville, Hazleton, White Haven,
Wilkesharre, Kingston, Petston and all pomys in Lehigh and Wyoming valleys; also, in connection with the solution and all points in Lec-th and Wyoming valies; also, in connection with high and Mananoy kmirond for mahanoy City, and th Catawissa nailroad, for supert, Danville, Milton, a Williamsoort. Arrive at Manael Ohunk at 1203 A.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. Passengers by this train can take the Lehigh Val-train, bassing Sethichem at 1205 P. M., for k aston d points on New Jersey Central Railroad to New ork.

At 9 A. M.— Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, lindboro', and liar, sville, by this train, take the Stage at Old York road.

At 10 10 A. M.— Accommodation for Fort Washington, stopping at intermediate stations.

At 2 30 P. M.— Accommodation for Doylestown, stopping at all intermediate stations. Passengers take Stage at loy estown for hew cope.

At 3 40 P. M.— Evening factors for Bethlehem and principal stations on the North Pennsylvania Balicad, making close connection at Beamenem with Lehigh Valley train for Ea ton, reaching there at 6 45 P. M.— Passengers for Plainfield. Somerville, and other points on New Jorsey Central Railroad, take New Jersey Central Italian at Easton, which arrives in New York at 10 45 P. M.— Passengers for Sumneytown take Stage at North Wales, and for Nazareth at Bethlehem, and for Greenville at Quakertown. At 9 A. M.- Accommodation for Doylestown, stopping

Wales, and for Nazareth at Bethlehem, and for Greenville at Quakertown.

At \$20 P. M.—Accommedation, for Doylestown stopping at all intermediate stations. Passengers for Willow Grove, Hatchero', and Baraville take stage at Abington: for Lumberville at Doylestown.

At \$20 P. M.—Through accommodation, for Bethlehem and all stations of main line of North Peansylvania Railroad, connecting at Bethlehem with Lehigh Varley Evening Train for Allentown, Manch Chunk, etc.

At \$20 P. M.—Accommodation for Lansdale stopping at all intermediate stations.

At \$130 P. M.—Accommodation, for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA
From Bethlehem at \$15 A. M., 250 and \$40 P. M.

2 30 P. M. train makes direct connection with Lehigh Valley trains from Easton. Wilkesbarre, Mahanoy City, and Hazleton.

railey trains from Eastway
and Hezicton.
Passengers leave Wilkerbarre at 1 30 P. M. connect at
Bethlehem at 6 15 P. M., and arrive in Philade phia at

Bethlehem at 6 15 P. M., and arrive in Philadelphia at 1, 40 P. M.
From Dovlestown at 8-35 A. M., 5-15, and 7-05 P. M.
From Lansdale at 7-30 A. M.,
From Fort Washington at 11-50 A. M., and 3-95 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9-36 A. M.,
Philadelphia for Bethlehem at 9-36 A. M.
Philadelphia for Dovlestown at 2-35 P. M.
Dovlestown to Philadelphia at 4-2 M.
Bethlehem to Philadelphia at 4-2 M.
Fitth and Sixth streets passenger cars convey passengers to and from the new depot.
White cars of "econd and Third streets line and Union line run within a short dis ance of the depot.
Tickets must be procursed at the Ticket Office, in order to secure the lowest rates of fare
ELLIS CLARK. Agent.
Hillman's Basgane Express will call for and deliver

Hitiman's Baggage Express will call for and deliver Office, No. 113 South THIRD Street.

PITTSBURG, COLUMBUS, AND CINCIN NAIT RAILBOAD COMPANY.
THE PAN HANDLE ROUTE WESTWARD.
Owing to the great distance saved by THIS ROUTE, the Government has assigned to it the carrying of the United States Mail to the principal cities of the West and Southwest. United states shall to the principal cities of the West and Southwest.

THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNATI AND BUT TWO TO ST. LOUIS.

