CONGRESSIONAL PROCEEDINGS.

The following are the Congressional proceed ogs of yesterday, continued from our Fourth

WASHINGTON, January 25.

Mr. Fowler (Tenn.) introduced a bill to expete the construction of the Southern Pasific aliroid, which authorizes the said company to aliroid, which authorizes the said company to aliroid, which authorizes the said company to a sirroid westward from or near El aliroad, which authorizes the said company to stend their road westward from or near El aso, on the Rio Grands, through the territories of the United States to the borders of the State of California, thence to the Pacific Ocean; and tends the same grants of land, &c., conferred bon the Union Pacific Railroad Company, eferred to the Committae on the Pacific Railroad.

Mr. Patterson (Tenn.) introduced a bill to mend the set providing for the collection of the interest in the insurrectionary States, which autorizes the Secretary of the Treasury to transfer the Commissioner of Internal Revenue solely, to a single tax commissioner, all powers and alies connected with the redemption and asing of lands, and all other powers and duties signed to the different Boards of Tax Commissioners organized under the act of June 7, 1862, and amendments thereto, except such duties as late to the assessment and collection of taxes late to the assessment and collection of taxes sale of property; provided this amendment all not be construed to give to such persons

were to grant redemptions or to lease lands, or do anything otherwise than in the manner escribed in existing laws.

Section two provides for appeals to the Secrety of the Treasury or to the District Court of the United States, in cases where the officers sova designated refuse to permit redemption lands heretofore sold for taxes, or to give iditional time for redemption, as provided for the act to which this is an amendment. the act to which this is an amendment, Section four fixes the compensation of the Tax

the act to which this is an amendment, Section four fixes the compensation of the Tax ommissioner, and
Section five deposes existing boards upon the prointment provided for.
Referred to the Committee on Finance,
Mr. Sumner (Mass.) from the Committee on oreign Affairs, introduced a joint resolution addition to the joint resolution to enable the inversal Exhibition at Paris, providing that a Commission of the United States to participate in the niversal Exhibition at Paris, providing that a Commission of the United States to the said hibition shall consist of the Commissioner-meral and the thirty Commissioners already ppointed, together with twenty additional inorary Commissioners, to be designated by the immissioner-General and the ten paid Comissioner-General and the ten paid Comissioners; that the Commissioner General all be President of the Commission; that the in paid Commissioners may make such rules may be necessary for the proper and efficient brking of the Commission, and shall have were to elect a chairman to preside in the abnice of the Commission may employ decretary and clerks, and the necessary scientic assistants and draughtsmen, and engage itable rooms for the Commission; and approlates the sum of \$88,000 for the specific items immed in the joint resolutions, and requires a stalled statement of expenditutures to be prented to Congress.

The Tariff bill was taken up at one o'clock. nted to Congress. The Tariff bill was taken up at one o'clock.

Ine Tariff bill was taken up at one o'clock.

Mr. Johnson (Md.) moved to amend by strikg out the words "mined and imported from
y place thirty degrees of longitude east of
lashington" from the following paragraph:—
be candle or cannel and all bituminous coal
lined and imported from any port or place
lirty degrees of longitude east of Washington,
50 per ton of twenty-eight bushels, eighty
unds to the bushel." Also to strike out the
llowing:—"For all bituminous coal mined and
laported from any place not more than thirty orted from any place not more than thirty rees of longitude east of Washington, fifty is per ton of twenty-eight (28) pounds to the

shel."
This was debated for an hour by Messrs, Fesnden, Johnson, Creswell and Willey.
In the course of his remarks Mr. Fessenden
d the protection given in the bill to the coal
lerest was sufficient. The amount of coal imred under the Reciprocity treaty was only
If a million tons annually, while the coal inrest of the United States amounted to twentyor million tons.

e amendment of Mr. Johnson was adopted the following vote:—
YEAS—Messrs. Brown, Buckalew, Chandler, snness, Cowan, Cragin, Creswell, Davis, Dootle, Fowler, Frelinghuysen, Grimes, Hendern, Hendricks, Howe, Johnson, Kirkwood, Inc., Norton, Ramsey, Riddle, F. misbury, Sheran, Van Winkle, Wade and Willey—28.
NAYS—Messrs. Anthony, Cattell, Dixon, Edunds, Fessenden, Fogg, Foster, Morgan, Morlison—14. amendment fixes the tariff on cannel

Mr. Foster (Conn.) moved to amend the bill changing the tariff on planters' or other hoes, olly or in part of steel or iron, from \$150 per Mr. Grimes suggested that the amendment be odified so as to make the tariff on planters' es \$2 per dozen, and on all others \$150, The amendment was disagreed.

The amendment was disagreed to. Mr. Foster (Conn.) moved to amend the para ph in relation to pocket cuttery, on which cuty is 55 per cent, ad valorem in the bill, adding to it a specific duty of 50 cents per n on all knives worth more than \$2 and than \$5 per dozen, on all over \$5,75 cents lozen.

