## CONGRESSIONAL PROCEEDINGS.

The following are the Congressional proceedings of yesterday, continued from our Fourth Edition:—

WASHINGTON, January 28.

### Senate.

Mr. POLAND (Vt.) introduced a bill to amend section forty-one of the act to provide a national currency, &c., which amendment provides that the first proviso to section forty-one of the above act be amended so as to read:—

"*Provided*, That nothing in this act shall be construed to prevent all the shares in said associations held by any person or body corporate, from being included in the valuation of the personal property of such person or corporation, in the assessment of taxes imposed by or under State authority in the State where such bank is located, and according to the laws of such State; but not at a greater rate than is assessed upon other moneyed capital in the hands of individual citizens of such State."

Referred to the Committee on Finance.

Mr. TRUMBULL called up the House bill to punish certain crimes in relation to the currency and public securities, which was passed without amendment and goes to the President.

The first section punishes with a fine of ten thousand dollars or imprisonment for not more than fifteen years, or both, any person who shall buy, sell, exchange, transfer or receive a genuine, any counterfeit note or obligation of the United States.

The second section provides that it shall not be lawful to design, engrave, print, make or execute any business or professional card or advertisement in the likeness or similitude of any bond, note or certificate of the United States or National Bank, and punishes the offense with ten thousand dollars fine, one-half to the informer.

The third section imposes a penalty of $3000, one half to the informer, for printing or impressing upon any bond or note of the United States any business or profession, card, notice or advertisement of any drug, medicine, patent or any other matter or thing whatever.

The fourth section provides that if any person shall, without authority of the United States, procure or cause to be made upon lead, wax, plaster, foil, paper, or any other substance or material, an impression, stamp, or imprint of any note, coupon, bond or certificate of indebtedness of the United States, he shall be punished by imprisonment not more than fifteen years, or fine not less than $5000, or both, at the discretion of the Court.

Section five provides the same punishment mentioned in the preceding section for having in possession, without authority of the United States, any tool or implement used for the purpose mentioned in the preceding section.

Section six provides that if any person, whether employed by the United States or not, shall without the authority of the United States Senate, embezzle or carry away any tool or instrument used in making bonds, certificates, notes, &c., he shall be punished as provided in the two preceding sections.

The seventh section provides the same punishment for the stealing of any bond or certificate of the United States from the place where it may be lodged or kept by the United States.

The Tariff bill came up at one o'clock.

Mr. FESSENDEN moved to amend by reducing the duty on cast iron steam, gas and water pipe from 1¾ to ¾ cents. Agreed to.

Mr. FESSENDEN moved to amend by inserting the following:—"On bay rum or bay water, containing 50 per cent. or less of alcohol, $1·50 per gallon." Agreed to.

A number of verbal amendments were agreed to, to perfect the phraseology of the bill in different sections. The words "of not more than forty-two cards" were added after the words "on playing cards of all kinds, 25 cents per pack." The words "or other grain not herein otherwise provided for" were inserted in the paragraph imposing a duty of 15 per cent. on flour, meal, millings and mill feed of wheat, rye or oats.

At 1·35 P. M. the President's private secretary arrived, and announced the return of the bill to limit Colorado, with the objections of the President.

(The veto message is printed at length elsewhere.)

The Tariff bill was resumed.

Mr. MORGAN (N. Y.) moved to amend the paragraph in relation to saws as follows:—To increase the duty on cross-cut saws from 12 to 20 cents per lineal foot; on mill, pit and drag saws over nine inches wide from 15 to 20 cents per lineal foot; over nine inches wide, from 25 to 35 cents per lineal foot; on all back saws not exceeding ten inches in length, from $1 to $1·25 per dozen; over ten inches in length, from $1·50 to $3 per dozen. Agreed to.

Mr. WADE (Ohio) moved to amend by changing the duty on stone so as to put it at $4 per tun of thirteen cubic feet, on all grindstones, whetstones, sandstone, freestone and all stone except marble. Disagreed to. Yeas, 19; nays, 23.