PASSENGERS BY THIS ROUTE WILL ARRIVE IN CINCINNATI. INDIANAPOLIS, CAIRO, AND ST LOUIS, ONE TRAIN IN ADVANCE OF ANY OTHER LINE. Fast line at 12 00 M. Passengers by this train take supper at Altoona; can take state room seeping cars Passengers are not subject to change at Pittsburg, but run through to Coshocton, affording an unoroken night's rest.

Night's rest.

Night Fxpress II P. M. Passengers can take sleeping cars through to Chedmati with but one change; by this line ign have the advantage of comfort, and pleasure particularly for ladies travelling alone, and ramiles with children, by this routs between Philadelphia and all the artacl pal points West and South.

Re sure to purchase tickets "VIA STEUBEN-VILLE" at

Pe sure to purchase tickets "VIA STEURENVILLE" at
P) NNSYLVANIA RAUROAD OFFICE,
Corner of THIRTIETH and MARKET Strests.
Philadelpnis.
Gereral Ticket Agent Steubenville, O.
JOHN B. MILLES,
Oeneral Rasters Passenger Agent,
No. 598 Broadway, New York.
Pennsy vania Railroad Office No 631 Chasmut street,
and Thirtieth and Market streets, West Philadelphia. I

RAILROAD LINES.

R E A D I N G R A I L R O A D GREAT TRUNK LINE.
FROM PHILADELPHIA TO THE INTERIOR OF FENNSYLVANIA. THE SCHUYLEDJA SUSQUE-HANNA, CUMDERLAND AND WYOMING VALLEYS. THE NORTH, NORTHWEST, AND THE GANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS,
October 8, 1868.
Leaving the Company's Depot, at THIRTEENTH and
CALLOWHILL Streets, Palladelphia, at the following

hours:

MORNING ACCOMMODATION.

At 7:30 A. M., for Reading and intermediate Stations.

Returning, leaves Reading at 8:30 P. M., arriving

Philadelphia at 9:10 P. M., At 8:15 A. M., for Reading, Lebanton, Harriaburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport,

Pinitra, Rochester, Kingera Falls, Buffalo, Allentown,
Williamsterre, Filiation, York, Carliale, Chambersburg,

Hagerstown, etc. etc.

History Filtson, York, Carlisie, Chambersburg, History town, etc., etc.

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

Chambersburg, Finegrove, etc.

Leaves Philacelphia at \$30 P. M., for Reading Pottasile. Harrisburg, etc., connecting with Beading and
Columbia Bailroad rams for Columbia, etc. READING ACCOMMODATION

READING ACCOMMODATION

Leaves Reading at 6:30 A. M., stopping at all way stations, arriving at Philadelphia at 9:40 A. M., iteruring, leaves Philadelphia at 4:30 P. M.; arrives in Reading at 7:30 P. M.

Trains for Philadelphia : cave Harrisburg at 8:10 A. M., and Pottaville at 8:40 A. M., arriving in Philadelphia at 1:00 P. M. Andernoon trains leave Harrisburg at 2:10 P. M., Pottaville at 2:46 P. M., arriving in Philadelphia at 6:48 P. M.

M., Pottsville at P40 P. M., arriving in Palacapana 8 40 P.M.

EARRISBURG ACCOMMODATION

Leaves Reading at 750 A. M., and Harrisburg at 4 10 P.

M. Connecting at Reading with Afternoon Accommodation south at 6 30 P. M., arriving in Philadelphia at 9 10 P. M.

Market train, with passenger car attached, leaves Philadelphis at 12.45 noon for Reading and all way stations
Leaves Reading at 11.30 A. M., and Downingtown at 12.20.
P. M., for Philadelphis and all way stations
All the above trains run daily, Sunday excepted.
Sunday trains leave Poitsville at 8.00 A. M., and Philadelphis at 3.15 P. M. Leave Philadelphis for Reading at
8.00 A. M., returning from Reading at 4.25 P. M.

