CONGRESSIONAL PROCEEDINGS.

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

WASHINGTON, January 29.

Mr. FRELINGHUYSEN (N. J.) moved to amend by changing the duty on wrought iron washers, nuts, bolts or rivets, wholly or partially fluished, from two and a half to three cents per pound. Mr. Fuglinghuysen moved to amend by changing the duty on steel carriage springs from 6 to 8 cents per pound. Agreed to, Yeas 17,

Mr. FRELINGHUYSEN moved to amend the paragraph above amended by including rail-way car, locomotive and truck springs, wholly or in part finished. In debate on this point, Mr. WILLIAMS said that, if the rates on such articles as these were increased much more, he should vote against the whole bill, though he was one of the committee who reported it. The amendment was disagreed to. Yeas, 12:

mys, 19. Mr. Davis (Ky.) moved to amend by increas-Mr. Davis (Ky.) moved to amend by increasing the duty on Russia, Manilla, Italian and all other hemps, from \$25 to \$50 per ton; on the ton of flax or hemp, from \$5 to \$10 per ton; on jute and Sisal grass, from \$5 to \$20 per ton; on gunny cloth, gunny bags, &c., valued at 10 cents or less per yard, from 3 to 10 cents per pound; over 10 cents per yard, from 4 cents per pound to 4 cents per pound and 30 per cent, ad valorem.

Mr. Davis said he believed the whole bill was a game of grab, and as each. Senator was grab. a game of grab, and as each Senator was grab-bing for all he could get for his particular in-terest, he had offered this amendment to get his share. He should move to recommit the hill to the committee, to be considered in con-nection with the Internal Revenue bill, for the ourpose of reducing the taxes of the country at

least a hundred millions a year.

While Mr. Davis was proceeding with his remarks, the President's Private Secretary arrived with the veto of the bill to admit Ne-

The question at the conclusion of Mr. Davis' sech was upon his motion to recommit.

Mr. GRIMES, (Iowa), asked for a division of Mr. Grimes, (Iowa), asked for a division of the question on recommittal and instructions. He would like to see the bill recommitted. If it could not be recommitted, he would like to see it postponed. He was in favor of the first clause of Mr. Davis' instructions, but he was unwilling to bind the committee to reduce taxation by a specific amount. He moved to strike out the clause of the instructions.

Mr. Davis accepted the modification proposed and the question was upon recommit-

posed, and the question was upon recommit-ting, with instructions to the Finance Commit-tee to compare it with the present tariff, the in-

ternal revenue laws, &c.

Mr. Shehman hoped this would be a test vote. To refer theibill at this stage of the session was to kill it. If men who were opposed to the bill hoped to kill it by loading it down with amendments, they might as well kill it After debate by Messrs, Sherman, Hen-derson, Brown, Grimes, Fessenden and Hen-dricks, the vote on recommitting was taken, as

follows:—
YEAS—Messrs, Brown, Buckaiew, Davis, Doolittle, Grimes, Henderson, Hendricks, Lane,
Norton, Patterson, Riddle, Saulsbury, Sumner,
Trumbuii and Wilson—15.
NAYS—Messrs, Cattell, Chandler, Conness,
Cragin, Creswell, Dixon, Edmunds, Fessenden,
Fogg, Foster, Frelinghuysen, Harris, Howe,
Johnson, Morgan, Morrill, Ramsey, Sherman,
Sprague, Stewart, Van Winkle, Wade, Willey,
Williams and Yates—25.
Absent, or Not Voting—Messrs, Anthony,
Cowan, Fowier, Guthrie, Howard, Kirkwood,
McDougal, Nesmith, Nye, Poland, Pomeroy and
Ross—12.

So the Senate refused to recommit the bill.

Mr. Dixon offered an amendment to put a duty of forty per cent, ad valorem on lenses for stereoscopes, and in addition one dollar pergross pair when pot ashed on both sides. Agreed to,
Mr. GRIMES (lowa) moved to amend by putting a duty of 20 cents per bushel on barley,
Instead of 10 cents, in the bill. Agreed to. Yeas, ; nays, 18.

Mr. Sumner (Mass.) said there was one injustice in this bill to which he wished to call the attention of the Senate. He alluded to the duty on cannel coal, which he wished reduced to 10 cents.
Mr. Johnson (Md.) said that subject had al-

ARI, JOHNSON (Mar.) said that subject had algready been acted on.

Mr. Sumner (Mass.) moved to amend by inserting a provision for a duty of 50 cents per ton on coal mined not more than 30 degrees east of Washington. This was in the bill as reported from the committee, but, as amended, the duty is \$150 upon all coal, no matter where imported from After debate, Mr. SUMNER modified his

mendment so as to make the duty on all imorted coal 50 cents per ton, but subsequently,
by request, withdrew the modification, and Mr.
RESWELL said if the views of Mr. Sumner
prevailed the bill had better be voted down.
Mr. WILSON (Mass.) said he would not be
forry to see the bill voted down. It was not a
Massachusetts tariff. Massachusetts did not dment so as to make the duty on all im demand it. There was nothing in it to compen-sate for the high duty on Iron, wool, coal and steel. He wanted others to take the full reability of this bill upon themselves, and protested against the report that New Eng-nd demanded it. It was not called for by assachusetts. If he voted for the bill it would

be on grounds general to the country, not pechal to his own State. Mr. HENDRICKS (Ind.), at five o'clock P. M., moved to adjourn.
Mr. Fissender (Me.) called for the yeas and The vote resulted-yeas 11, nays 19; so the

enate refused to adjourn. Debate on Mr. Sumner's amendment was reumed, and was continued by Messrs. Sprague, onness and Wilson. Mr. Wilson said there was no principle what-

wer in the bill. Put a principle in it, and you will blow it to atoms.

Mr. CONNESS (Cal.) thought it strange that the

position to this bill should come from a State past had grown great on high tariffs.

Mr. Wilson said he noticed that the general rift of amendments to the bill was against the atterests of the State he represented. He was gody to take his share of the denunciation that the trial table to the bill but he did night follow the passage of this bill, but he did not want it asserted that Massachusetts lived in the tariff bounty of the government. At 5:35 Mr. BUCKALEW moved an adjourn-

Mr. FESSENDEN called for the yeas and nays, out no quorum voted, and Mr. Plasses not a lays, out no quorum voted, and Mr. Plasses notes then moved that the Sergeant-at-Arms be instructed or request the attendance of absent members.