Mr. Willey (W. Va.) moved to amend by anging the duty on chapapote or asphaltum, tuminous or mineral pitch, albertile and tuminous shale of every description, from 50

nts to \$5 per ton. The amendment was agreed to. r. SPRAGUE (R. I.) moved to amend by in-sing the duties on all machinery made in et of iron or steel, or of any other metal or Merial, complete or in parts, from 35 to 60 per pt, ad valorem; provided, that all machinery ntracted for prior to January 1, 1866, shall

me in under the rates then existing. At the suggestion of Mr. Conness (Cal.) the pendment was modified to read 60 instead of per cent., as proposed, Mr. Johnson called for a division of the estion, and the vote was first taken on the crease of the duty, and afterwards on the

oviso. The increase was disagreed to. Yeas, 182, 17.
YEAS—Messrs. Anthony, Chandler, Conness, reswell. Fowler, Frelinghuysen, Howard, owe, Morrill, Sprague, Stewart, Van Winkle, rade, Willey and Wilson—15.
NAYS—Messrs. Cattell, Davis, Doolittle, Edginds, Fessenden, Fogg, Grimes, Henderson, ohnson, Kirkwood, Lane, Morgan, Norton, atterson, Ramsey, Sherman and Williams—17.
The proviso was thus disagreed to.
Mr. CONNESS then moved to increase the duty a machinery from 45 to 55 ter cent, ad valorem.

machinery from 45 to 55 per cent. ad valorem. Mr. CHANDLER moved to change the duty on

Mr. CHANDIER moved to change the duty on pper ore from 15 per cent. ad valorem to 3 ents per pound; regulus of copper from 15 per ent. to 4 cents per pound, and copper in pigs, gots, &c., from 4 to 5 cents per pound. The mendment was agreed to.

Mr. SPRAGUE, at 645 P. M., moved that the enate adjourn. Disagreed to, Yeas, 7; nays, 21.

Mr. FRELINGHUYSEN (N. J.) moved to incess the duty on white oxide of zinc, or zinc list dry from 2 to 3 cents per pound. Agreed int, dry, from 2 to 3 cents per pound. Agreed

Mr. Frelinghuysen moved to amend by the foreasing the duty on zinc sheets from 3 to 3 into the per pound. Agreed to,
Mr. Frelinghuysen moved to amend by

creasing the duty on zinc speiter, or ten-nague, in blocks, from 2 to 2½ cents per pound, on this question the yeas and nays were de-anded, and there being no quorum voting the

House of Representatives.

Mr. Broomall (Pa.) submitted as a question of privilege the following:—
Resolved, That the offensive language of the number from the Fourth District of Tennessee Mr. Cooper's yesterday to the remarks of the number from Pennsylvania (Mr. Kelloy), although well meriting a vote of censure, can derade nobody as much as himself; and that, if is constituents are satisfied with it and him, he House of Representatives will not at present complain. mt complain, Mr. Finck (Ohio) inquired whether that was

question of privilege? The Speaker referred the House to the rules The Speaker referred the House to the rules earing on the point, and said, that under the ales he would submit the question to the House whether the resolution would be entertained as question of privilege. Referring to the mater itself, the Speaker said that the first offensive yords used by the member from Tennessee ad not reached his ear. Mr. Cooper, occupying a chair farthest from the Speaker, and the scaler being also at the morgant engaged in eaker being also at the moment engaged in peaker being also at the moment engaged in nversation with another member as to the siness of the House, and that if he had heard em, although they were only inferential and quotation, he would have stated that the ntleman from Tennessee was out of order, hen the offensive words were repeated the ir had promptly called the gentleman to r. No gentleman followed it up and the e proceeded.

Mr. Spalding (Ohio) moved to lay the resolution on the table.

Mr. Banks (Mass.) stated that if the resolution were before the House he would sustain the motion to lay it on the table, but it was not before the House, and as he did not understand it to affect the privileges of the House, he would be a substantial in the substantial of the

vote against entertaining it.
Mr. FARNSWORTH (III.) inquired whether a mere sentimental resolution, proposing no action, was a question of privilege?
The speaker stated that that was for the House to decide.
Mr. BROOMALL (Pa.) withdrew the resolution,

House to decide.

Mr. Broomall (Pa.) withdrew the resolution, saying he would amend it and offer it again.

Mr. Cook (Ill.) moved to reconsider the vote adopting the resolution by which the House yesterday ordered the Sergeant-at-Arms to arrest and bring before the bar of the House, for contempt, John F. Tracy, who had refused, or neglected to appear and testify before the Joint Select Committee on Retrenchment. He stated that he had a telegram from Tracy, who was in New York, and who was prevented from obeying the summons by having to attend a meetins of the directors of the Pacific Railroad. He promised he should appear before the committee next Monday.

Considerable discussion arose, in the course of which it was stated that Tracy was the author of charges against Mr. Van Dyck, Assistant Treasuror at New York, in connection with sales of gold, and some feeling was expressed at his not coming before the committee to sustain the charges made by him. Finally Mr. Cook withdrew the motion.

Mr. Taxica (Tene.) asked leave to offer a resolution instructing the Committee on Claims to report a bill establishing a commission for the investigation and adjustment of claims of loyal persons of East Tennessee against the Government of the United States.

Mr. Washelunn (Mass.) objected.

Mr. Hogan (Mo.), from the Committee of Ways and Means, reported a joint resolution relieving from the payment of tax alcohol made from distilled spirits on which the tax had already been paid, and burning fluid made from alcohol or spirits of turpentine, or camphene on which the tax had been already paid; and directing that all products of distillation that contain distilled spirits or alcohol on which the tax had been already paid, and directing that all products of distillation that contain distilled spirits or alcohol on which tax the duty had not been paid, shall be considered and taxed as distilled spirits, Also, striking out of paragraph 19, section 78 of act of June 30th 1864, the words been paid, shall be considered and taxed as dis-tilled spirits. Also, striking out of paragraph 19, section 78 of act of June 30th, 1864, the words distillers of burning fluid and camphene,"

Mr. PRICE (Iowa), from the Committee on Re-Mr. PRICE (10WA), from the Committee on Revolutionary Pensions, reported bills granting pensions of \$200 to two revolutionary soldiers, John Gray, of Noble county, Ohio, 103 years old, and Daniel Frederick Bakeman, of Sandusky, New York, 107 years old.