Passengers for Downington and intermediate points take the 7-30 and 8-15 A. M. and 4-30 F. M. trains from Fittadelphia, returning from Downingtown at 7-00 A. M. and 12-30 noon. CHESTER VALLEY RAILROAD.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST
Leaves New York at Tand 9 A. M. and 8:00 F. M., passing Reading at 1:05 and 11:58 A. M. and 1:48 F. M., and connecting at Harrisburg with Pennsylvania and Northern Central Bailroad express trains for Fittsburg, Chicago Williamsport, Elmira, Baltimore, etc.

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

A mail train for New York leaves Harrisburg at 2:10 F. ail train for New York leaves Harrisburg at 2 10 P.

A mail train for New York leaves Harrisburg at 2-10 P.
M. Mail train for Harrisburg haves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Potravile at 7 and 11-30 A. M., and 1-45 P.
M., returning from Tamaqua at 7-35 A. M. and 1-40 and 4-15 P. M.
SCHUYLKILL AND SUSQUEHA NNA RAHLROAD.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7:50 A. M. for Pinegrove and
Harrisburg, and 1:50 P. M. for Pinegrove and Tremont,
returning from Harrisburg at 3:20 P. M., and from Tremont at 7:55 A. M. and 3:25 P. M.
TICKETS.
Through first-class fickets and emigrant fickets to all
the principal points in the North and West and Canada.
The following tickets are obtainable only at the office of
S. HEADFORD, Treasurer, No. 2:7 S. FOURTH Street.
Phindelphia, or of G. A. NICOLLS, General Superintenddent, Reading:—
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for At 25 per cent. discount, between any points desired, for

amilies and drins.
MILEAGE TICKETS. Good for 2000 miles between ad points, \$52.50 each, for amilies and firms SEASON TICKETS. For three, six, sine, or twelve months, for holders only, o all points, at reduced rates.

CLEBRYMEN

CLEBGYMEN

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

EXCURSION TICKETS

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

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

FREIGHT TRAINS Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 5 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points forward.

MAILS 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 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 F. M. daily (Sundays excepted).

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

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

Freight for Treation, Princeton, Kingston, New Brunswick, and all points on the Landen and Amboy Railroad; also, on the Belvidere, Delaware, and Fiemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroad, received and forwarding to 1 F. M.

The lielvidere Delaware Railroad connects at Phillips. Burn with the Lehigh Valley Railroad, and at Manunhachmak with all points on the Delaware, Lackawanna and Western Bailroad, forwarding to Syracuse, Buffalo and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Railroad connects at Elizabeth with the New Jersey Railroad connects at Phillips and other points in Western New York. FREIGHT LINES FOR NEW YORK AND

Morris and Essex Railroad.

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

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, or at Fier No. I. North Hiver, as the shippers may designate at the time of shipment. For terms, or other information, spily to WALTER FREEMAN, Freight Agent, 1 18 No. 226 S. DELAWARE Avenue, Philadelphia.

1867. -PHILADELPHIA AND ERIE RAILern and Northwest Counties of Pennsylvania to the City
of Erie on Lake Erie. It has been leased and is operated
by the Pennsylvania Ballroad Company.
Time Of Passenger Trains At Philadelphia.
Arrive Eastward—Erie Mail Train, 7A. M.; Erie Express
Train, 120 P. M.; Elmira Mail, 5 40 P. M.
Leave Westward—Erie Mail, 9 P. M.; Erie Express
Train, 121 M.; Elmira Mail, 8 00 A. M.
Tassenger cars run through on the Erie Mail and Express
trains without change both ways between Philadelphia
and Erie.

Frame without change both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Erie 10 00 A. M., Leave New York at 5 00 P. M., arrive at Erie 7 15 P. M., Leave Erie at 5 50 P. M., arrive at New York 4 40 P. M. Leave Erie at 5 10 A. M., arrive at New York 10 10 A. M., Elegant Sleeping Cars on all the night trains. For information respecting passenger business, apply at corner THIRTIETH and MARKET Streets, Phila.