Mr. Grimes moved to add the words "at two yelock to-morrow." (Laughter). The motion was not put, and the Senate ad-

House of Representatives. The Speaker aunounced that he had appointed Mr. Farnsworth to fill the vacancy on the Joint Committee on Reconstruction, caused by the

we of absence granted to his colleague, Mr. Mr. BIDWELL (Cal.), Chairman of the Commit-

Lee on Agriculture, announced that he would, at an early day, introduce a bill to reorganize the Agricultural Department.

Mr. RITTER (Ky.), from the Committee on Agriculture, reported a bill to restrict the Agricultural Department to the purchase for distribultural Department to the purchase.

ntion only of such seeds, plants and flowers as re not common in the United States, The bill gave rise to discussion, Messrs, Wasn-BURNE (Ind.) and HILL opposing the principle of the bill, and Messrs. Ritter, Westworth and Kelley advocating it, the latter supporting it on the ground that it was revolutionary

adical, and would lead to a reorganization of the Department, On motion of Mr. Hill the bill was laid on

On motion of Mr. DONNELLY (Minn.) the Seretary of the Interior was requested to furnish aformation relative to the late massacre of inited States troops at Fort Phil. Kearney, and o the causes which produced the same; also, to he causes that, in his judgment, have led to he present alarming condition of our relations

with the Indian tribes of the interior. Mr. Windon (Minn.) from the Committee on adian Affairs, reported back adversely bills to indemnity citizens of Washington Territory and Oregon for property destroyed by Indians in 1865 and 1865; for the better organization of Indian affairs in Arizona Territory, and for the relief of F. P. Culver, late special agent and commissioner to present a special agent and isioner to negotiate a treaty with certain Laid on the table.

tribes. Laid on the table,
Mr. Window, from the same committee, reported back the House bill authorizing the secretary of the Interior to adopt measures to obtain possessian of the whole, or of as much as may be necessary, of Round Valley, California, so as to render the reservation now established there of suitable extent for the accommodation of the Indians, and appropriating \$100,000 chargefor.

Mr. SPALDING (Ohio) made the objection that as the bill made an appropriation, it must first be considered in Committee of the Whole. The Speaker sustained the objection, and the

whole on the State of the Union.
In answer to a question by Mr. Bidwell as to when it would come up for consideration, the Speaker said it would hardly be reached this

Mr. WINDOM, from the same committee, reported back, with amendments, the Senate bill to provide for an annual inspection into Indian

affairs.

Mr. Morrill (Vt.) suggested that his bill was a very important one, and should not be put upon its passage without being printed. He asked Mr. Windom whether it would not involve an annual expenditure of one hundred themsend dollars. Mr. Window repried that the annual expen-

liture he believed would be not more than orty thousand dollars, and would save nearly half as many millions.

Mr. Schenck (Ohio) spoke of the necessity of transferring the charge of Indian Affairs back to the War Department, where it had been originally, and the change from which it had made the Indian Department a nest of thieves. During the discussion the morning hour expired, and the bill went over till to-morrow all as many millions.

o the morning hour. The Speaker presented Executive documents,

Report of the Secretary of State in reference Report of the Secretary of State in reference to an attempted compromise of certain suits instituted in the English Courts in behalf of the United States, against Frazer, Trenholm & Co., alleged agents of the Confederate States, Referred to the Committee on Foreign Affairs. ort from the Secretary of State in answer Protestant cource or religious assembly meetings at the American Embassy at Rome, by order of the Roman Government, stating that the department had received no information concerning the subject. Referred to the same

From the President of the United States, with copies of telegraphic despatches, &c.; respecting the New Orleans riot. Referred to the Select Committee on the New Orleans riot.

Mr. РЕННАМ (Me.), from the Committee of Conference on the bill in relation to pensions, reported that the committee had agreed. The

report was concurred in.

On motion of Mr. LAFLIN (N. Y.), the Committee on Printing was authorized to employ a clerk, he stating as a reason therefor the business imposed on the committee by the inquiries referred to it in reference to the Conressional Globe, and in reference to a reorgani-ation of the Public Printing Office.

The House then went into Committee of the

Whole, Mr. Pomeroy in the chair, on the seveal appropriation bills.

The committee first took up the bill making appropriations for the payment of invalid and other pensions for the year ending 30th June, 1868, and ordered the same to be reported to the House, with a recommendation that, it do pass, The bill appropriates-

or invalid pensions, under various 280,000 mothers and sisters......

The committee next took up the Consular and apiomatic Appropriation bill, Mr. Niblack moved an amendment to insert appropriation for the salary of the Minister Portugal.

STEVENS (Pa.) explained that Congress had at the last session struck out the appropria-tion for that salary, because the incumbent of that post, Mr. Harvey, had written a letter of fulsome eulogy on the President, and of most vulgar abuse of Congress. This letter had been sent to the President, and the President deemed it so good a thing that he sent it to a New York paper and had it published. The House had called on the Secretary of State for a copy of the etter, so as to ascertain its authencity, and the

letter, so as to ascertain its authencity, and the Secretary had furnished it. It was a most abusive, vulgar, foul attack on Congress.

This was the same Mr. Harvey who was believed to have communicated to the enemy information on the eve of the bombardment of Fort Sumter, and in consequence of which the Union Senators, two or three days after his appointment was confirmed, called on the President and asked that his appointment be withdrawn. The President, however, in the goodness of his heart suffered Harvey to remain drawn. The President, however, in the good-ness of his heart, suffered Harvey to remain, and he was at his post now, in defiance of the will of Congress, He (Mr. Stevens, hoped he would be allowed to pay his own expenses. If he chose to stay there till doomsday, let him stay. The best place he could be was out of the

country.

Mr. Raymond expressed his confidence that
the letter referred to did not deserve the characterization given to it by the gentleman from Pennsylvania. He recalled no language in that letter which ascribed to Congress corrupt moves or which could properly be styled a and vulgar abuse of Congress, it should be borne in mind, too, that it was a strictly private etter, written by Mr. Harvey to the Secretary of State as a personal friend, and had it not been for the act of the Secretary of State, and perhaps for his own (Mr. Raymond's) agency, If anybody was to be punished for the publication of that letter, it was certainly not Mr.

