## CITY INTELLIGENCE.

[For Additional City Intelligence see Fifth Page.]

POLICE INTELLIGENCE.—ARREST OF PROFES-BIONAL THIEVES,—HEARING AT THE CENTRAL STATION.—Before Alderman Beitler, at the Cen-STATION.—Before Alderman Beitler, at the Central Station, yesterday afternoon, seven professional thieves, named William Ryan alias Hayes, Danier H. Lewis, John Finn, Hugh Donnelly, Frank Wilson, Fellx McCann alias Papes, and James Maddison alias Murray, had hearing upon the charge of picking pockets. His Honor the Mayor was seated at the side of the committing magistrate and the standing room outside of the railing was crowded with spectators. The thieves were seated inside the inclosure.

The first witness called was Detective Hen-The first witness called was Detective Henderson. He testified that, in company with Detective Tryon and others, he arrested Lewis and McCann at the N. W. corner of Third and Market streets; he had received instructions from the Mayor, through Mr. Buckley, to arrest all professional thieves, wherever found; the other defendants were arrested in a public house in Prane street, between Fifth and Sixth, and Oliver's house, Fifth and Powell streets, both resorts for thieves.

Mr. Donolue, a conductor on the Thirteenth and Fifteenth Streets Passenger Railway line, testified that about seven o'clock on Monday sevening several young men got on his car at

testified that about seven o'clock on Monday evening several young men got on his car at Thirteenth and Callowhill streets, and took a position in the doorway; the passengers from Reading, Pa., and other points on the Reading Railroad, were getting into the cars, and experienced great difficulty in making their way past the young men; he ordered them away from the door, and they finally went, but not until they had made use of some very harsh words; they subsequently left the car, and threw stones and pleces of ice at him, breaking one of the windows; he was confident they

one of the windows; he was confident they were pickpockets, but he could not recognize any of the prisoners as the parties.

Mr. Edward P. Badger testified that on last Wednesday afternoon he had his pocket picked of about \$125 while riding on one of the Second and Third Street care there were saveral and and Third Street cars; there were several per-sons on the platform where he was standing, and McCann (one of the prisoners) occupied the doorway; witness missed his money above Arch street, and when he made known the fact a young man who stood behind him jumped off the car; in pursuing him Mr. Badger fell, and thus lost sight of the thief; he was confident that McCann was one of the party.

Mr. J. T. Allen testified that on the 21st inst. he was robbed of \$409 while riding on a Market street car, above Sixteenth street; the car was consided and witness stood on the lower step.

crowded, and witness stood on the lower step of the platform; a young man jumped on and soon after left; he recognized Donnelly as the indi-

Mr. Johnson Thomas testified that while rid-Mr. Johnson Thomas testined that while rid-ing on an Eleventh street oar, hear Race street, on the 9th Inst., he had his pocket picked of a sum of money. There was a number of persons on the platform, and one of them was McCanu, who desired the conductor to change a five dol-

T. E. Chapman testified that he had his pocket picked of a currency holder containing a sum of money while riding in an Eleventh street car. He identified McCann as having stood in the doorway and prevented passengers

from gretting inside the ear,
William V. McGrath, Esq., President of the
Union Passenger Railway, who was present,
stated to the magistrate that several parties had had their pockets picked while on some of his cars, but they were not in attendance; he had instructed three of his conductors to be present at the hearing, and two of them were in at-tendance. He gave to the magistrate the names of the conductors.

Mr. George Ferguson was then called. He testified that he was conductor of one of the Union cars, and that on last Friday night several men got on his car at Ninth and Chesnut streets, and blockaded the platform; he requested them to go inside, but they refused to do so; soon after, one of the passengers remarked that he had been robbed; witness recognized Lewis as one of the party that blocked. nized Lewis as one of the party that blockaded

the platform.

Mr. McNamara, another conductor of the same line, was called, but he could not recognize any of the defendants.

Alderman Beitler stated that it was the intention of the Mayor, hereafter, to arrest all professional thices found in the city, whenever a same trade complaint of having been robbed of party made complaint of having been robbed of his pocket book, watch, or other valuables. His Honor also remarked that he intended to carry Honor also remarked that he intended to carry it into effect, and whenever the thieves were brought in they would be exhibited to the public, whether guilty or not guilty of the offense. The prisoners were then committed in default of \$5000 bail for a further hearing on Friday, at 2 o'clock, when all persons having lost their pocket-books or other valuables, are requested to be present.