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

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

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

1 15 A. L. TYLEE, General Sup., Williamsport.

W EST JERSEY RAILROAD LINES, FROM

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

LEAVE PHILADELIPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millville, and all intermediate stations, at 8 A. M. Mail., 3:30 P. M., Passenger.
For Woodbery, 8 A. M., 3:30 and 6 P. M.
For Cape May, at 3:30 P. M.
RETURNING TRAINS LEAVE
Woodbery at 7:15 and 8:40 A. M., and 4:54 P. M.
Bridgeton at 7:05 A. M. and 3:30 P. M. Freight, 6:39 P. M.
Salem at 6:55 A. M. and 3:08 P. M. Freight, 6:10 P. M.
Cape May at 11:45 A. M., Passenger and Freight.
Freight will be received at First Covered Wharf thove Wainut street, from 9:00 A. M. until 5:00 P. M.
That received before 7:00 A. M. will go through the same day.
Freight Delivery, No. 228 S. DELAWARE Avenue.
1 19

HOR NEW YORK, VIA RARITAN AND DELA-WARE BAY RAILROADS.—From Ferry foot o VINE Street, Philadelphia. 61. M.—Freight for New York, and points North or

East
11 A. M —Way Freight.
Goods delivered at Company's Depot. No. 320 N.
Goods delivered at Company's Depot. No. 320 N.
WHARVES, Philadelphia, by 5 P. M., will be forwarded by this inch, and arrive in New York at 5 o'clock next morning.
Freight received at Pier No. 32 North River, N. Y.
by 436 P. M., will be ready for delivery in Philadelphia

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

FARE TO NEW YORK, TWO DOLLARS, Ticket Office, Vine Street Ferry.

For surther information, apply to Company's Agents. R. H. CHIPMAN, Freight Office and Depot, No. 250 N. WHARVES, Philadelphia.

J. B. BUET, Fier No. 32 North River, foot of DUANE Street. New York

Or at teneral Freight and Passenger Office, Philadelphia, No. 411 CHEBNUT Street.

WILLIAM N. CLAYTON,

Buperindendent, Red Bank, N. J.

C. C. HASTY,

General Freight Agent, Red Bank, N. J.

T. BRENT SWEARINGEN.

General Agent, Philadelphia.

RAILROAD LINES.

THEORE RAILROAD.
TIME TABLE.

Commencing MONDAY, December 24, 1886. Trains will leave Dopot, corner of BEOAD Street and WASHINGTON Avenue, as lollows:—

Express Train at 4:16 A. M. (Mondays excepted), for Bairmore and Washington, stopping at Chester, Wilmington, Newark, Etkion, Northeast, Perryville, Havri-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's litin.

Way Mail Train at 8:46 A. M. (Sundays excepted), for Bairmore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Cristicid and intermediate stations.

with Delaware Railload at Wilmington for Crisfield and Intermedials stations.

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

Express Train at 8 F. M. (Sundays excepted), for Baltimore and Washington, stoephug at Chester, Claymont, Wilmington, Newark. Elkkan, Northeast, Ferryville. Havre-de-Grace, Aberdeon, Ferryman's, Edgawood, Magnelia, Chase's and Stemmer's Run.

Night Express at 11 P. M. (daily), for Ealthnore and Washington. Connects at Wilmington with Delaware Railroad inc (Saturdays excepted), stoephing at Middletows, Sunyman Dover. Harrington, Sensord, Sallsburg, Princess Anne, and connecting at Crisfield with Bost for Norfolk, Fortamouth, and the South.

Passengers by Boat from Bal imore for Fortress Mon-Passengers by Boat from Ral more for Fortress Mos-roe and Norfolk will take the 11-44 A. M. train.