Harvey. As to the charge in reference to Mr. Harvey's giving information to the Rebels, it should be remembered that Mr. Lincoln had investigated the charge, and had refused to withdraw the appointment of Mr. Harvey.

Mr. Halle inquired whether Mr. Stevens charged President Lincoln with complicity in the treasonable conduct imputed to Mr. Harvey.

Mr. Stevens replied in the negative. He did not put this action against Harvey on the ground

f his expressing an opinion differing from that f Congress, but on the ground of a vulgar abuse f Congress, and because Harvey had behaved like a blackguard in the matter.

Mr. Maynard (Tenn.) inquired whether there was not a simple explanation of Harvey's despatch on the eve of the bombardment of Fort Sumter, namely, that the object was to let the Rebel authorities know the intentions of the Government, so that if a collision occurred,

they would be put clearly and manifestly in the Mr. Banks replied substantially in the affirmative. As to abolishing the office, he showed that that could not be done with a proper ob-servance of international courtesy to Portugal. servance of international courtesy to Fortugal.

No person, however, should require a man to
be retained as a representive of the Government abroad who had published a recommention that one department of the Government
should proceed against another department of the Government by force, therefore Congress had done last session the only thing left for it to do, directing the Executive under no circumstances to continue the payment of his salary, Mr. Schenck (Ohio) took strong ground against Mr. Harvey, whom he spoke of as one of the "bread and butter brigade."

of the "bread and butter brigade."

Mr. STEVENS (Pa.) sent up to the Clerk's desk and had read the letter in controversy.

Mr. HAYMOND (N. Y.) repeated that there was nothing in it that deserved such epithets as had been applied to it by Mr. Stevens, and suggested in reference to the vindictiveness shown by Mr. Stevens, that he would "Let the galled jade

Mr. Eldridge suggested to Mr. Schenck that if anybody was to be punished for the publica-tion of that letter in the way of stoppage of salary, it should be, not Mr. Harvey, who had nothing to do with publishing it, but the Presi-dent or Secretary of State, or the gentleman from New York, Mr. Raymond.

Mr. Schenck replied that perhaps it would not be a bad plan to stop the President's pay in some way, or to take from him the competency oreceipt for it.
Mr. RAYMOND remarked something in an

undertone about having had his compensation increased, not stopped, since the publication of Mr. STEVENS suggested, in the same tone of voice, that that increased compensation went for the gentleman's (Mr. Raymond's) outfit for

the Philadelphia Convention. (Laughter.)
Mr. Raymond accepted the explanation, remarking that the service was worth all he got. The discussion was continued for some time by Messrs. Schenck, Hise, Niblack and others, and finally it was agreed that the amendment should be considered adopted in committee, that a vote might be taken on it in the House. Mr. WILLIAMS moved to strike out the appropriation for the United States Legation at

Mr. STEVENS moved to amend that by adding at the end of the paragraph the following:—
Whereas, it is beneath the dignity and contrary to the justice of this nation to be represented at any Court whose Government prohibits the free worship by American citizens within its jurisdiction of the Christian religion;

Whereas, The Roman Government has lately ordered the American churches to be removed outside of the city, and does prohibit the free exercise by them of the Christian religion;

He it endeted, That no moneys hereby appropriated shall be for the support of the United States Legation at Rome, or for the future expenses of any such Legation,

Mr. CHANLER inquired whether the same

rule would not apply to Constantinople or Ma-Mr. STEVENS replied that the Christian religion was permitted in Constantinople, and he was not aware that it is prohibited in Spain. It had not been excluded from Rome until within the lastsix mouths.

Mr. BANKS (Mass.) suggested that the proposed action should not be taken at least until official information should be received that would instife it.

justify it.

Mr. HALE moved to amend Mr. Stevens' amendment by striking out the preamble.

Mr. FINCK denounced the movement as a throst made at the Catholic people of this

The question was taken on Mr. Hale's amendment, striking out the preamble, and it was adopted. Yeas, 65; nays, 32.

Pending the question on the amendment as amended, the committee rose and reported the Invalid Pension bill to the House, which was

hereupon passed.

Mr. FERRY (Mich.) presented a memorial from

Mr. Ferry (Mich.) presented a memorial from the Governor and Adjutant-General of Michi-gan on the subject of the Militin bill. Referred to the Committee on the Militia. Mr. Darlino (N. Y.) presented a petition signed by over lifteen hundred soldiers, praying for the passage of laws granting bounty to those who have lost their discharge papers, and who were discharged for disabilities other than wounds.

Mr. CONKLING (N. Y.) presented a petition of officens of Aiden, Erie county, New York, pray-ing the impeachment of the President. Referred to the Judiciary Committee. The House, at hair-past four o'clock, adjourned.

RAILROAD LINES.

N EW AND SHORT ROUTE TO THE OIL WARREN AND FRANKLIN RAILWAY,

WARREN AND FRANKLIS RAHLY AF,
Trains will rin on this road as follows:—
GUING SOUTH,
7:00 A.M., Through Train. Leaves Irvincton, at Junction of F & R. R., at expans at principal stations,
arrives at Oleopolis at 16:19, and at Oli City at 11 A.
M., connecting with trains for Franklin and other

points.

1-10 P. M., Through Train. Leaves Irvincton, stopping at all principal stations, arrives at Oil City at 5-50 P. M., Pithole Accommodation. Leaves Oicopolis;

7:50 A. M., Pithole Accommodation. Leaves Oleopolis; arrives at On City at 8:15 A. M.
6:40 A. M., Pithole Accommodation. Leaves Oleopolis, and arrives at Oll City at 8:15 A. M.
6:40 A. M., Pithole Accommodation. Leaves Oli City, arrives at Oleopolis at 7:20 A. M., making close connection for Pithole.
7:23 A. M., Trough Train. Leaves Oli City, stopping at all principal stations, arrives at Irvineton at 12:40 P. M., making close connection with trains on P. & E. R. R., bound tast and West.
12:50 P. M., Through Train. Leaves Oli City, stops at all principal stations, and arrives at Irvineton at 4:10 P., making close connection for points West, and connecting with latter train East on P. & E. R. R.
5:40 P. M., Pithole Accommodation. Leaves Oli City arrives at Oleopolis at 0:25 P. M., making close connection for Philole.
By this route, passengers leaving Philadelphia at neon, arrive at Irvineton a. 6:25 A. M., have an nour for breakingt and arrive at Oli City at 11:09 A. M., or 22 hours from the time of starting.