Mr. SHERMAN (Ohio) moved to amend the paragraph in relation to bunting, by changing the duty from 20 cents per square yard, and 30 per cent. ad valorem to 50 cents per pound and 30 per cent. ad valorem. Agreed to.

Mr. WILSON moved to amend as follows:—Insert the words after the words "or by hand" in the following paragraph, viz: "On all cotton hosiery, comprising shirts, drawers, stockings, socks, gloves, and all other goods knitted, or made on any loom or by hand, 10 cents per pound, and in addition thereto 40 per cent. ad valorem." The amendment was agreed to.

Mr. WILSON moved to amend by adding a specific duty of 6 cents per dozen to the 50 per cent. ad valorem duty in the bill on umbrellas and parasols, elastic ties, etc. Agreed to.

Mr. WILSON moved to amend by increasing the duty on machine cards or card clothing, used for covering carding engines, from 40 to 50 per cent. ad valorem. Disagreed to.

Mr. WILSON (Mass.) moved to amend by increasing the duty on corks from forty to fifty per cent. ad valorem. Disagreed to.

Mr. WILSON moved to amend by increasing the duty on carmine from thirty-five to forty-five per cent. ad valorem. Disagreed to.

Mr. CHANDLER (Mich.) moved to amend by increasing the duty on scrap iron, cast or wrought, from $6 per ton to $8 for cast, and $12 for wrought, but subsequently modified his amendment to make it $8 on cast and $8 on wrought scrap.

The amendment was disagreed to. Yeas, 16; nays, 29.

Mr. CRESWELL (Md.) moved to increase the duty on chromate and bichromate of potassa from 4 to 5 cents per pound. Disagreed to. Yeas, 16; nays, 19.

Mr. HARRIS (N. Y.) moved to amend by reducing the duty on lead, in pigs or bars, from 2 to 2 cents per pound. Disagreed to.

Mr. CATTELL (N. J.) moved to amend by increasing the duty on sal soda, soda, crystals and crude carbonates of soda, from ½ to ¾ of a cent. Agreed to.

Mr. CATTELL moved to amend by increasing the duty on nickel from 30 to 40 cents per pound. Pending the consideration of this the Senate adjourned.

### House of Representatives.

Mr. MORRILL offered a resolution instructing the Committee of Ways and Means to examine into the condition of the Treasury of the United States, and particularly to inquire whether any obligations of the United States have been illegally or fraudulently made or issued, and whether the public interests have been and are sufficiently protected, with power to send for persons and papers, to summon and examine witnesses and administer oaths, and to report at any time.

Mr. KASSON stated, that having heard the report on which the resolution was founded, he had made inquiries and obtained information which he desired to lay before the House. He learned that a committee designated by the Secretary of the Treasury was now engaged in the examination of the Printing Bureau of the Treasury Department; that that committee had been diligently at work for some time, with a view to discover supposed errors or alleged errors, and were still engaged in it, but so far as they had gone, they had discovered but two cents in the process of "wetting down" in excess of the proper number, and that even that might be corrected by a deficiency in other packages not yet counted. They were not printed, and therefore were of no value as yet. He also learned that they had not ascertained a single case that a bond with a duplicated number had gone out of the Department in any mode. They had ascertained that in a very limited number of cases an erroneous number had, by disarrangement in the stamping machine, been printed on some coupons. This, however, would not inure to the injury of the Treasury. The resolution was adopted.

On motion of Mr. ELIOT the President was requested to communicate all reports and information in his possession not hitherto communicated in reference to the New Orleans riot.

Mr. MORRILL, from the Committee of Ways and Means, reported a bill to provide for an examination of the Treasury Department and other Executive departments. Read three times and passed.