WILMINGTON ACCOMMODATION TRAINS, Sippping at all Stations between Philadelphia and WE-Leave Chiladelphia at 12:30, 4:00, 6, and 11:30 (daily) P The 4 00 P. M. train connects with Delaware Railroad Miliford and intermediate stations. The 6 P. M. train nns to New Castle. Leave Wilmington at 7-15 and 8-30 A. M., 3 and 6-90

Leave Wilmington at 7-15 and 8-30 A. M., 3 and 6-38 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.
Leave Balt'in to 7-25 A. M., Way-mail, 5-35 A. M.,
Express. 1-10 F. M., Express. 6-35 F. M., Express. 5-38
P. M., Express.
From Baltimore to Havre-do-Grace and intermediate stations at 4-10 P. M.

TRAINS FOR BALTIMORE.
Leave Choster at 4-39 and 9-3, A. M., and 3-38 F. M.
Leave Wilmington at 10-00 and 9-40 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 F. M., atopping at Havre-daGrace, Ferryville, and Wilmington. Also stops at Eixton
and Newark to take passengers for Philadelphia and leave
passengers from Washington or Baltimore, and Choater to
leave passengers from Baltimore or Washington.

Through Tickets te all points West, South, and Southwest, may be procured at Ticket Office, No. 828 Cheanest
street, u nder Continental Botel. Persons purchasing
tickets at this office can nave theirbaggage checked at their
residence by Graham's Baggage Express.

115

TENNSYLVANIA CENTRAL RAILBOAD. DENNSYLVANIA CENTRAL BAHLROAD.

What EB ARRANGEMENT.

The Trains of the Fennsylvania Central Railroad leave the Depot at Thiriy-first and Market streets, which is reached directly by the cars of the Market street Passenger Railway. Those of the Chesont and Walnut Streets Raff-way run within one square of H.

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

Philadelphia Express leaves daily. All other trains daily, except Sanday.

Passengers by sail! 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 Chambers-burg without change of cars.

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

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express
Philadelphia Express
At 7'10
P. M.
Parkesburg Train.

Parkesburg Train.

Contract. For further information, apply to
JOHN C. ALLEN, Ticket Agent, No. 631 Chesnut St.,
SAMUEL H. WALLACE, Ticket Agent, at the Depot,
An Emigrant Train runs daily (except Sunday). For
full particulars as to fare and accommodations, apply to
145
FRANCIS FUNK, No. 137 DOCK Street.

FOR NEW YORK. THE CAMDEN AND Amboy and Philade phia and Trenton Railroad Compeny's Lines. peny's Lines.
FROM PHILADELPHIA TO NEW YORK and Way Places, from Wainut Street Wharf, will leave as At 6 A. M , via Camden and Amboy, Accemmoda-

P. M., via Camden and Jersey City Express..... 809
P. M., via Camden and Amboy Express 809
P. M., via Camden and Amboy Accommodation and Emigrant, 2d class... 10 A. M., 2 and 5 P. M., for Mount Holly, Ew

At 10 A. M., 2 and 5 F. M., for Mount Holly, Ewansville, Pemberton, Birmingham, and Vincentown, and at
6 A. M. and 6 F. M. for Mount Holly only.
At 6 A. M. and 2 P. M. for Freehold.
At 6 and 10 A. M., 1,4,5,6, and 11:30 P. M. for Fish
House, Palmyra, Riverton, Progress, Delanco, Heverly,
Edgewater, Burlington, Florence, Bordentown, etc. The
10 A. M. and 4 P. M. lines ran direct through to Trenton.
The 1 F. M. Market Line will leave from foot of Market
steet, OpperTerry.
LINES Fig.M. Kenningfon DEPOT WILL LEAVE
At 11 A. M., 436, 6:55 P. M., and 12 P. M. (Night), via
Kensington and Jersey City Express Lines, fare \$2.00.
The 6 4 P. M. Line will run daily. All others Sundays
excepted. xcepted.
7:30 and 11 A. M. S. 3:30, 4:30, 5, and 6:45 P. M. and
12 Misnight, for Bristol, Trenton, etc.; and at 10:15 A. M.