Fassengers leaving Erie at 10 25, reach Oli City at 4:50

the time of starting.

Passengers leaving Eric at 10 25, reach Oil City at 4-50 . M., or can stop at Tidloute and return to Erie same day. Passengers leaving On City at 950 A. M., arrive at Phin-cipula at 750 A. m., next day, or at Erie at 450 P. M. day, seagers leaving Oil City at 1250 P. M., arrive at Eric 6 P. M. same afternoon, or at Philadelphia afternoon

of the following day
All trains south leave Irvineton after arrival of trains on
Philadelphia and Eric Raitread, connect at Oleopolis for
Punole, and at Oli City with trains for Franklin and other All trains North leave Oil City after arrival of train from Frankin, connecting at Oleopolis with trains for Pinole, and at Irvinetor, 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 RATHWAY.

1866. WISTER ARRIANGEMENT. 1867.

From Thursday, November 22, 1886. trains leave Irvineton (at the junction of the Philadelphia and Eric Ratiroad, 380 miles from Philadelphia).

GOING SOUTH 10 OIL CITY.

6-55 A. M. Mail Train arrives at Tidioute at 7-25 A. M.; Olcopolis at 10 A. M.; and Oil City at 4-50 A. M.; Tob P. M. Express Train arrives at Tidioute at 7-25 A. M.; Olcopolis at 115 P. M.; and Oil City at 4-50 P. M.; Olcopolis at 115 P. M.; and Oil City at 4-50 P. M.; and Oil City at 4-50 P. M.; and Oil City at 4-50 P. M.; and Trains leave Oil City as follows:—

5-10 A. M. Express Train arrives at Olcopolis 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. Ratiroad trains for Philadelphia and all points, bot; East and west. Passengers for Philadelphia by this train arrive there at 7 a. M.; Tidioute at 3-35 P. M.; and at Irvine on at 445 P. M.; Indoute at 3-35 P. M.; and at Irvine on at 445 P. M.; Mailing close connection for the West. Philadelphia passengers by this train remain at 1-20 P. M. A. Alt trains gol g South leave Princton after arrival of trains on Philadelphia and Eric Batiroad, connect at passengers by this train remain at 170 Pc. M., arriving at Philadelphia at 170 Pc. M.

All trains gol ig South leave reinecton after arrival of trains on I biladelphia and Eric Hailroad, connect at Olcopolis for Pit-hoje City, and at Oi. City with Atlantic and Great Western Bailway trains for Beno, Franklin, and Meadville, and with trains of Partners' Bailway for Acoustille Humfoldt, Pamer, Rynd, Tarr and Story Farms, Petroleum Centre, etc.

All trains going North leave Oil City and Olcopolis 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 beakisst, and arrive at Oil City at 9:45 A. M.

Time through only 22 hours Or passengers can leave Philadelphia at 3:50 C. M., arrive at Irvineton at 4:23 P.

M. hiest day, remain over might, and take the 6:54 A. M.

next day, remain over might, and take the 654 A. M. At Irvineton passengers will find four comfortable hotels, and tirs class claims saloon in the depot

Be sure to obtain through tickets mi bagg are cheeks
at Pennsylvania Raliroad Lepot West Philadelpoia,
via Warrien and Franklin Raliway, the great short
route to the Oil Region

ISAAC BLAKSLEF, Superintendent.
BEVERLEY R. KEIM, General Freight and Ticke

NORTH PENNSYLVANIA RAILROAD. THE MIDDLE TOUTE.—Shortest and most direct line to Bethlebem, Allentown, Mauch Chunk, Fazieton, White Haven, Wilkesbarre, Mabanov City, and all points in the Lehigh and Woming Coalregions. Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

Passenger Depot in Philadelphia, N. W. corner of Barks and American Streets.

WINTER ARRANGEMENT.

NINE DAILY TRAINS.

On and siter TUESDAY. January 1, 1867. Passenger trains leave the New Lepot, corner Berks and American Steets, daily (Sundays excepted), as ioliows:—

At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad connecting at Bethlehem with Lehigh Valley Railroad for Allentown. Carasanqua, Slatington. Alanch Chunk, Welkestery, Jeanesville, Hazeton, White Haven, Wilkesbarre, Kingston, Pitston, and all points in Lehigh and Wyoming valleys; also, in convection with Lehigh and Manhanoy Entread for Mahanoy City and with Catawissa haltroad, for supert, Danville, Milton, and Williamssort Arrive at Manch Chunk at 12:05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, vassing Sethlehem at 12:55 P. M. for a syton and points on New Jersey Central Railroad to New York.

ork. At 9 A. M. - Accommodation for Doylestown, stopping At 9 A. M.—Accommodation for Doylestown, stopping t all intermediate stations. Passengers for Whilow stove. Hatbero', and Hartsville, by this train, take be Stage at Old York road:

At 10 15 A. M.—Accommodation for Fort Washington, topping at intermediate stations.