The bill provides that immediately after its passage, and in December of each year thereafter, the President shall, with the advice and consent of the Senate, appoint three citizens, not holding any office under the Government of the United States, eminent for integrity and ability, to make full and thorough examination of the Treasury Department, and of such other Departments as the provisions of the act may require, and to present duplicate reports to the President and to Congress in respect, first, to the receipt and disbursement of public money, including expenditures in the several Executive Departments. Second, The actual amount of money in the Treasury of the United States, specifying whether in coin, United States notes, or National Bank notes, the amount of each, the several funds to which they belong, and the amount in each place where public money is deposited or held. Third, The amount of money deposited with designated depositaries, and the mode of maintaining and securing the same. Fourth, The amount and description of bonds deposited in the Treasury by national banking associations to secure the redemption of their currency. Fifth, The manner of paying interest on the bonds of the United States, and the safeguards against the duplication and counterfeiting of deposits. Sixth, The sale of gold and the purchase and sale of bonds and other securities of the United States, the rates of purchase and sale, the amount of commissions paid, and to whom paid. Seventh, The engraving, printing, and issuing of National Bank notes, United States notes, fractional currency, bonds and other securities of the United States. Eighth, The redemption, cancellation, and destruction of National Bank notes, United States currency, bonds and other securities, and the mode of disposing of imperfect sheets of paper intended, but not used to represent value. Ninth, The manner of keeping accounts, auditing claims, and issuing warrants for the payment of money from the Treasury. Tenth, Any suggestions or recommendations affecting the sufficiency and security of transactions in the Treasury Department, or economy in the public expenditures.

The second section authorizes the examiners to have access to all the vaults, safes, deposits, books records and other documents in the Treasury Department, Sub-Treasury, or any bureau thereof, and gives them power to summon witnesses, administer oaths, and employ a clerk and stenographer.

The third section allows the examiners ten dollars per day each, with actual expenses, during the time actually employed in making such examination, and it appropriates $10,000 to defray expenses.

On motion of Mr. SHELLABARGER (Ohio) the Judiciary Committee was instructed to inquire whether the act regarding the arrest and return of fugitives from justice requires any amendment.

Mr. KASSON (Iowa) introduced a bill to enforce a provision of the eighth amendment of the Constitution of the United States, so as to prevent the infliction of unusual punishment on persons convicted of crime.

After considerable discussion the bill was referred to the Judiciary Committee, with leave to report at any time.

On motion of Mr. HALE (N. Y.), the Sergeant-at-Arms was directed to discharge from custody Mr. Tracey, a recusant witness, he having appeared and testified before the Joint Committee on Retrenchment, and shown that he had intended no disrespect to the House.

On motion of Mr. STOKES (Tenn.), the Postmaster-General was directed to report the amount necessary to be paid to the Post Office contractors in Tennessee for the performance of their contracts up to the 8th of January, 1861, when the State attempted to secede.

On motion of Mr. Rollins (N. H.) the Secretary of the Treasury was instructed to report the amount of taxes annually paid by the national banking association to the United States; also, the amount paid to the several States in which such banks are situated.

Mr. LAFLIN (N. Y.) presented the remonstrance of E. D. Babcock and others, of Copenhagen, Jervis county, New York, against the passage of a law authorizing the curtailment of the national currency.

Also, the remonstrance of R. M. Esselstyn and others, of Jefferson county, New York, against the passage of the act authorizing the issuing of certificates of registry to Canadian built vessels.

Mr. KETCHAM (N. Y.) presented the petition of thirty-seven segarmakers of Poughkeepsie, New York, asking for a specific tax of five dollars per thousand on all domestic segars.

On motion of Mr. CONKLING (N. Y.), permission was given to members to record their votes on the bill passed last week to enforce the test oath in the Federal Courts.

Mr. ELDRIDGE (Wis.) called attention to the fact that the negative vote on the passage of that bill was stated in the Western papers as 12, instead of 42.

The Speaker said that that was evidently a telegraphic mistake.

The House then proceeded to the consideration of the Stevens Reconstruction bill, and was addressed by Messrs. Julian, Scofield and Cullom, the former declaring himself against the bill, as he favored the territorial theory, and was in favor of keeping the Rebel States from representation in Congress for an indefinite period.