THE HIGHWAY DEPARTMENT.-The following is a synopsis of the operations of the Highway Department for 1866, and shows the

amounts appropriated and expended:—
The Chief Commissioner of Highways has completed his report for 1866. The following extract from it shows the amount appropriated and expended, and the cost of constructing

Appro'd. Expended Balance.

(#. #### ( 10 #### ( ) 1 #			25.000.01
from Germantown to		25,000 00	****
Grading Broad street.	1884253000	Service.	
Repairs Unpaved 8ts	T. CO. CO. CO. CO. CO. CO. CO.	9,960 54	10.67
Paving Footways	8 000 00	7,948-50	51.50
Branch Culverts	1 100:00	1.033.33	36-17
Salaries of Supervisors.	19,662 50 5,000 00	4,669 4	300 46
Repaying R. R. Streets,	50 00	49 27 19.532 50	78
Street Signs	500 00	495120	3.80
Incidentals	1,000-00	936 00	4 00
penses	4.500-00	4,500 00	2115
Insurance Office and Yard Ex-	TAKORO	2.009.00	***
tionery	1,600.00	I 500-00	100.00
Advertising and Sta-	3.500-00	2.509-00	
Opening Birects	300 00	268.85	16-15
Repaying Dock St	5 000 00	4 983 33	16 67
Regulations	3,000 00	3,000-00	1111
Grade and Gutter		sectors on	120.00
Repairs to Culverts	40.000.00	39,979*06	20.94
Work on Bridges	50,000 00	48,500-21	1499-79
Grading Streets, etc	17,000 00	16 595-83	1404-17
Repairs to Roads,	51 000 00	50,820.82	179 17
Stone	17:000:00	17 000 00	
Crossing and Gutter	41100.00	0.000 00	400 60
Repaying Streets	4,100:00	3.989.58	110-42
Repaving Streets	61,200 00	61.179 59 14 011 91	- 61
Paving niersections	22 750	22 750 00	61
Salaries	\$16.200.00	1814,738.91	21414.00

Total......8386,374 21 8375 033 87 85 306-31 During the year 1866 the following special During the year 1866 the bloowing special appropriations were made to the Department:—Chesnut Street Bridge, \$45,173.83; macadamizing Green lane, \$7808.34; damages for opening streets, \$4580; to grade streets in the Twentyfourth Ward, \$1000; for reconstructing bridges over Wissahickon creek, \$25,000; reconstructing Penrose Ferry Bridge, \$65,160;38; curbing and macadamizing Broad street, from Columbia avenue to Germantown avenue, \$24,000; footway on Gray's Ferry Bridge, \$3000; bridge over Creshem creek, \$15,000; making a total of \$100,938.55. Of this amount \$147,493.13 was ex-

There were twenty-one sewers built in various streets of the city, at an expense to the city of \$4609.54, and to property owners \$18,320.77 Thei Chief Commissioner for Highways also states in his report that \$132,170 91-100 square yards of streets were paved during 1866, or about 9 miles. The following named streets were paved with tramway stone:—Pearl, Scott, Billington, Gay, Hagner, Elder, Minerva, Davenport, Vasey, Wager, Steiner, Schock, Fleming, Rhoads, Webster, and Iseminger.

DARING ATTEMPT AT BURGLARY.—A couple of burglars made a bold attempt to enter the public house of Mr. Reuben H. Longaker, the public house of Mr. Reuben H. Longaker, at Forty-first and Haverford streats, this morning about 2 o'clock. The burglars were frustrated in their designs by the appearance of Officer Ingraham, who saw the villains making off, but without exciting his suspicion. The attempt was made to pry open the shutters, in which they were nearly successful, a Ithough in the full glare of a public lamp.

HAD HIS FINGER CUT OFF. - John McVav, aged twenty-nine years, who lives at No. 1241 Britton street, had a finger cut of whilst at work at Hoops & Townsend's machine shop. The finger was dressed at the hospital last night, and the injured man returned to his home.

THE TAXES OF 1867.—The office of the Receiver of Taxes will be opened on Friday morning, for the purpose of receiving taxes on the duplicate for 1867.

A STIGHT FIRE occurred last evening about 6 o'clock, at No. 730 Shippen street, caused by the explosion of a gas-meter.