On motion of Mr. Spalding, the pension was made \$500, and the bills thus amended were

passed.

Mr, Maynaro (Tenn.) introduced a bill to revive and continue in force the act of 11th of August, 1856, to aid in the construction of railroads in Mississippi. Referred to the Committee

roads in Mississippi. Referred to the Committee on Public lands.

The Speaker presented the resolutions of Legislatures, &c., as follows:—Of the Legislature of Kansas, asking aid to the Union Pacific Raliway, Southern Branch, and praying for the passage of a bill extending the benefits of the Homestead law to the settlers on lands recently purchased from the Osage Indians; praying for the passage of the Senate bill giving the right of pre-emption to settlers on the Cherokee neutral lands in Kansas; of the Legislature of West Virginia ratifying the Constitutional Amendmend; a memorial of the Dakotah Legislature, asking an appropriation to creet a capital building at the seat of government in Dakotah territory; resolutions adopted by the Soldiers' and Sailors' Union of Washington city, relative to the pension laws.

The House went into Committee of the Whole on the state of the Union, Mr. Farnsworth (III.) in the Chair, and proceeded to the consideration of bills in the private calendar.

Having gone through the private calendar, the committee rose and recorded. on Public lands.

Having gone through the private calendar, the committee rose and reported bills to the House, which were passed by the House, as fol-

House bill for the relief of Henry T. Davis.
House joint resolution for the relief of George
W. Lane, Superintendent Branch Mint at Denver, Colorado, and Assistant Treasurer United States. States,
Senate joint resolution for the relief of Mrs,
Abby Green.
House bill authorizing the Secretary of War
to purchase certain property for military pur-

House bill for the relief of James Hooper, of Baltimore, Maryland.

The House then proceeded to the private business on the Speaker's table, and disposed

thereof as follows:—
Sonate amendments to the House amendment to the Senate bill incorporating the Washing-ton County Horse Railroad Company of the District of Columbia, Concurred in, Disagreements of the Senate to the amend-

ment by the House to Senate bill incorporating the First Congressional Society of Washington.

the First Congressional Society of Washington.
The House receded from its amendment to
the Senate bill for the relief of Mrs. Mary E.
Finney, widow of Lieutenant Solon H. Finney, Sixth Michigan Cavalry, and passed it.
The Senate bill for the relief of the heirs of
John E. Bouligny. Referred to the Committee
on Private Land Claims.
The Senate bill for the relief of Elizabeth R.
Smith, for property lost on the steam-ship San
Francisco; and of Mary J. Dixon, of Alexandria, Va., was referred to the Committee on
Claims.

Mr. NIBLACK suggested that the session to-Mr. Niblack suggested that the session to-morrow be for general debate only. Mr. Ashley (Ohio) objected, saying there were but forty days of this session left. Mr. Niblack asked Mr. Stevens whether he proposed to have a vote on the Reconstruction

bill taken to-morrow.

Mr. STKYENS replied that he intended to have it disposed of to-morrow in some manner.

Mr. ASHLEY (Ohio) suggested then an evening session, but as no members seemed willing to make their speeches in the evening, the suggestion was withdrawn.

On motion of Mr. Kasson, the President was requested to inform the House what steps had been taken to carry into effect the act of July 25th, 1866, for the appointment of a commis-sioner to examine and report on certain claims

of the State of Iowa.

Mr. Donnelly introduced a bill to amend the section of the act of July 25th, 1866, granting pensions to widows and orphans, so as to include the widows of officers as well as of soldiers and sailors. The object of the bill is to extend to widows of officers of inferior grades the same principle in regard to the number of children as is applied to the widows of soldiers, Referred to the Committee on Pensions. Mr. GRISWOLD Introduced a bill to expedite the construction of the Southern Pacific Rail-road, Referred to the Committee on the Pacific Railread

Mr. VAN HORNE (N. Y.) presented the petition

Mr. Van Horne (N. Y.) presented the petition of forty-seven citizens of Alabaqua, Genesee county, N. Y., asking the passage of the bill for an increase of tariff on wool.

Mr. Chanler (N. Y.) presented the petition of Julius Kruger and others, of the city of New York, for a specific tax of not more than five dollars per thousand on all domestic segars, and for guards and checks against fraud and counterfeits of revenue stamps.

Mr. Miller (Pa,) presented the petition of two hundred and fifty soldiers and widows of the war of 1812 with Great Britain, from dif-ferent States, with their respective ages, pray-ing for the passage of a law granting them a The Committee of the Whole was discharged

from the further consideration of Senate bill for the relief of Josiah N. Amis, and it came before the House for consideration. It appropriates \$9500 to pay for house and buildings burned at Annandale, Fairfax county, Va., for military purposes. As the bill establishes a very important principle at variance with a resolution of the House, it gave rise to considerable de-

bate, Mr. Stevens (Pa.) favored the principle of the

Mr. Morrill (Vt.) remarked that he knew the gentleman from Pennsylvania never flinched from the logic of his position, no matter what might be the cost to the country. The passage of this bill would be a precedent for the allowance of claims that would amount in the aggregate to at least \$1,000,000,000. He asked the Chairman of the Committee on Claims (Mr. belano (Ohio), whether that estimate was too

Mr. DELANO replied that it was impossible to make an approximate estimate. He supposed two thousand millions would not cover the amount of such claims.