Mr. STEVENS (Pa.) modified his bill in several particulars, especially in striking out the sixth section, which declared that any State abrogating the provisions of the bill should thereby forfeit its representation.

Mr. STEVENS appealed to Mr. Bingham to withdraw his motion to refer, urging that the bill should first be perfected in the House, and that then the motion might be renewed.

Mr. BINGHAM (Ohio) desired the House to decide the question for itself, and declined to withdraw the motion.

Mr. STEVENS said the reference of the bill would be its death.

Mr. BINGHAM said he did not recognize the authority of the venerable gentleman (Mr. Stevens) to say so.

Mr. STEVENS reminded Mr. Bingham that he had not asked his authority. He did not propose either to take his counsel, recognize his authority, or believe a word he said.

The Speaker said the remarks of the gentleman from Pennsylvania are out of order.

After considerable discussion the House came to a vote on the motion to refer the bill to the Reconstruction Committee, and it was so referred—88 to 65. The Democrats all voted in the affirmative.

At ten minutes past five the House adjourned.

### A Washington Lady in Luck.

By the bill which passed the Senate yesterday, recognizing the claim of the heirs of Jean Antoine Bernard d'Antorire, a lady of this city will receive a large tract of land. In the early days of Louisiana, when owned by the French Government, the King granted to one of his favorites, Jean Antoine Bernard d'Antorire, a patent for a tract of land of the magnificent extent of 455,070 acres. When, in 1815, the United States acquired Louisiana by purchase, the validity of D'Antorire's and similar claims were recognized. The lands covered by his patent were appropriated to the use of the Government, and a claim from his heirs for indemnity has been before Congress for many years; but although its justice has been recognized, and a bill giving relief has been several times passed by one or the other branch, it has never been acted on by both Houses of the same Congress. Hon. John E. Bouligny, of Louisiana, formerly a member of Congress from that State, and whose course in refusing to leave the House of Representatives in 1861, when all of his colleagues withdrew, gave him a national reputation, was one of the heirs of D'Antorire. Mr. Bouligny remained in this city after the breaking out of the war until 1864, when he died. The bill which was passed gives to his widow and two children (Corinne and Felix) one-sixth part of the claim, amounting to 75,840 acres, with the privilege to locate the same upon any of the public lands subject to private entry. Mrs. Bouligny is the daughter of George Parker, Esq., of this city, and resides with her father since the death of her husband.—*Washington Star, Thursday.*

A Tobacco Story.—A Berlin correspondent writes:—"Two years ago a society was established in Berlin, the members of which agreed to preserve all the points of their cigars, instead of biting them off and throwing them away. These ends are collected, and then sold in large quantities, either for the manufacture of snuff or smoking in pipes. The sum thus raised is applied to the maintenance and education of orphans; and some idea of the extent of the society and the intensity of its affection for the weed, may be gained from the fact that the cigar-ends of two years have brought in a sufficient sum for the maintenance of twenty-two children."


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CHOICE PANEL AND 1st COMMON, 16 feet long.
4-4, 5-4, 6-4, 2, 2½, 3 and 4-inch.
WHITE PINE PANEL PATTERN PLANK.
LARGE AND SUPERIOR STOCK ON HAND.

1867.—BUILDING! BUILDING! BUILDING!
LUMBER! LUMBER! LUMBER!
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5-4 DELAWARE FLOORING.
WHITE PINE FLOORING
ASH FLOORING.
WALNUT FLOORING.
SPRUCE FLOORING.
STEP BOARDS &
RAIL PLANK.
PLASTERING LATH.

1867.—CEDAR AND CYPRESS SHINGLES.
LONG CEDAR SHINGLES.
SHORT CEDAR SHINGLES.
COOPER 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 PINE.
RED CEDAR WALNUT, AND PINE.