Explosion of a Gas Merer.—The alarm of ire last eventrg, about six o'cl ex, was caused y'tle explosion of a gas meter, in the house No. 730 Shippen street. The prompt arrival of the firemen and their well directed efforts pre-vented any serious damage being done.

PAYMENT OF INTEREST.-The City Treasurer, Mr. Bumm, has paid out \$998,000 since the 1stfof January, on account of interest on the city debt and about \$65,000 on loans

#### THE INDIAN WAR.

Three United States Forts in a State of

Siege. Washington, January 29,—The following is the substance of a letter just received from an officer at Fort Philip Kearney to a gentleman

"The three post forts, Phil. Kearney, Reno, and Smith, are in a state of seige. All the Sioux Indians, including those who committed the atrocities in Minnesota, are in the neighborhood. The garrison at Fort Reno consists of three companies of infantry, not full, and one piece of artillery, Phil. Kearney has four pieces of artillery and five companies of infantry, one effective, and a few mounted men. Smith has two pieces of artillery, two companies of infantry, and 28 mounted men—amounting in the aggregate to 400 men; so you can perceive that these posts are in a state of siege. The mass of the Indians are on the place of the posts of the Indians are on the place of the posts of the Indians are on the place. of slege. The mass of the Indians are on the river about fifty miles from this post. Our conmunication with Fort Smith is entirely cut off. Some fifteen hundred lodges of Indians are located at that point, including the Blackfeet, the Cheyennes, and Arrapahoes, the whole number amounting to between four and five

They are well mounted and armed. They have several times attacked the wood trains, and were upon one occasion badly whipped. On Friday, December 21, they made their appearance in a small number near the fort, and challenged us to fight. Colonel Carrington shelled them, killing a pony, and division of the colonel carrington shelled them, killing a pony, and division to the colonel carrington shelled them, killing a pony, and division to the colonel carrington shelled them. and driving out thirty Indians from their covert. Captain and Brevet-Colonel Fitterman. Captain Brown, and Lieutenaut Drummond were ordered out to protect the wood train, which had been attacked. Captain Fitterman commanded the infantry, Lieutenant Drummond the cavalry, numbering 27 men, and Captain Brown come acquired to be a constant of the cavalry and captain trains and captain acquired to be a constant of the cavalry and captain trains and captain acquired to be a captain and captain acquired to be a captain as a captain acquired to be a mounted teamsters and citizens; the whole force amounting to 81 men. About 50 of these were armed with Spencer rifles, and the remainder with Springfield muskets. The officers, instead of obeying orders, allowed themselves to be decoyed from the position they had been ordered to take, and consequently fell into an ambush, and were all cruelly murdered. The writer, who is on duty at Fort Kearney, was ordered by Colonel Carrington to proceed to a point five miles off, and ascertain if the wood train was safe, and then to join the command. After proceeding about three miles he found the train safe, and then attempted to join Captain Fitterman, but it being impossible, he immediately sent to the fort for reinforcements. Forty men, under a captain, were sent out, and w reached the scene of action just in time to witness the murder of the last victim. The poor fellows who had thus been wantonly murdered were found piled up in a heap. About fifty of the bodies were brought into the fort,"

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THREE PER CENT, DISCOUNT

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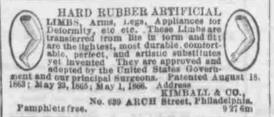
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AMUSEMENTS.

CHOICE SEATS

FOR DEN

### DURANG BENEFIT,

At Risley's Continental.

A MERICAN ACADEMY OF MUSIC

HANDEL AND HAYDN SOCIETY.

SECOND CONCERT OF THE SEASON. Thursday Evening, January 31, 1867. THE GRAND CHATCRIC OF DAVID,

BY NEUKOMM, Will be performed. Solo parts sustained as follows:-SAUL J. F. Rudolphson, of Boston. DAVID, J. Einest Ferring, of New York.
DAUGHTER OF SAUL, Mrs. Mozart, of New York.

SISTER OF DAVID, Mrs. Josephine Schimpt, of Philadelphia. GOLIATH, Mr. A. R. Taylor, of Philadelphia. JONATHAN, Mr. W. A. Briscoe, of Philadelphia. Choruses by the Society of over 300 voices, and rand Orchestra of 45 instruments, the whole under the direction of CARL SENIZ.

Planist.