The bill was passed—yeas, 99; nays, 27.

On motion of Mr. Price the Secretary of War was directed to furnish the reports and estimate of General Wilson for the improvement of the Des Moines and Rock River rapids; and then, at twenty minutes to five, the House adjourned.

-A Western artist had \$1000 worth of tickets in the Crosby Opera House lottery. He drew \$15 worth of pictures.

The Northeastern Frontier.

Washington, January 25.—The bill reported by Reoresentative Patierson, from the Committee of Foreign Affairs, for the defense of the Northeastern frontier, provides that the Secretary of the Treasury shall deliver an amount of Jands equal to all sums declared to be due to Maine and Massachusetts, at the rate of \$10,000 a mile for so much of the European and North American Railway as may be actually constructed, not to exceed in length 220 miles. The State of Maine has appropriated for the use of this Company the proceeds of all the claims arising against the United States prior to 1860, and the Commonwealth of Massachusetts has assigned to the State of Maine, in trust for said and the Commonwealth of Massachusetts has assigned to the State of Maine, in trust for said Company, her claims jointly with Maine. The bill purposes to allow \$1.25 per acre to those States for the land assigned under the 4th article of the Treaty of Washington.

Serious Railroad Accident.

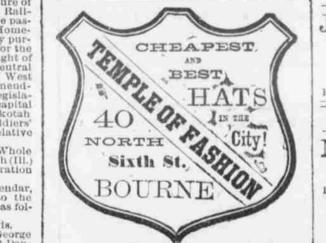
Rouse's Point, N. Y., January 25.—A scrious collision between the express and mail trains on the Ogdensburg and Lake Champlain Railroads occurred at 10-40 this morning, about a mile from this place. The engineer of the mail train, William Davis, was killed. Benjamin Pecor, fireman on the express train, had his ankle crushed. The following passengers were injured;—Mrs. Thomas R. Cantwell, severely in the face and head; Mrs. Mary Joslyn, of West Albright, seriously in the head; Mrs. Elizabeth Hodgen, of Laselle, C. E., severely cut and bruised; Edwin Messile, of Spottsville, C. E., seriously hurt in the leg. Several others, including George Barnum and Major Forrest. State Prison Inspectors of New York, were more or less scratched and bruised. Serious Railroad Accident.

Commerce of New York.

New York, January 25.—The Associated Press ship reporter has compiled from his files a list of arrivals at this port during the year 1866, which shows that there has been an increase over the arrivals of 1865—in steamers, 163; ships, 78; and barques, 104; while there was a decrease in brigs of 12, and of schooners, 103. From Ohio.

CINCINNATI, January 25.—The Chamber of Commerce to-day passed resolutions adopting the cental system regarding the weight of grain, and also changing the weight of a barrel of flour from 196 to 200 pounds, to take effect February 20th instead of March 1. They also recom-mended other boards of trade to fix the change

From Wisconsin. Milwaurie, January 25. — A great snow storm, extending all over this State, com-menced at 12 o'clock last night, and still con-tinues. The Western railroads are mostly blocked up.



STOVES, RANGES, ETC.

CULVER'S NEW PATENT Deep Sand-Joint

MOT-AIR FURNACE. RANGES OF ALL SIZES.

Also, Philegar's New Low Pressure Steam Heating Apparatus.

CHARLES WILLIAMS. No. 1182 MARKET Street.

THOMPSON'S LONDON KITCHENER,
or Fublic Institutions, in TWENTY DIF
FERENT SIZES. Also, Philadelphia Ranges,
Hot-Air Furnaces, Portable Heaters, Lowdown Grates,
Fireboard Stoves, Eath Boilers, Stewhole Plates,
Boilers, Cooking Stoves, etc., wholesale and retail, by
the manufacturers.
SHARPE & THOMSON,
1117 stuth 6m No. 209 N. SECOND Street

CUTLERY, ETC.

0 CUTLERY.

A fine assortment of POCKET and TABLE CUTLERY, RAZORS, RAZOR STROPS, LADIES SCISSORS PAPER AND TAILORS SHEARS, ETC., at L. V. HELMOLD S Cutlery Store, No. 135 Fouth TENTH Street, Three doors above Walnut

DYEING, SCOURING, ETC.

FRENCH STEAM SCOURING ESTABLISHMENT.

No. 510 RACE Street.

We beg leave to draw your particular attention to our new French Steam Scouring Establishment, the first and only one of its kind in this city. We do not dye, but by a chemical process restore Ladles', Gentlemen's, an in this city. We do not dye, but by a chemical process restore Ladles', Gentlemen's, an in this case, while great experience and the best machinery from France enable us to warrant perfect satisfaction to all who may favor us with their petronage. LADLES' DRESSES, of every description, with or without Trimmings, are cleaned and finished without being taken apart, whether the color be genuine or not. or not.

Opers Cloaks and Mantillas, Curtains, Table Covers, Carpets, Velvet, Ribbons, Kid Gloves, etc., cleaned and remished in the best manner. Gentlemen's Summer and Winter Clothing cleaned to perfection without migury to the stuff. Also Flags and Banners. All kinds of stains removed without cleaning the whole. All orders are executed under our immediate supervision, and satisfaction guaranteed in every instance. A call (and examination of our process is respectfully solicited.

ALBEDYLL & MARX. No. 516 RACE Street.

HOUSE-FURNISHING GOODS.