1867.—ALBANY LUMBER OF ALL KINDS
ALBANY LUMBER OF ALL KINDS
SEASONED WALNUT.
SEASONED WALNUT.
DRY POPLAR, CHERRY, AND ASH.
OAK PLANK AND BOARDS.
MAHOGANY.
ROSEWOOD AND WALNUT VENEERS.

1867.—CIGAR-BOX MANUFACTURERS
CIGAR-BOX MANUFACTURERS.
SPANISH CEDAR BOX BOARDS.

1867.—SPRUCE JOIST! SPRUCE JOIST
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## RAILROAD LINES.

NEW AND SHORT ROUTE TO THE OIL REGION.
WARREN AND FRANKLIN RAILWAY.
Trains will run on this road as follows:—
GOING SOUTH.
7·20 A. M., Through Train. Leaves Irvineton, at Junction of P. & E. R. R., stopping at principal stations, arrives at Oleopolis at 10·10, and at Oil City at 11 A. M., connecting with trains for Franklin and other points.
1·10 P. M., Through Train. Leaves Irvineton, stopping at all principal stations, arrives at Oil City at 5·00 P. M.
7·30 A. M., Pithole Accommodation. Leaves Oleopolis; arrives at Oil City at 8·15 A. M.
6·40 A. M., Pithole Accommodation. Leaves Oleopolis, and arrives at Oil City at 8·15 A. M.
GOING NORTH.
6·40 A. M., Pithole Accommodation. Leaves Oil City, arrives at Oleopolis at 7·20 A. M., making close connection for Pithole.
9·23 A. M., Through Train. Leaves Oil City, stopping at all principal stations, arrives at Irvineton at 2·40 P. M., making close connection with trains on P. & E. R. R., bound East and West.
12·50 P. M., Through Train. Leaves Oil City, stops at all principal stations, and arrives at Irvineton at 4·10 P., making close connection for points West, and connecting with later train Easton P. & E. R. R.
5·40 P. M., Pithole Accommodation. Leaves Oil City arrives at Oleopolis at 6·25 P. M., making close connection for Pithole.
By this route, passengers leaving Philadelphia at noon, arrive at Irvineton at 6·25 A. M., have an hour for breakfast, and arrive at Oil City at 11·00 A. M., or 22 hours from the time of starting.
Passengers leaving Erie at 10·25, reach Oil City at 4·50 P. M., or can stop at Tidioute and return to Erie same day.
Passengers leaving Oil City at 9·30 A. M., arrive at Philadelphia at 7·00 A. M. next day, or at Erie at 4·00 P. M. same day.
Passengers leaving Oil City at 12·50 P. M., arrive at Erie at 6·00 P. M. same afternoon, or at Philadelphia afternoon of the following day.
All trains south leave Irvineton after arrival of trains on Pennsylvania and Erie Railroad, connect at Oleopolis for Pithole, and at Oil City with trains for Franklin and other points.
All trains North leave Oil City after arrival of train from Franklin, connecting at Oleopolis with trains for Pithole, and at Irvineton with trains bound both East and West on P. & E. R. R.
NATHANIEL P. HOBART,
General Superintendent,
Warren and Franklin Railroads.