At 23 O. M.—Accommodation for Doylestown, stopping at all intermediate stations. Fassengers take Stage of the Control of the Cont sing at all intermediate stations. Passengers take Stage is Loyiestown for New dope. At 345 P. M.—Evening Express for Bethlehem and stincipal stations on the North Pennsylvania Railroad making close connection at Bethlehem with Lehigh valley train for Ea ton, reaching there at 645 P. M. Passengers for Piatinfield Somerville, 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 for Summeytown take stage at North Wales, and for Nazareth at Bethlehem, and for Greenville at Quakertown

Wales, and for Narareth at Bethichem, and for Greenvide at Quakertown
At 429 P. M.—Accommodation, for Doylestown, stopping at all intermediate stations. Passengers for Wi low
Grove, Hatboro', and Hartsville take stage at Abingjon; for Lumberville at Doylestown.
At 520 P. M.—Through accommodation, for Bethleben and all stations on main line of North Pennsylvania
Railroad, connecting at Bethichem with Lehigh Valley
Evening Train for Allentown, Mauch Chunk, etc.
At 620 P. M.—Accommodation for Lansdale, stopping
at all Intermediate stations.
At 1136 P. M.—Accommodation, for Fort Washington,
TRAINS ARRIVE IN PHILADELPHIA
From Bethlehem at 9-15 A. M., 2-36 and 8-40 P. M.
2-30 P. M. train makes direct connection with Lehigh
Valley trains from Easton, Wikesbarre, Mahanoy City,
and Hazleton.
Passengers leave Wikesbarre, at 120 P. M. connect at

od Hazleton. Passengers leave Wilkesbarre at 1:30 P. M. connect at othlehem at 6:15 P. M., and arrive in Philadelphia at

bethicken at 615 P. M., and arrive in Philadelphia at 140 P. M.
From Doylestown at 8:35 A. M., 5:15, and 7:05 P. M.
From Lansdale at 7:10 A. M.
From Lansdale at 7:10 A. M.
From Lansdale at 7:10 A. M., and 3:05 P. M.
ON SUNDAYS.
Philadelphia for Bethichem at 9:10 A. M., and 3:05 P. M.
Doylestown to Philadelphia at 7:20 A. M.
Bethichem to Philadelphia at 4 P. M.
Bethichem to Philadelphia at 4 P. M.
Bethichem to Philadelphia at 4 P. M.
White cars of econd and Third streets line and Union line run wi him a short dis ance of the depot.
Tickets mast be procured at the Ticket Office, in order to secure the lowest rates or fare
Billman's Baggage Express will call for and deliver Baggage at the Depot.

115

Baggare at the Depot O flice, No. 113 South THIRD Street. THE ADAMS EXPRESS COMPANY, OFFICE, No. 320 CHESNUT Street, torwards Pareles, Packages, Merchandise, Bank Notes, and Specie, either by its own lines, or in connection with other Express Compenies, to all the principal towns and cities in the United States. LUMBER.

1867. SELECT WHITE PINE BOARDS
44, 6-4, 6-4, 2, 24, 2 and 4 inch
choice Panel, and in common, 16 feet long, 1
4-4, 4-4, 6-4, 2, 28, 3 and 4 inch.
WHITE PINE, PANEL, PATTERN PLANE
LAPGE AND SUPERIOR STOCK ON HAND.

LANGE AND SUPERIOR STOCK ON HAND.

1867. BUILDING!

LUMBER! LUMBER! LUMBER!

4 CAROLINA FLOORING.

54 CAROLINA FLOORING.

54 DELAWARE FLOORING.

84 DELAWARE FLOORING.

WHITE FINE FLOORING.

WHITE FINE FLOORING.

WALNUT FLOORING.

SPRUCE FLOORING.

SPRUCE FLOORING.

STEP BOARDS W

RAIL PLANK.

PLASTERING LATH.

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

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

1867. ALBANY LUMBER OF ALL KINDS SEASONED WALNUT.

DET FORLAR CHERRY, AND ASB.

OAR TLANK AND BOARDS.

ROSEWOOD AND WALNUT VENEERS.

1867. CIGAR-BOX MANUFACTURERS BPANISH CEDAR BOX BOARDS. 1867. SPRUCE JOIST SPRUCE JOIST SPRUCE JOIST SPRUCE JOIST, SPRUCE JOIST, FROM 14 TO 22 FEET LONG, FROM 14 TO 22 FEET LONG, SUPERIOR NORWAL SCANTLING, MAULE, BROTHER & CO., No. 2506 SOUTH STREET,

F. H. WILLIAMS.

LUMBER.

Seventeenth and Spring Garden,

FHILADELPHIA. (11 29 thstu2m C. PERKINS, LUMBER MERCHANT.

Successor to R. Clark, Jr., NO. 324 CHRISTIAN STREET. Constantly on hand, a large and varied assortment of

MISCELLANEOUS.

MONUMENTS, TOMBS. GRAVE-STONES, Etc. Just completed, a beautiful variety of ITALIAN MARBLE MONUMENTS.

TOMBS AND GRAVE-STONES
Will be sold cheap for cash.
Work sent to any part of the United States.

HENRY 8. TARR MARBLE WORKS, 124 wimb No. 710 GREEN Street, Philadelphia FITLER, WEAVER & CO.

MANUFACTURERS OF Manilla and Tarred Cordage, Cords, Twines, Etc.

No. 28 North Water Street, and
No. 22 North Denawake avenue,
FRULADELINIA.

MICHAEL WEAVER,
2 145

EDWIN H. FITLER, MICE COSRAD F. CLOTHIEB SLATE MANTELS SLATE MANTELS are ausurpassed for Durability, Beauty, Strength, and Cheapness.

SLATE MANTELS and Sixte Work Generally, made

J. B KIMES & CO. Nos. 2126jand 2128 CHESNUT Street.

912 ARCH STREET, — GAS FIXTURES, CHANDELIERS ERONZE STATUARY, Erc — VANKIEK & CC. would respect uily direct the attention of their triends, and the public generally, to their large and elegant assortment of GAS FIXTURES CHANDELIERS, and URNAMENTAL BRONZE WAREN. Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before purchasing else-N. B.—Solled or tarnished fixtures refinished with special care and at reasonable prices.
VANKIHK & CO.

C B N E X C H A N G E

BAG MANUFACTORY.

JOHN T. BAILEY & CO.,

N. E. corner of MARKET and WATER Streets

Philadelphia

DRALERS IN BAGS AND BAGGING

of every description, or

Grain, Flour, Salt, Super-Phosphate of Lime, Bone

Large and small GUNNY BAGS constantly on hand.

2-225.

Also, WOOL SACKS.

JOHN T BAILEY

WILLIAM S. GRANT,
COMMISSION MERCHANT
No. 39 S. DELAWARE Avenue, Philadelphia,
AGENT FOR
Unpont's Gunpowder, Refined Nirre, Charcoal, Etc.
W. Baker & Co.'s Checolate Cocos, and Broma.
Cocker Bros. & Co.'s Yellow Metal Sheathing, Bolts
and Nelly.