EXCELLENT OPPORTUNITY TO SECURE BARGAINS.

To clo the estate of the late

JOHN A. MURPHEY.

Importer and Dealer in

HOUSE-FURNISHING GOODS, No. 922 CHESNUT STREET.

Between Ninth and Tenth, South Side, Phila. His Administrators now offer the whole stock at prices below the ordinary rates charged. This stock embraces every thing wanted in a well-ordered household:—Flain Tin Ware, Brishes, Wooden Ware, Baskets, Plated Ware, Cutlery, Iron Ware, Japanned Ware, and Cooking Utensits of every description.

A great variety of SHAKER GOODS, BIRD-CAGES, etc. etc., can be obtained on the most reasonable terms GEAULINE ARCTIC REFRIGERATORS and WATER COOLERS

COOLERS
A fine assoriment of PAPIER MACHE GOODS.
This is the ingrest rotall establishment in this line in Philadelphia, and citizens and strangers will find it to their advantage to examine our stock before purchasing. Note—Gur friends in the country may order by mail, and prompt attention will be given.

[II I thatus

LUMBER.

1867. SELECT WHITE PINE BOARDS AND PLANE.

CHOICE PANEL AND Let COMMON, 16 feet long.

4-4, 5-4, 6-4, 2-24, 3 and 4 inch.

WHITE PINE, PANEL, PATTERN PLANE,
LANGE AND SUPERIOR STOCK ON HAND.

1867. BUILDING! BUILDING!
LUMBER! LUMBER! LUMBER
4-4 CAROLINA FLOORING.
4-4 DELAWARE FLOORING.
5-4 DELAWARE FLOORING.
WHITE PILS FLOORING.
WHITE PILS FLOORING.
WHITE FLOORING.
BFRUCE FLOORING.
BFRUCE FLOORING.
BFRUCE FLOORING.
BTEP BOARDS!
RAIL FLANK.
PLASTERING LATH.

1867. CEDAR AND CYPRESS LONG CEDAR SHINGLES.
SHORT CEDAR SHINGLES.
SHORT CEDAR SHINGLES.
FINE ASSORTMENT FOR SALE LOW.
No. 1 CEDAR LOGS AND POSTS.
No. 1 CEDAR LOGS AND POSTS.

1867. LUMBER FOR UNDERTAKERS!
LUMBER FOR UNDERTAKERS!
RED CEDAR, WALNUT, AND TIME.
RED CEDAR WALNUT, AND TIME.

1867. ALBANY LUMBER OF ALL KINDS SEASONED WALNUT, SEASONED WALNUT, DRY PPLAR, CHERRY, AND ASE. ROSEWOOD AND WALNUT VENEERS,

1867, CIGAR-BOX MANUFACTURERS MANUFACTURERS BOARDS. 1867. SPRUCE JOIST! SPRUCE JOIST
SPRUCE JOIST:
SPRUCE JOIST:
FROM 14 TO 22 FEET LONG.
FROM 14 TO 22 FEET LONG.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHLE & CO.,
II 21 SMEP NO. 250 SOUTH STREET.

H. WILLIAMS,

LUMBER.

Seventeenth and Spring Garden,

PHILADELPHIA. [11 19 thstu2m

C. PERKINS, LUMBER MERCHANT, Successor to R. Clark, Jr., NO. 324 CHRISTIAN STREET. Constantly on hand, a large and varied assortment of Burnding Lumber. 524

MISCELLANEOUS.

MONUMENTS, TOMBS, GRAVE-STONES, Etc.

Just completed, a beautiful variety of TTALIAN MARBLE MONUMENTS.
TOMBS AND GRAVE-STONES
Will be sold cheap for cash.
Work sent to any part of the United States. HENRY B. TARR

1 24 wim! No. 710 GREEN Street, Philadelphis FITLER, WEAVER & CO. MANUFACTURERS OF

Manilla and Tarred Cordage, Cords, Twines, Etc.

No. 23 North Water Street, and
No. 22 North DELAWARE Avenue,
FRILADELPHIA.
MICHAEL WEAVER,
2145

EDWIN H. FITLER, MICHAI CONBAD F. CLOTHIER. 912 ARCH STREET. — GAS FIXTURES,
—VANKIRK & CC. would respectfully direct the attention of their triends, and the public generally, to theilarge and elegant assortment of GAS FIXTURES CHANDELIERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before purchasing elsewhere. where, N. B.—Soiled or tarnished fixtures refinished with special care and at reasonable prices. 84cm VANKIRK & CO.

C ORNEXCONY.

N. E. corner of MARKET and WATER Streets DEALERS IN BAGS AND BAGGING

Grain, Flour. Salt, Super-Phosphate of Lime, Bone Large and small GU'NNY BAGS constantly on hand.

2-221 Also, WOOL SACKS.

JOHN T BAILEY JAMES CANCADEN.

W I L L I A M S. G R A N T,
No. 33 S, DELAWARE Avenue, Philadelphia,
AGENT FOR
Dupont's Gunpowder, Refined Nire, Charcoal, Etc
W. Baker & Co.'s Chocolate. Cocoa, and Broma.
Crocker Bros. & Co.'s Yellow Metal. Sheathing, Bolta
and Nails.

COTTON AND FLAX,
SAIL DUCK AND CANVAS.
Of all numbers and brands.
Tent, Awning, Trank, and Wagon Cover Duck. Also,
Paper Manuacturers Drier Feits, from one to seven
leet wide; Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN & CO.,
366 No 167 JONES Alley.