NEW AND MOST DIRECT ROUTE TO THE OIL REGIONS.
WARREN AND FRANKLIN RAILWAY.
1866. WINTER ARRANGEMENT. 1867
From Thursday, November 22, 1866, trains leave Irvineton (at the junction of the Philadelphia and Erie Railroad, 350 miles from Philadelphia).
GOING SOUTH TO OIL CITY.
6·55 A. M. Mail Train arrives at Tidioute at 7·35 A. M.; Oleopolis at 9·10 A. M.; and Oil City at 4·50 A. M.
1·50 P. M. Express Train arrives at Tidioute at 5·20 P. M.; Oleopolis at 4·15 P. M.; and Oil City at 4·50 P. M.
GOING NORTH TO IRVINETON.
Trains leave Oil City as follows:—
9·10 A. M., Express Train arrives at Oleopolis at 9·50 A. M.; at Tidioute at 11·50 A. M.; and at Irvineton at 12 noon making close connection with P. and E. Railroad trains for Philadelphia, and all points, both East and West. Passengers for Philadelphia by this train arrive there at 7 A. M.
1·20 P. M. Mail Train arrives at Oleopolis at 1·55 P. M.; Tidioute at 3·35 P. M.; and at Irvine on at 4·15 P. M., making close connection for the West. Philadelphia passengers by this train remain at Irvineton until 8·11 P. M., arriving at Philadelphia at 1·20 P. M.
All trains going South leave Irvineton after arrival of trains on a Philadelphia and Erie Railroad, connect at Oleopolis for Pit-hole City, and at Oil City with Atlantic and Great Western Railway trains for Reno, Franklin, and Mendville, and with trains of Farmers' Railway for Joneville Humboldt, Plumer, Rynd, Tarr and Story Farms, Petroleum Centre, etc.
All trains going North leave Oil City and Oleopolis after arrival of trains from above points.
By this route passengers can leave Philadelphia at noon arrive at Irvineton at 6·30 A. M., having 15 minutes for breakfast, and arrive at Oil City at 9·45 A. M. Time through only 22 hours. Passengers can leave Philadelphia at 3·50 P. M. arrive at Irvineton at 4·23 P. M., next day, remain over night, and take the 6·55 A. M. train 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 Depot, West Philadelphia, via Warren and Franklin Railway, the great short route to the Oil Region.
ISAAC BLAKSLEE, Superintendent.
BEVERLEY R. KEIM, General Freight and Ticket Agent.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, and all points in the Lehigh and Wyoming coal regions. Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICA streets.
WINTER ARRANGEMENT.
NINE DAILY TRAINS.
On and after TUESDAY, January 1, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excepted), as follows:—
At 7·45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City, and with Catawissa Railroad, for Rupert, Danville, Milton, and Williamsport. Arrive at Mauch Chunk at 12·05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 3 P. M. Passengers by this train can take the Lehigh Valley train passing Bethlehem at 12·55 P. M., for Easton and points on New Jersey Central Railroad to New York.
At 9 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro', and Hatfield, by this train, take the Stage at Old York road.
At 10·15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.
At 2·35 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take Stage at Doylestown for New Hope.
At 3·45 P. M.—Evening Express for Bethlehem and principal stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh Valley train for Easton, reaching there at 6·45 P. M. Passengers for Flemington and other points on New Jersey Central Railroad, take New Jersey Central train at Easton, which arrives in New York at 10·45 P. M. Passengers or Summertown take Stage at North Wales, and for Nazareth at Bethlehem, and for Greenville at Quakertown.
At 4·30 P. M.—Accommodation, for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro', and Hatfield take stage at Abington; for Lumberville at Doylestown.
At 5·20 P. M.—Through accommodation, for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for Allentown, Mauch Chunk, etc.
At 6·20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 11·30 P. M.—Accommodation, for Fort Washington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9·15 A. M., 2·30 and 8·40 P. M.
2·30 P. M. train makes direct connection with Lehigh Valley trains from Easton, Wilkesbarre, Mahanoy City, and Hazleton.
Passengers leave Wilkesbarre at 1·30 P. M. connect at Bethlehem at 6·15 P. M., and arrive in Philadelphia at 8·40 P. M.
From Doylestown 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 3·05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2·35 P. M.
Doylestown to Philadelphia at 7·20 A. M.
Bethlehem to Philadelphia at 4·20 P. M.
Fifth and Sixth streets passenger cars convey passengers to and from the new depot.
White cars of Second and Third streets line and Union line run within a short distance of the depot.
Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fare.
ELLIS CLARK, Agent.
Hillman's Baggage Express will call for and deliver Baggage at the Depot.
Office, No. 113 South THIRD Street. 1 1§