Deors open at 7%; commence at 50 clock precisely.

Subservicers can now obtain their tickers at C. W. R.

Trumpler's, reventh and Chesnut streets.

Admission—Parquet, Parquet Circle and Balcony.

\$1; Secured Seats, \$100; Family Circle, 50 cents; theirs in the Orchestra, \$1.

Box Sheet now open.

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ENTIRE CHANGE OF BILL.
Last time here of the Speciacular Pairy Romance, in 

After which the Protean Farce entitled
LAW FOR LADIES.
Mrs. BARNEY WILLIAMS in Six Characters. To conclude with
BARNEY THE BARON
BARNEY THE BARON
BATURDAY AFFERNOON MATINEE,
AN IMMENSE BILL. See Friday's papers.
MONDAY, first time in this city.
THE SHAMROCK.

MRS. JOHN DREW'S NEW ARCH STREET THEATRE. Begins at half-past 7 o'clock. HOUSES CROWDED, WITH JACK AND GILL.
SECOND WEEK OF G. L. FOX.
To-night and Every Night,
JACK AND GILL.

JACK AND GILL.

Jackadaw Jackulation G. L. FOX supported by C. K. FOX MadVie MARTINETFI, and Master CALLIGNE WITH EVERY SCENE NEW, and a Grand Transformation Scene by C. A. Hawthorne and Mr. H. Rough.
FBIDAY—Benefit of G. L. FOX.
BATURDAY—JACK AND GILL MATINEE.

W ALNUT STREET THEATRE.—
N.E. corner of NINTH and WALNUT Streets.
Commences at . S.
THIS (Thursday) EVENING, January 31,
LAST NIGHT BUT TWO OF
MR. JOHN BROUGHAM,

who will appear as
DR. SAVAGE, FOR THE LAST TIME, 

NEW AMERICAN THEATRE. LAST WEEK OF THE DRAMATIC SEASON.
MISS MOLLIE WILLIAMS AND FELIX A. VINCENT
THE FEMALE DETECTIVE and
AN OBJECT OF INTEREST.

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January 21.—RISING STAR, Capt T. A Barris, connecting with GOLDEN CITY, Capt I. T. Watkins,
All departures touch at Acaptuco; those of 1st and
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ports; 1st and 1th for Central American ports, and
those of 1st touch at Manzanillo.
Departure of 1ith each month connects with the new
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For passage tickets and all further information, apply at the office on the wharf, foot of Canal street, A orth River, New York.

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FOR THE GOVERNOON AND NEW YORK STEAM.

LONDON AND NEW YORK STEAMSHIP LINE.

Latsage to London, 890, 860, 830, currency.
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ATALAN FA, Captain Pinkham.

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The accommodations for passengers on these ships are unsurpassed. Freight will be taken and through bills of lading given to havre, Antwerp, Rotterdam, Amsterdam, and Dunkirk.

For passage, apply to CHARLES A. WHITING, No. 26 BROADWAY. For freight, apply at No. 54 SOUTH Street.

HOWLAND & ASPINWALL, Agents.

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BY STEAMSAIP AND SAILING PACKET,
AT REDUCED RATES.
DRAFTS AVAILABLE THROUGHOUT ENGLAND,
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FOR ST. THOMAS AND BRAZIL.—
STPANSHIP COMPANY—Regular Mail Stoamers, sailing on the 22d of every month:—
NORTH AMERICA, Captain L. F. Timmerman.
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There e egent steamers sail on schedule time, and call at St Thomas Para Fernambuco, Bahia, and Rode Janeiro, going and returning. For engagement of freight or passage apply to
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STEAM TO GLASGOW AND LIVERand Passengers.
The lavorite passenger steamers of
THE ANCHOS LINE
SAIL EVERY SATURDAY FROM PIER 44 NORTH
RIVER.

Extes of passage, payable in 'urrency-To Liverpool
Glass ow and Derry, Cabins 850 and 870; Steerage 330
Frepaid certificates from these ports to New York,
835; Bayre, Antwerp, etc. \$10 and 837
For further information, apply at the Company's
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Ac. 6 towling Green, New York,

The hosten and Newport line, by the spendid and superior steamers NEWPORT METROPOLIS, OLD COLONY and EMPIRE STATE, of great site engit and speed, constructed expressly for the navigation of Long Island Sound running in connection with the Old Colony and Newport Rai road,

Leave Pier No. 28, North River, foot of Murray street. Street.
The ateamer NEWFORT, Captain Brown, leaves Monday, Wednesday, and Friday, at 4 P. M., landing at The steamer NEWPORT, Captain Brown, leaves Monday, Wedness ay, and Friday, at 4 P. M., landing at Sewport.