COTTON AND FLAX,
SAIL BUCK AND CANVAS.
Of all numbers and brands.
Tent Awning. Trank, and Wagon cover Duck. Also,
Paper Manuactorers Drier Feits, from one to seven
lect wid.; Paulins, Beiling, Sail Twine etc.
JOHN W. EVERMAN & CO.,
No. 103 JONES Alley. No 103 JONES Alley.

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

M achine Work and Millwrighting promptly attended A LENANDER G. CATTELL & CO.

NO. 2 NO. ATH WATER STREET, PHILADELPHIA ALEXANDER G. CATTELL. 225] ELIJAH G. CATTELL. DRIVY WELLS-OWNERS OF PROPERTY-

The only place to get Privy Wells cleaned and de-proceed at very low prices. Manufacturer of Pondretts GOLDSMITHS HALL, L BRARY Street THE NEWS-STAND, S. W. CORNER SEVENTH and CHESNUT 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 weeklies, etc.!

STOVES, RANGES, ETC. CULVER'S NEW PATENT

Deep Sand-Joint HOT-AIR FURNACE. RANGES OF ALL SILES. Also, Philegar's New Low Pressure

Steam Heating Apparatus. FOR SALE BY CHARLES WILLIAMS. No 1182 MARKET Street.

THOMESON'S LONDON KITCHENER, OR KUROPEAN RANGE, for Families, Hotels, or Fublic Institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Fireboard Stoves, Bath Boliers, Stewhole Plates, Boilers, Cooking Stoves, Eath Boliers, Stewhole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers.

SHARPE & THOMSON.

Ill's stuth Sm. No. 268 N. SECOND Street.

PAILROAD LINES,

PEADING RAILROAD
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND AND WYOMEO VALLEYS, THE NORTH, NORTHWEST, AND THE
CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS,

Desving the Company's Depot, at THIRTEENTH and CALLOWRILL Streets, Philadelphia, at the following

CALLOWHILL Streets, Philadelphia, at the fellowing hours.—

BORNING 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, Fimira, Bochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pitiston, York, Carllale, Chambersburg, Hagerstown, etc. etc.
This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanos Valley train for Barrisburg, etc., at PORT CFINTON with Catawissa Railroad trains for Williamsburg, Leok Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schnylkill and Susquebausa trains for Northumberland, Williamsport, York, Chambergburg, Pinegrove, etc.

AFTERNOON EXPRESS
Leaves Philacelphia at 8:30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Commbia Railroad rains for Columbia, etc.

READING ACCOMMODATION

READING ACCOMMODATION

Leaves Reading at 6'80 A. M., stopping at all waystathous, arriving at Philadelphia at 3'40 A. M.

Recorning, leaves Philadelphia at 4'50 P. M.; arrives in
Reading at 7'30 P. M. Trains for Philadelphia icave Harrisburg at 8:10 A. M., and Potraville at 8:45 A. M., arriving in Philadelphia at 1:00 P. M. Afternoon trains leave Harrisburg at P10 P. M., Potteville at 2:45 P. M., arriving in Philadelphia at 6:50 P.M.

Leaves Reading at 720 A. M., and Harrisburg at 420 P.
M. Connecting at Reading with Afternoon Accommodition south at 650 P. M., arriving in Philadelphia at 910 blacket train, with passenger our attached, leaves Phila-Starket train, with passenger our attached, leaves Phila-dephia at 12:45 noon for Ecading and all way stations. Leaves Reading at 11:30 A. M., and Downingtown at 12:36 P. M., for Philadelphia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 2:00 A. M., and Phila-de phis at 3:15 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Leading 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 NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Leaves New York at 7 and B A. M. and 3:00 P. M., passing Reading at 1:05 and 1:50 A. M. and 1:48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Bailroad express trains for Pittsburg, Chicago Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival c the Pennsylvania express from Pittsburg, at 3 and 3:05 A. M. and 3:15 P. M., passing Reading at 4:49 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 Jorsey 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. Jefurning from Tamaqua at 7-35 A. M. and 1-40 and
4-15 P. M. M. YLEILL AND SUSQUEHA NNA RAILROAD. Trains leave Auburn at 750 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 320 P. M., and from Tremont at 755 A. M. and 526 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. ERADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphis, or of G. A. NICOLLS, General Superintendment, Reading:—

COMMUTATION TICKETS.

COMMOTATION TICKETS.

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

MILEAGE TICKETS.

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

SEASON TICKETS.

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

CLERGYMEN

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

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.

FREIGHT.

Streets.

FREIGHT.

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

FREIGHT TRAINS

FREIGHT TRAINS
Leave Philadelphia daily at 5:19 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 3:16 P. M.

PREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Salicos on the CAMDEN and AMBOY and THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY PREIGHT LINES for New York will leave WALLUT Street Wharf at 6 octock P. M. daily (Sundays excepted).

Freight must be delivered before 4% octock, to be for-

o clock P. M. dally (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 moon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Cameon and Amboy Rallroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Rallroad, received and forwarded up to 1 P. N.

The Belvidere Delaware Rallroad, connects at Phillipshurs with the Lehigh Valvey Rallroad, and at Manunkachunk with all points on the Delaware, Lackawanna and Western Rallroad, forwarding to Syracuse, Buffalo and other points in Western kew Yora.

The New Jersey Rallroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris; ind Essex Rallroad.

A clip 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 stock. Drovers are invited to try the route. When stock is farnished in quantities of twe carloads or more, it will be delivered at the foot of Fortieth street, hear the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of abitment. For terms, or other information, apply to River, as the shippers may designate at the time of shipment. For terms, or other information, apply to WALITER FREEMAN, Freight Agent,

1 15 Bo. 226 S. DELAWARE Avenue, Philadelphia. 1867 -PHILADELPHIA AND ERFE RAIL.

ern and Northwest Connects of Fernaylvania to the City of Eric on Lake Eric, and is the most direct routs to the great Oil Regions of Fernaylvania. It has been leased and if operated by the Fernaylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward—Eric Mail Train, 7A. M.; Eric Express Train, 120 F. M.; Elmira Mail, 5 to F. M.; Eric Express Train, 12 M.; Elmira Mail, 5 to P. M.; Eric Express Train, 12 M.; Elmira Mail, 5 to A. M.