PITTSBURG, COLUMBUS, AND CINCINNATI RAILROAD 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.
THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNATI AND PUT 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 time at 12·00 M. Passengers by this train take supper at Altoona; can take state room sleeping cars. Passengers are not subject to change at Pittsburg, but run through to Coshocton, affording an unbroken night's rest.
Night Express 11 P. M. Passengers can take sleeping cars through to Cincinnati with but one change; by this line you have the advantage of comfort and pleasure particularly for ladies travelling alone, and families with children, by this route between Philadelphia and all the principal points West and South.
Be sure to purchase tickets "VIA STEUBENVILLE" at
PENNSYLVANIA RAILROAD OFFICE,
Corner of THIRTIETH and MARKET streets,
Philadelphia.
S. F. SCULL,
General Ticket Agent Steubenville, O.
JOHN H. MILLER,
General Eastern Passenger Agent,
No. 526 Broadway, New York.
JOHN DURAND, General Superintendent.
Pennsylvania Railroad Office, No. 631 Chesnut street, and Thirtieth and Market streets, West Philadelphia.

CAMDEN AND ATLANTIC RAILROAD.
WINTER ARRANGEMENT.
Leave Vine Street Ferry daily, as follows (Sundays excepted):—
Mail, with Freight.....7·30 A. M.
Atlantic Accommodation.....3·45 P. M.
RETURNING, LEAVE ATLANTIC
Mail, with Freight.....1·25 P. M.
Atlantic Accommodation.....6·10 A. M.
Junction Accommodation, to Jackson and intermediate stations, leaves Vine street.....5·30 P. M.
Returning, leaves Jackson.....8·30 A. M.
HADDONFIELD ACCOMMODATION TRAINS
leave Vine street ferry daily at 10·15 A. M. and 7 P. M.
Leave Haddonfield at 7 and 7·15 P. M.
JOHN G. BRYANT, Agent

## RAILROAD LINES.

READING RAILROAD
GREAT TRUNK LINE.
FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.
WINTER ARRANGEMENT OF PASSENGER TRAINS.
October 8, 1866.
Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.
At 7·30 A. M., for Reading and intermediate Stations. Returning, leaves Reading at 6·30 P. M., arriving Philadelphia at 9·10 P. M.
MORNING EXPRESS.
At 8·15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.
This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at POTT OFFINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS
Leaves Philadelphia at 3·30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.
READING ACCOMMODATION
Leaves Reading at 6·30 A. M., stopping at all way stations, arriving at Philadelphia at 9·40 A. M.
Returning, leaves Philadelphia at 4·30 P. M.; arrives in Reading at 7·35 P. M.
Trains for Philadelphia leave Harrisburg at 8·10 A. M. and Pottsville at 8·45 A. M., arriving in Philadelphia at 1·00 P. M. Afternoon trains leave Harrisburg at 2·10 P. M., Pottsville at 2·45 P. M., arriving in Philadelphia at 6·45 P. M.
HARRISBURG ACCOMMODATION
Leaves Reading at 7·30 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 Philadelphia at 12·45 noon for Reading and all way stations. Leaves Reading at 11·30 A. M., and Downingtown at 12·30 P. M., for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8·00 A. M., returning from Reading at 4·25 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downington and intermediate points take the 7·30 and 8·15 A. M. and 4·30 P. M. trains from Philadelphia, returning from Downingtown at 7·00 A. M. and 12·30 noon.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST
Leaves New York at 7 and 9 A. M. and 8·00 P. M., passing Reading at 1·05 and 11·53 A. M. and 1·48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.
Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 5 and 9·05 A. M. and 9·15 P. M., passing Reading at 8·40 and 10·52 A. M., and 11·20 P. M., and arriving in New York at 10 A. M. and 2·45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.
A mail train for New York leaves Harrisburg at 2·10 P. M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7 and 11·30 A. M., and 7·15 P. M., returning from Tamaqua at 7·35 A. M. and 1·40 and 4·15 P. M.
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 7·35 A. M. and 5·25 P. M.
TICKETS.
Through first-class tickets 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. DRUCKER, Agent, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.
Good for 2000 miles between all points, $32·50 each, for families and firms.
SEASON TICKET