No 103 JONES Alley. GEORGE PLOWMAN. CARPENTER AND BUILDER, No. 232 CARTER Street, And No. 141 DOCK Street.

Machine Work and Millwrighting promptly attended

A LENANDER G. CATTELL& CO.
1 PRODUCE COMMISSION MERCHANTS
NO. 1 NORTH WHARVES
NO. 2 NORTH WATER STREET,
PHILADELPHIA
ALEXANDER G. CATTELL, 248) ELIJAH G CATTELL. PRIVY WELLS-OWNERS OF PROPERTY-

The only place to get Privy Wells cleaned and denfected at very low prices. GOLDSMITHS HALL, L BRARY Street THE NEWS-STAND, S. W. CORNER SEVENTH and CHESNOT Streets, is open daily until 9 P. M., for the sale of the leading Morning, Evening, Weekly, Sunday, and Illustrated Newspapers of this city; together with the New York dailes

LEGAL NOTICES.

ESTATE OF ANN NORTH, DECEASED. ESTATE OF ANN NORTH, DECEASED.—
Letters testamentary having been granted to the
undersigned, all persons indebted to the said estate are
requested to make payment, and those having claims,
to present them to
FREDERICK WILHELM, Executor.
No. 325 N. SIXTH Street;
BOBERT D. COXE.
Philadelphia, January 18, 1867.

1 1986t

SADDLES AND HARNESS.

BUFFALO ROBES,

LAP RUGS,

HORSE COVERS. A large assortment, WHOLESALE OR RETAIL low prices, together with our usus assortmen of

SADDLERY, ETC. WILLIAM S. HANSELL & SONS, No. 114 MAREST Street,

BAILROAD LINES.

READING RAILBOAD
FROM PHILADELIPHA TO THE INTERIOR OF
PENNSTLVANIA, THE SCHUYLKHAL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEIS, THE NORTH, NORTHWEST, AND THE
CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS,
October 8, 1806;
Leaving the Company's Depot, at THIRTEENTH and
CALLOWHILL Streets, Philadelphia, at the following
hours:

CALLOWHILL Streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

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

MORNING EXPRESS.

At 8:15 A. M., for Reading, Lebanen, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Willamsport, Eimira, Bochester, Biagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Caritsle, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvanta Hailroad trains for allentown, etc., and the Lebanoa Valley train for Harrisburg, etc., at POET OFINTON with Catawissa Railroad trains for Williamsburg, Leok Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikili and Susquehanya trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 8:30 P. M., for Reading Potta-ville, Harrisburg, etc., connecting with Reading and Commbia Railroad rains for Columbia, etc.

Commidia Railroad rains for Columbia, etc.

READING ACCOMMODATION

Leaves Reading at 6*80 A. M., stopping at all way stations, arriving at Philadelphia at 8*40 A. M.

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

Trains for Philadelphia seave Harrishurg at 8*10 A. M., and Pottaville at 8*45 A. M., arriving in Philadelphia at 1 00 P. M. Afternoon trains leave Harrishurg at 2*10 P. M., Pottaville at 2*45 P. M., arriving in Philadelphia at 6*45 P. M.

HARRISKURG ACCOMMODATION

6 45 P.M.

HARRISBURG 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.

P. M. Assistance of the control of t

and 1270 noch.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Leaves New York at 7 and 9 A. M. and 8 90 P. M., passing fleeding at 146 and 11 53 A. M. and 148 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago Wilhamsport, Elmira, Ballimore, etc.

Returning, express frain leaves Harrisburg on arrival o the Pennsylvania express from Pittsburg, at 3 and 9 05 A. M. and 9 15 P. M., passing Reading at 449 and 10 52 A. M., and 11 50 P. M., and arriving in New York at 10 A. M. and 2 45 P. M. Sleeping cars accompany these trains through between Jersev City and Pittsburg, without change.

change.

A mail train for New York leaves Harrisburg at 2-10 P.

M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY HAILHOAD.

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

M. recurning from Tamaqua at 7-35 A. M. and 1-40 and 4:15 P. M.

SCHUYLKILL AND SUSQUEHA NNA RAILBOAD.

Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:30 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3:20 P. M., and from Tremont at 7:55 A. M. and 5:25 P. M.

TICKETS.

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

The following tickets are obtainable only at the office of S ERADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintend-dent, Reading:-

dent, Reading:-COMMUTATION TICKETS.

COMMICTATION TICKETS.

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

MILEAGE TICKETS.

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

Good for 2000 miles between all points, \$52.50 each, for families and firms.

SEASON TICKETS.

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

CLERGYMEN

Besiding on the line of the road will be furnished cards entiting themselves and wives to tlokets 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.

Streets.

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

FREIGHT TBAINS
Leave Philadelphia daily at 5-20 A. M., 12-45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

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 P. M. daily (Sundays excepted).

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

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

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

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

The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railread, and at Newark with the Morito and Espex Railroad.

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

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

1 15 No. 226 S. DELAWAKE Avenue, Philadelphia. 1 15 No. 226 S. DELAWARE Avenue, Philadelphia.

1867 -PHILADELPHIA AND ERIERALLern and Northwest Connies of Pennsylvania to the City
of Erie on Lake Erie. It has been leased and is operated
by the Pennsylvania Kalirond Company.
Time OF PASSENGER TEALS AT PHILADELPHIA.
Arrive Eastward-Erie Mail Train, 7A. M.; Eric Express
Train, 190 P. M.; Elmira Mail, 5 40 P. M.
Leave Westward-Erie Mail, 5 9 P. M.; Eric Express
Train, 12 M.; Elmira Mail, 5 90 A. M.
Prasenger cars run through on the Eric Mail and Express
trains without change both ways between Philadelphia
and Eries.
NEW YORK CONNECTION.
Leave New York at 9 A. M., arrive at Eric 10 00 A. M.