Fassanger cars run through on the Eric Mail and Express trains without change both ways between Philadelpma and Eric.

trains without charge and trained at the control of 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 Agents, S. B. Ringston, Jr., corner Thirteenth and Market streets, Philaceliphia; J. W. Revanda, Eria; William Brown, Agent N. C. R. Baltimore.
H. H. HOUSTON, General Freight Agent, Phila.
H. W. GWYNNER, General Ticket Agent, Phila.
115 A. L. TYLER, General Sup., Eric.

W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry). LEAVE PHILADELPHIA AS FOLLOWS:-

LEAVE PHILADELPHIA AS FOLLOWS:
For Bridgeton, Salem, Minville, and all intermediate stations, at 8.4 M. Mail., 3.30 P. M., Passenger.
For Woodbury, 8.4. M., 3.50 and 6 P. M.
For Cape May, at 8.30 P. M.
BETURNING 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, 5.55 P. M.
Miliville at 6.55 A. M., and 3.05 P. M. Freight, 6.10 P. M.
Cape May at 11.45 A. M., Passenger and Profight.
Freight will be received at First Covered Wharf Freight will be received at First Covered Wharf above Wainut street, from 9.00 A. M. until 5.00 P. M.
That received before 7.00 A. M. will so through the same day.
Freight Delivery, No. 7.28 S. DELAWARE Avenue,
1.15
WILLIAM J. SEWELL, Superintendent.

HOR NEW YORK, VIA RARITAN AND DELA-WARE BAY RAILEQADS.—From Ferry foot o VINE Street, Philadelphia. 6 P. M.—Freight for New York, and points North or East 11 A. M — Way Freight.

Goods delivered at Company's Debot, No. 320 N. WHARVES, Philadelphia, by 5 P. M., will be torwarded by this line, and arrive in New York at 5 o'clock next morning.

Freight received at Pier No. 32 North River, N. Y., by 4-30 P. M., will be ready tor delivery in Philadelphia or to the following morning.

Freight 16.

by 4:30 P. M., will be ready for delivery in Philadelphia by 4:30 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 inriher information apply to Company's Agents.

E. H. CHIPMAN, Freight Office and Depot, No. 3:20

N. WHARVES, Philadelphia.

J. B. bURT, Pier No. 32 North River, foot of DUANE

Street, New York

Or at General Freight and Passenger Office, Philadelphia, No. 411 CHESNUT Street.

WILLIAM N. CLAYTON.

Buperindendent, Red Bank, N. J.

C. HASTY,

General Freight Agent, Red Bank, N. J.

T. BRENT SWEARRINGEN,

General Agent, Philadelphia.

tleneral Agent, Philadelph

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD
TIME TABLE.
Commencing MONISAY, December 24, 1866. Trains wift leave Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:
Express Train at 415 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnona, Chase's and Stemmer's Run.
Way Mail Train at 815 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railboad at Wilmington for Crisfield and intermediate stations.

Express Train at 1145 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Porryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11 P. M. (daily), for Baltimore and Washington, Seaford, Salisbury, Princess Anne, and the South.

Passengers by Bost from Baltimore for Fortress Monocand Korfolk will take the 1144 A. M. train.

WILMINGTON ACCOMMODATION TRAINS,

Stopping at all Stations between Philadelphia and Washoping at Maltime Philadelphia and Washoping at Miller Philadelphia and Washoping at all Stations between Philadelphia and Washoping at Miller Philadelphia

WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and WEmington. Leave Philadelphia at 12°30, 4°00, 6, and 11°30 (daily) F M. The 4°00 P. M. train connects with Delaware Railroad for Milford and intermediate stations. The 6 P. M. train Leave Wilmington at 7:15 and 8:30 A. M., 3 and 6:30 FROM BALTIMORE TO PHILADELPHIA.

Lenve Baltimore 725 A. M., Way-mall, 9-35 A. M., Express. Ph.P. M., Express. 6-35 P. M., Express. 8-36 P. M., Express. 1 and Intermediate From Baltimore to Havre de-Grace and Intermediate TRAINS FOR BALTIMORE.

TRAINS FOR BALTIMORE.

TRAINS FOR BALTIMORE.

Leave Chester at 4:49 and 934 A. M., and 3:38 P. M.

Leave Wilmington at 10 00 and 9 40 A. M., and 4:13 P. M.

SUNDAY TRAIN

Leaves Baltimore at 8:25 P. M., stopping at Havre-deGrace, Ferryville, and Wikaington. Also stops at Elkton
and Newark to take passengers for Philadelphis and leave
passengers from Washington or Baltimore, and Chester to
leave passengers from Baltimore or Washington.

Through Tickets to all points West, South, and Southwest, may be procured at Ticket Office, No. 828 Chesnut
street, under Continental Hotel, Fursons purchasing
lickets at this office can have their baggage checked at their
residence by Graham's Baggage Express.

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PENNSYLVANIA CENTRAL RAILROAD.

WINTEB ARRANGEMENT.

The Trains of the Pennsylvania Central Railroadleav the Depot at Thirty-lirst and Market streets, which I reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway. Those of the Chesnut and Walnut Streets Railway run within one square of it.

On Sundays—The Market Street cars leave Eleventh and Market Sts. 56 minutes before the departure of each Train.

Mann's Bas gage Express will call for and deliver Basgage at the Depot. Orders left at the Office, No. 531 Chesnut street, will receive attention.

TEAINS LEAVE DEPOT, VIZ. :—

Mail Train at 8:00 A. M. Pacil Accommodation, No. I & 2, at 10 A. M. & 11 20 P. M. Fast Line and Eric Express at 12:00 M. Parkesburg Train. at 1:00 P. M. Harrisburg Accommodation at 2:30 Lancaster Accommodation at 2:30 Lancaster Accommodation at 9:00 Philadelphia Express at 11:00 P. Fittsburg and Eric Mail Lancaster Accommodation at 9:00 Philadelphia Express Lancaster Accommodation. At 11:00 Fittsburg and Eric Mail leaves daily, except Saturday, Philadelphia Express leaves daily. All other trains daily, except Saturday, Statut Saturday, Philadelphia Express Leaves daily. THAINS LEAVE DEPOT, VIZ.:-

Fittsburg and Eric Mail leaves daily, except Saturday, Philadelphia Express leaves daily. All other trains daily, except Sunday. Passengers by stail 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. 661 Chesnut street.