The steamer OLD COLONY, Captain Simmons leaves Thesday, Thursday, and Saturday, at 4 P. M., landing at Newport.

These steamers are fitted up with commodious state rooms, water tight compartments, and every arrangement for the security and comfort of passengers who are adorded by this rou e a night's rest on hoard and on arrival at Newport p sceed per railrond again, reaching Boston early on the following morning.

A baggage master is attached to each steamer who receives and tickets the baggage, and accompanies the same to its destination.

A steamer runs in connection with this line between 8 ewport and Providence dai v. Sundays excented Freight to Boston is taken at the same rsites as by any other regular line, and intwarded with the greatest expectation by an express rair which leaves Newport every morning (Sundays excepted), at 7 o'clock, for isosion and New Bestord, arriving at its destination about 11 A. M.

For reight or passage apply on board or at the Office, on Pier No 28 North River. For state rooms and berths apply on board, or, if it is desirable to secure them in advance, apply to E. LittleField, Agent No, 72 BEOADWAY, New York.

FOR RICHMOND, NORFOLK, AND DEPOSITE CITY POINT.—The side-wheel steamships in TIERAS Capitals Alexander...... Every Saturday.
ALBEMA SILE, Capitals Isouriff....... Every Wednesday.
At 12 M. O. on Pier No. 26 North River giving through bills of lading eve.. to all points on the Seaboard Railroad and its connection.

LIVINGSTON, FJX & CO., Agents No. 88 Liberty street.

SHIPPING. STEAM TO LIVERPOOL CALLING

STEAM TO LIVERPOOL—CALLING

STEAM TO HAND THE IMMEN LINE, SAILING

RANGAROO Wednesday, February 2

CITY OF DUBLIN SAILINGLY February 3

CITY OF DUBLIN SAILINGLY February 13

STORM CALLING TON SAILINGLY FEBRUARY 13

STORM CALLING TON SAILINGLY FEBRUARY 13

STORM THE NO. 45 North river.

By the mail steamer sailing every Saturday:

First Cabin. SEO Steerage. SEO

TO London SEO Steerage. SEO

TO PARS. 15 TO LONDON 35

TO PARS. 15 TO LONDON 35

PASSAGE BY THE WEST STANDARY TO LORDON

FIRST CABIN. SEO STEERAGE THE CABIN.

SEO: STEERAGE SEO FASAGE TO PASSAGE TO PARS. 15

PASSAGE BY THE WEST STANDARY BY THE CABIN.

FOR MELICIPAL STANDARY BY THE CABING SEON FASABLE TO CARY.

PASSAGE BY THE WEST STANDARY BY THE CABING SEON FASABLE TO CARY.

FIRST CABING TO THE STANDARY BY THE CABING SEON SEON FASABLE TO CARY.

TO LORDON SEON FOR THE STANDARY BY THE COMPANY'S CHIPCHER INFORMATION APPLY AT THE COMPANY IN THE COMPA

FOR NEW YORK.—PHILADEL spatch Swiftsure Lines via Decaware and Eartian Cavalle aving daily at 12 M. and 5 F. M., connecting with all Rorthern and Eastern lines.

For freight, which will be taken upon accommodating terms, apply to WILLIAM M. BAIRD & CO. 115 No. 152 S DELAWARE AVERG.

TO SHIP CAPTAINS AND OWNERS.

The undersigned having eased the KEN
The undersigned having eased the KEN
SINGTON SCRFW DOUK, bees to inform his themes
and the patrons of the book that he is ere pared with
flucreased inclinities to accommodate those having vessels
to be taked or repaired, and being a practice shallow to the
vessels entrusted to him for repaires and Machinists
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taving vessels to repair, a c-solicited to call.
Having the agency for the sale o "Weiterstedt's
Fatent Metale Composition" for Copper paint, roy the
preservation of vessels' bottoms, for this cl.y, I am prepared to lurnish the same on lavorable terms.

JOHN H SAMMITT.