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

And for freight business, of the Company's Agents, S. B.,
Kingston, Jr., corner Thirteenth and Market streets,
Philadelphia; J. W. Reynolds, Erie; William Brown,
Agent N. C. R. R., Baltimore,
H. H. HOUSTON, General Freight Agent, Phila.
H. W. GWYNNER, General Ticket Agent, Phila.
115 A. L. TYLER, General Sup., Williamsport.

W EST JERSEY RAILROAD LINES, FROM

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

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millwille, and all intermediate stations, at 8 A. M. Mail., 3:30 P. M., Passenger.
For Woodbury, 8 A. M., 5:30 and 6 P. M.
For Cape May, at 3:30 P. M.
RETURNING TRAINS LEAVE
Woodbury at 7:15 and 8:40 A. M., and 4:54 P. M.
Bridgeton at 7:05 A. M., and 3:30 P. M. Freight, 6:30 P. M.
Salem at 6:50 A. M., and 3:05 P. M. Freight, 6:30 P. M.
Millwille at 6:55 A. M., and 3:05 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 above Wainut street, from 9:05 A. M. until 5:00 P. M.
Thatreceived before 7:05 A. M. will gothrough the same day.
Freight Delivery, No. 228 S. DELLAWABE Avenue.
115 WILLIAM J. SEWELL, Superintendent.

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

6 P. M.—Freight of East.

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

by 4:30 P. M., will be ready for delivery in Philadelphia early the following morning.

PARE TO SEW YORK, TWO DOLLARS.

Ticket Office, Vine Street Ferry.
For further information, apply to Company's Agents.
R. H., CHIPMAN, Frieght Office and Depot, No. 320
N. WHARVES, Philadelphia.
J. B. buff, Pier No. 32 North River, foot of DUANE
Street, New York.
Or at General Freight and Passenger Office, Philadelphia, No. 411 CHESNUT Street.

WILLIAM N. CLAYFON,
Superindendent, Red Bank, N. J.
T. BRENT SWEARINGEN,
General Freight Agent, Bed Bank, N. J.
T. BRENT SWEARINGEN,
General Agent, Philadelphia.

RAILROAD LINES.

PHILADELPHIA, WHAMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.

Commencing MONDAY, December 94, 1886. Trains will
leave Depot, corner of BROAD Street and WASHINGTON
Avenue, as iollows:—
Express Train at 415 A. M. (Mondays excepted), for
Baltimore and Washington, stopping at Chester, Wilmington, Newstk, Elkton, Northeast, Perryville, Havre-deGrace, Abordeen, Perryman's, Edgawcod, Magnolia,
Chase's and Stemmer's Run.
Way Mail Train at 818 A. M. (Sundays excepted), for
Baltimore, stopping at all regular stations. Connecting
with Delaware Railroad at Wilmington for Originals and
intermediate stations. with Delaware Railload at Wilmington for Orisheld and intermediate stations.

Express Train at 11.45 A. M. (Bundays excepted), for Baltimore and Washington.

Express Train at 3 F. M. (Bundays excepted), for Baltimore and Washington, stopping at Obester, Claymont, Wilmington, Newark, Elkton, Northeast, Ferryrilla, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chasse's and Stemmer's Run.

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

Passengers by Boat from Baltimore for Fortress Monroe and Norfolk will take the 11.44 A. M. train.

WILMINGTON ACCOMMODATION TRAINS,

WILMINGTON ACCOMMODATION TRAINS,
Stopping at all Stations between Philadelphia and WEmington. mington.

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

M. The 4'00 P. M. train connects with Delaware Railroad for Milford and intermediate stations. The 6 P. M. train runs to New Castle.

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

Leave Wilmington at 7:15 and 8:30 A. M., 2 and 6:30 (daily) P.M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-mail, P:30 A. M.,

Express. 1:10 P. M., Express. 6:35 P. M., Express. 8:36

P. M., Express.

From Baltimore to Havro-do-Grace and intermediate stations at 4:00 P. M.

Leave Chester at 4:49 and 2:5 A. M., and 3:38 P. 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 P. M., atopping at Havro-de-Grace, Ferryville, and Wilmington. Also stops at Einton and Newark to take passengers from Philadelphia and leave passengers from Washington or Baltimore, and Choster to leave passengers from Baltimore or Washington.

Through Tichet to all points West, South, and Southwest, may be procured at Ticket Office, No. 8:25 Chesand street, u nder Continental Hotel. Persons purchasing tickets at this office can have their baggage checked at their residence by Graham's Baggage Express.

1:15

DENNSYLVANIA CENTRAL RAILROAD.—
WINTEB ARRANGEMENT.
The Trains of the Pennsylvania Central Railroadleave the Depot as Thirty-first and Market streets, which is reached directly by the cars of the Market Street passenger Railway. Those of the Chesnut and Wainut Streets Easeway run within one square of it.
On Sundays—The Market Street cars leave Eleventh and Market Sts. 35 minutes before the departure of each Train.
Mann's Baggage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 511 Chesnut street, will receive attention.

Mail Train.

Mail Train.

Mail Train.

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

Mail Train

Mail Other trains

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 Williamsport without change of cars, and arrive at Lock Haven at 8:10 P. M.