At 12:50 A. M. Plance of Ticket All Properties at 7:10 P. M. Parkesburg Express at 7:10 P. M. Parkesburg Train At 12:40 P. M. Parkesburg Accommodation At 1:50 P. M. Harrissburg Accommodation At 1:50 Philadelphia Express arrives daily, except Monday. Cincinnati 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 Hailroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in 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.Len. 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 JOHN C. All.Len. 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 JOHN C. All.En. Ticket Agen

ROR NEW YORK, THE CAMDEN AND

Amboy and Philadeiphia and Trenton Railroad Comand Way Piaces, from Walnut Street Wharf, will leave as 6 A. M., via Camden and Amboy, Accommodstion

8 A. M., via Camden and Jersey City Express... 8 G

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

At 10 A. M., 2 and 5 P. M., for Mount Holly, Ewans-ville, Pemberton, Birningham, and Vincentown, and at 6 A. M. and 6 P. M. for Mount Holly only.

At 6 A. M. and 2 P. M. for Prechold.

Ab 6 and 10 A. M., 1, 4, 5, 6, and 11°30 P. M. for Fish House, Palmyra, Riverton, Progress, Delance, Boverly, Edgewater, furlington, Florence, Bordentown, etc. The 10 A. M. and 4 P. M. lines run direct through to Trenton. The 1 P. M. Market Line will leave from foot of Market steet, a pper Ferry.

Steret, t pper Feity.

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 \$300.

The 645 P. M. Line will run daily. All others Sundays excepted. 1730 and 11 A. M., S. S. St. 430, 5, and 645 P. M. and 12 Midnight, for Bristol, Trenton, etc.; and at 10 L5 A. M.

At 7:30 and 10 A. M., 5, 5, 30, 4, 30, 5, and 6:45 P. M. and 12 Minnight, for Bristol, for Bristol, At 7:30 and 10:15 A. M., 5, 7:30 and 10:15 A. M., 5, 7:30 and 10:15 A. M., 5, 7:30 and 10:15 A. M., 3, 4, 5, 6, and 12 P. M. for Schenck's At 10:16 A. M., 3, 5, and 12 P. M. for Eddington, At 7:30 and 10:15 A. M., 3, 4, 5, 6, and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and intermediate stations.

At 10:15 A. M., 3, 4, 5, 6, 8, and 12 P. M. for Wissinoming. Bellyldere Dellaware River Valley, Northern Pennsylvania and New York State, and the Great Lakes. Daily (Sundays excepted) from Kensington Depot, as follows:—At 7:30 A. M. for Ningars Fails, Buffaio, Dunkirk, Canandalsua, Elmira, Ithaca, Owege, Rochester, Binghamiton, Gswege, Syracine, Great Bend, Montrose, Wilkesbarre, Scranton, Strondsburg, Water Gap, etc.

At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Fiomington, etc. The 3:30 P. M. Line connected direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc.

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At 5 P. M. for Lambertville and intermediate stations. January 7, 1867. WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOREISTOWN KAILROAD.
On and after THURSDAY, November 1, 1866, until further notice. POR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 %, 34, 5, 53, 6 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, 5, 6, 6, 5, 7, 8, 9, 10, 11 P. M.

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

Leave Philadelphia 9 % A. M., 2, 7, and 19% P. M.
Leave Philadelphia 9 % A. M., 2, 7, and 19% P. M.
Leave Germantown 8 A. M., 1, 6, and 9% P. M.
CHESNUT HILL BALIKOAD.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 5, and 11 P. M.
Leave Chesnut Hill 7-10 minutes, 8, 9-40, 11-40 A. M.
1-40, 3-40, 6-40, 6-40, 8-40, and 10-50 minutes P. M.

ON SUNDAYS.
Leave Philadelphia 9 % minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 7-50 minutes A. M., 12-40, 5-40, and
0-20 minutes P. M.
FOR CONSUMBLES E. M.

P-20 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8 35 11 25, minutes A. M., 1%, 8, 4%, 5%, 634, 8 36 in mutes, and 11½ P. M.
Leave Norristown 5 40, 7, 7 50 minutes, 9, 11 A. M., 136
434, 634, and 8 P. M.
The 5½ P. M. train will stop at Palls, School Lane, Wisshickon, Manayunk, Spring Mills, and Conshohocken only
ON SUNDAYS.
Leave Philadelphia 9 A. M., 3% and 6% P. M.
Leave Philadelphia 9 A. M., 3% and 6% P. M.
Leave Philadelphia 6, 8 35, 11 26 minutes A. M., 1
3, 5%, 5%, 6%, 8 35, and 11½ P. M.
Leave Manayunk 6 10, 72, 8 20, 9%, 11½ A. M., 2, 5, 6%,
8½ P. M.
ON SUNDAYS.

8% P. M.
ON SUNDAYS.
Leave Philadelphis B A. M., 2% and 6% P. M.
Leave Manayunk 7% A. M., 5% and 9 P. M.
W. S. WILSON, General Superintendent,
Denot BINTH and GREEN Streets

RARITAN AND DELAWARE BAY RAIL-BOAD.—On and after December 13, 1866, trains will run daily, Sundaya excepted from Gooper's Point, Camden, opposite VINE Street Ferry as follows:— 11:38 A. M. Way Freight for all stations; passenger 11:30 A. M. Way Freight for all stations; passenger car attached.
6:10 P. M.—Through Freight for New York; passenger car attached.
Ereight received in Philadelphia at the Company's warehouse. No. 320 N. DELAWARE Avenue, until 6 o'clock P. M., reaching New York early next morning. Freight boar leaves Fier No. 32, North river, New York, foot of DUANE Street, daily, Sandays excepted, at 5 P. M., leaching Philadelphia, and the 11 A. M., train from Philadelphia, and the 11 A. M., train from New York, are discontinued.

General Freight Agent, Red Bank, N. J., W. N. CLAYTON.
Superintendent, Red Bank, N. J., R. H., CHIPMAN, Agent, No. 420 N. DELAWARE Avenue, Philadelphia.