Kensington screw Dock,

115 DELAWARE Avenue above Laurel street.

RAILROAD LINES. NEW AND SHORT ROUTE TO THE OIL

WARREN AND FRANKLIN RAILWAY.

Trains will run on this road as follows:—
GOING SOUTH.

7:30 A.M., Through Train. Leaves Irvineton, at Junction of F & E. R., stopping at principal stainer, arrives at Oleopoils 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 30 7-20 A. M., Pithole Accommodation. Leaves Oleopolis;

6-40 A. M., Pithole Accommodation, Leaves Oleopolis; arrives at Oil City at 8-10 A. M.
6-40 A. M., Pithole Accommodation, Leaves Oleopolis, and arrives at Oil City at 8-16 A. M.
6-40 A. M., Pithole Accommodation, Leaves Oil City, arrives at Oleopolis at 7-20 A. M., making close connection for Pithole.

6-23 A. M. Trough Perio, Leaves Oil City, stonaing at

nection for Pithole.

9.23 A. M., Trough Train. Leaves Oil 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 East and West.

12.50 P. M., Through Train. Leaves Oil City, stops at all principal stations, and arrives at Irvineton at 410 P., making close connection for points West, and connecting with latter train Paston P. & E. R. R. 5.40 P. M., Pithole Accommodation. Leaves Oil City arrives at Obsopolis at 5.25 P. M., making close connection for Pithole.

By this route, passengers leaving Philadelphia at noon. By this route, passengers leaving Philadelphia at noon, arrive at Irvineton a 5-25 A.M., have an hour for break-rast, and arrive at Oil City at 11-00 A.M., or 22 hours from the three descriptions.

he time of starting.

Passengers leaving Eric at 10 25, reach Oil City at 4:56.

Passengers leaving Eric at 10 25, reach Oil City at 4:56.

Passengers leaving Oil City at 9:30 A. M., arrive at Philalelphia at 7:00 A. M. next day, or at Er.e at 4:00 P. M., the day. me day, Passengers leaving Oil City at 12 50 P. M., arrive at Erle 1805 P. M. same afternoon, or at Philadelphia afternoon of the following day
All trains south leave Irvineton after arrival of trains off
Philadelphia and Eric Rallroad, connect at Oleopoils for
Pithole, and at Oil City with trains for Franklin and other points.
All trains North leave Oil Cits after arrival of train from Franklin, connecting at Dicopolls with trains for Pithole, and at Irvineton with trains bound both East and West on P. & E. R. NATHANIEL P. HOBART,

Warren and Franklin Railroads. Warren and Franklin Railroads.

NEW AND MOST DIRECT ROUTE TO THE OIL REGIONS.

WARREN AND FRANKLIN RAILWAY.

1866. WINTER ARRANGEMENT. 1887.
From Thursday. November 23, 1886. trains leave Irvineton (at the junction of the Philadelphia and Eric Railroad 350 miles from Philadelphia).

GOING SOUTH 10 OIL TITY.

6.55 A. M. Mail Train arrives at Tidiouse at 7.35 A. M.; Cleopois at 9.10 A. M.; and oil City a. 4.50 A. M.; Cleopois at 9.10 A. M.; and oil City at 4.50 P. M. Express Train arrives at Tidiouse at 2.6P.

M.; Oleopois at 4.15 P. M.; and oil City at 4.50 P. M. GOING NORTH TO IRVINSTON.

Trains leave Oil City as follows:

9.10 A. M. Express Train arrives at Oleopois at 9.50 A. M., at Tidiouse at 1.50 A. M.; at Tidiouse at 1.50 P. M. S. M.; at D. M. M.; at Tidiouse at 1.50 P. M. S. M.; at D. M. M.; at Tidiouse at 1.50 P. M. S. M.; at D. M. M.; at Train arrives at Oleopois at 1.50 P. M. S. M.; at D. M. M.; at Train arrives at Oleopois at 1.50 P. M. S. M.; at D. M. M.; at D. M. M.; at Train arrives at Oleopois at 1.50 P. M. S. M.; at D. M. M.; at D. M.; at D. M. M.; at D. M.; at

trains for fillsdelphia and all points, bot East and West Passengers for Philadelphia by this train arrive there at 7 a. M.