Passengers by Mail Train go to Carlisle and Chambespeburg 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

Parkesburg Train

Mail Train

Mail 2:40 P. M.

Parkesburg Train

Marrisburg Accommodation, No. 1 & 2, at 8:20 A. M. & 7:10 P. M.

Parkesburg Train

Mail 2:40 P. M.

Fast Line

Mail Train

Mail 2:40 P. M.

Parkesburg Train

Marrisburg Accommodation

At 9:50

Philadelphia Express arrives daily, except Monday.

Cincinnati Express arrives daily, except Monday.

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

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars to value.

All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. For further information, apply to JOHN C. All.EN. Tlokaf Agent, No. 631 Chesnut St.

SAMUEL H. WALLACE, Tloket Agent, at the Depot. An Emilyand Policy Survey Sunday).

For full particulars as to fare and accommodations, apply to l. 15

FRANCIS FUNK, No. 127 DOCK Street.

POR NEW YORK.—THE CAMDEN AND pany's Lines
FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Whart, will leave as

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

Steret, Upper Ferry.
LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 430, 645 P.M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fare \$3.00.
The 645 P. M. Line will run daily. All others Sundays excepted. 17-30 and 11 A. M., 3, 3-30, 4-30, 5, and 6-45 P. M. and 12 Midnight, for Bristol, Trenton, etc.; and at 10-15 A. M. for Bristol.
At 7:30 and 10:15 A. M., 3, 4:30, 5, and 12 P. M., for Schenck's
At 10:15 A. M., 3, 5, and 12 P. M. for Eddington,
At 7:30 and 10:15 A. M., 4, 5, 6, and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Bridesburg, and
Frankford, and at 8 P. M. fer Holmesburg and inter-

Frankford, and at 8 P. M., for Holmesburg and Intermediate stations.

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

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

At 7 30 A. M. for Niagara Falls, Buffalo, Dunkirk, Canadigua, Elmfra, Lincas, Owege, Rochester, Bunghambon, Oswego, Syraouse, Great Bend, Montrose, Wilkesbarra, Scranton, Strondsburg, Water Gap, etc.

At 7 30 A. M. and 3 30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3 30 P. M. Line counsess direct with the train leaving Easton for Mauch Chunk, Allentown, Bethiehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

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

PHILADELPHIA, GERMANTOWN, AND NOBRISTOWN RAILROAD. On and after THURSDAY, November 1, 1866, until further notice. FOR GERMANTOWN.

FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 8, 10, 11, 12 A. M., 1, 2, 3 M. 33, 4, 5, 5 M. 5 10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7%, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 5, 6 %, 7, 8, 8, 10, 11 P. M.
The 8 20 down train, and 3% and 5% up trains will not stop on the Germantown Branch. Leave Philadelphia 9 14 A. M., 2, 7, and 10 M. P. M.
Leave Germantown SM. A. M., 1, 6, and 5 M. P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3 M, 5 M, 7, 9, and 11 P. M.
Leave Chesnut Hill 710 minutes, 8, 9:40, 11:40 A. M.
1:40, 8:40, 5:40, 6:40, 8:40, and 10:40 minutes P. M.

Leave Philadelphia 9-34 minutes A. M., 2 and 7 P. M. Leave Chesmut Hill 7-50 minutes A. M., 12-40, 5-40, and 25 minutes P. M. 25 minutes P. M. FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6.8 35 11:05, minutes A. M., 14, 3, 45, 5%, 654, 5'05 minutes and 115 P. M.
Leave Norristown 5:40, 7, 7:50 minutes, 9, 11 A. M., 136
434, 634, and 8 P. M.
The 554 P. M. train will stop at Falls, School Lane, Wissahicken, Manayunk, Spring Mills, and Conshohocken only
ON SUNDAYS.
Leave Philadelphia 9 A. M., 234 and 654 P. M.
Leave Norristown 7 A. M., 5 and 856 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 8:35, 11:05 minutes A. M., 1
3, 434, 554, 634, 8:05, and 115 P. M.
Leave Manayunk 6:10, 752, 8:30, 932, 1134 A. M., 2, 5, 634, 654 P. M.
ON SUNDAYS.

P. M. ON SUNDAYS.

Leave Philadelphia S A. M., 25; and SY P. M.

Leave Manayunk 75; A. M., 55; and 9 P. M.

W. S. WILSON, General Superintendent,

Desot NINTH and GREEN Streets

PARITAN AND DELAWARE BAY RAILDE BOAD.—On and after December 13, 1865, trains
will run daily, Sundays excepted, from Cooper's Point,
Camden, opposite VINE Street Ferry, as follows:—
11/30 A. M. Way Freight for all stations; passenger
car strached.
8-19 F. M.—Through Freight for New York; passenger
ger car attached.
Freight received in Philade'phila at the Company's
warehouse, No., 320 N. DELAWARE Avenue, until 5
0'clock P. M., reaching New York early next morning.
Freight boat leaves Pier No. 52, North river, New
York foot of DUANE Street, daily, Sundays excepted,
at 5 F. M., leaching Philadelphia and the II A. E.,
train from New York, are discontinued.

Canaras Freight Event Roof Bank N. J. 20

General Freight Apont, Eed Bank N.J.

General Freight Apont, Eed Bank N.J.

W. N. CLANTON,

Superintendent, Rod Bank, N. J.

R. H. UHIPMAN Apont,

No. 226 N. DELAWARE Avenue, Philadelphia