for Bristol, 17 March, French, etc.; and at 10 15 A. M. 17 30 and 19 15 A. M., 3, 4 30, 5, and 12 P. M., for Schenck's 1 10 15 A. M., 3, 5, and 12 P. M. for Eddington, 1 750 and 10 15 A. M., 3, 4, 5, 5, and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tasony, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Interprediate stattons. mediate stations.
At 10 15 A. M., S. 4, 5, 6, 8, and 12P. M. for Wissinoming.
BELVIDERE DELAWARE RAILROAD.
For the Belaware liver Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Daily (Sunday New York State, and the Great Lakes. and New York State, and the Great Lakes. Daily (Sundays excepted) from Kensington Depot, as follows:—
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandagua, Elmira, Ithaca, Owogs, Rochester, Binghamton, Oswego, Syractuse, Great Bend, Montross, Wilkesbarre, Scranton, Strondsburg, Water Gap, etc.
At 7:30 A. M. and 8:30 F. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 F. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethehem, etc.

Allentown, Bethlehem, etc. 115 At 5 P. M. for Lambertville and intermediate stations. January 7, 1867. WILLIAM H. GATZMER, Agent. PHILADELPHIA, GERMANTOWN, AND NORRISTOWN BAILROAD.
On and after THURSDAY, November 1, 1866, until further notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 %, 33, 4, 5, 53, 6 10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 8, 7, 7%, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 6, 692, 7, 8, 9, 10, 11 P. M.

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

ON SURVINA VS.

Leave Philadelphia 9-34 A. M., 2, 7, and 19% P. M.
Leave Germantown 834 A. M., 1, 5, and 934 P. M.
CHESNUT HILL HALLHOAD.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 3, and 11 P. M. and 11 P.M. Leave Chesnut Hill 7-10 minutes, 8, 9-40, 11-40 A.M. 1-40, 3-40, 5-40, 6-40, 8-40, and 10-40 minutes P.M.

ON SUNDAYS.

Leave Philadelphia 9 % minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 7.50 minutes A. M., 1749, 5-40, and
9-25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6,8 35 11-25, minutes A. M., 124, 8,
434, 5%, 654, 8°05 minutes, and 11% P. M.

Leave Norristown 5-40, 7, 7-50 minutes, 9, 11 A. M., 114
436, 5%, and 8 P. M.

4)6, 6 %, and 8 P. M.

The 5)5 P. M. train will stop at Falls. School Lane, Wisshickon, Manayunk, Spring Mills, and Conshobocken only
ON SUNDAYS.

Leave Philadelphia 9 A. M., 2)5 and 6)5 P. M.

Leave Norristown 7 A. M., 5 and 8)5 P. M.

FOR MANAYUNK.

Philadelphia 6, 8-85, 11-35, and 10 a

Leave Philadelphia 6, 835, 1176 minutes A. M., I B, 455, 576, 656, 836, and 115 P. M. Leave Manayonk 610, 77a, 820, 936, 1136 A. M., 2, 5, 636, 836 P. M. 128 Depot NINTH and GREEN Streets

DARITAN AND DELAWARE BAY RAIL-will run daily. Sunday excepted from Cooper'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; passen

6-10 F. M. —Torongh Freight for New York; passenger car attached.
Freight received in Philadelphia at the Company's warehouse. No. 220 N. DELA WARE Avenue, annils o'clock P. M., reaching New York early next morning.
Freight boat leaves Fier No. 22, North river, New-York, foot of DUANE Street, daily, Sandays excepted, at 5 P. M., reach ng Philadelphia early next morning.
The 2 A. M. train 'rom Philadelphia, and the 11 A. M. train from New York, are discontinued.

8. C. HASTY.

General Freight Apont, Red Bank N. J.
W. N. CLAYTON,
Supermitendent, Bed Bank, N. J.
R. H. CHIPPAN Agent,
Ko 120 B. DELAWARE, Avenue Philadelphia