1-20 P. M. Mail Train arrives at Oleopous at 1-55 P. M.; Tidloute at 2-35 P. M.; and at Irvine on at 4-15 P. M., making close connection for the West Philadelphia passengers by this frain temain at Irvineton at 1-70 P. M.

making close connection for the West Philadelphia passengers by this frain temain at Irvineton at 1-70 P. M.

making close connection for the West Philadelphia at 1-70 P. M.

making close connection for the West Philadelphia at 1-70 P. M.

making close connection for the West Philadelphia at 1-70 P. M.

All trains going South leave rivineton after arrival of trains on I faindelphia and Eric kaliroad, connect at Oleopolis of Pit-hole City, and at Oli City with Atlantic and Great Western Ballway trains for Reno, Franklin, and Meadville, and with trains of Farmers Railway for licus. Ville Himbolat Plumer, Rynd, Tarr and Story Farms, Petroleum Centre, etc.

All trains going North leave Off 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 minsutes for beaknast, and arrive at Oli City at 9-45 A. M.

Time through only 22 hours Of passengers can eave Philadelphia at 3-50 P. M. arrive at Irvineton at 4-23 P. M., next day, remain over night, and take the 6-54 A. M.

Time through only 22 hours Of passengers can eave Philadelphia at 3-50 P. M. arrive at Irvineton at 4-23 P. M., next day, remain over night, and take the 6-54 A. M.

Time through only 22 hours Of passengers can eave Philadelphia at 1-70 P. M. arrive at Irvineton at 4-23 P. M., next day, remain over night, and take the 6-54 A. M.

Time through only 22 hours Of passengers can eave Philadelphia at 1-70 P. M. arrive at Irvineton at 4-23 P. M., next day, remain over night, and take the 6-54 A. M.

Time through only 22 hours Of passengers can eave Philadelphia at 3-50 P. M. arrive at Irvineton at 4-23 P. M., ne

NORTH PENNSYLVANIA RAILROAD.

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct line to Bethlebem. Allentown Manch Chunk, Bazleton White flaven. Wikesbarre, Mahnnoy City, and all points in the Lehigh and Wvoming coalregions. Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

WINTER ARRANGEMENT.

On and ster? UESDAY, January I, 1861, Passenger trains leave the New Pepot corner Berks and American s reets, daily (Sundass excepted), as follows:—
At745 A. M.—Morning Express for Bethlehom and Principal Stations of North Pennsylvania Railroad, connecting at Bethlehom with Lehigh Talley italizoad for Allentown. Catasangua, Statingston Manch Chunk, Weatherly, Jeanesville, Bazleton White Haven, Wilkesbarre, Kingston P tiston and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Williamscort Arrive at Mauch Chunk at 1205 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City and Passengers by this train can take the Lehigh Valley train cassing Bethlehom at 1255 P. M. for 8 actors and points on New Jersey Central Railroad to New York.

At9 A. M.— Accommodation for Doyleston a stopping ley train, cassing Bethlehem at 12 55 P. M., for 8 astors and points on New Jersey Central Rallroad to New York.

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

At 16 15 A. M.—Accommodation for Fort Washington, stopping at all intermediate stations.

At 25 P. M.—Accommodation for Fort Washington, stopping at all intermediate stations. Passengers take Stage at 10 ye estown for New lope.

At 3 45 P. M.—Evening Express for Bethlehem and principal stations on the Nerth Panngylvania Rallroad, making close connection at Bethlehem with Lehigh Valley train for Ea ton, reaching there at 645 P. M.—Evening Fabresia and other points on New Jersey Central Rallroad, take New Jersey Central Rallroad, to Tonde Trille at Doylestown

At 526 P. M.—Accommodation, for Doylestown Stopping at all Intermediate stations.

At 11 56 P. M.—Accommodation, for Lansdate stopping at all Intermedia e stations.

At 11 56 P. M.—Accommodation, for Lansdate stopping at all Intermedia e stations.

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At 11 56 P. M.—Accommodation for Lansdate stopping at all Intermedia e stations.

At 11 56 P. M.—Accommodation for Lansdate

Passenger Pearly Man, and arrive in Philadelphia at 8 40 P. M.

From Doylestown at 8:35 A. M. 5 '5 and 7:05 P. M.

From Lansiale at 7 III A. M.

From Fort Washington at 1:50 A. M., and 8:05 \* M.

On SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

I hiladelphia for Bethlehem at 9:30 A. M.

I hiladelphia for Bethlehem at 9:30 A. M.

Bethlehem to Philadelphia at 2 ' M.

Bethlehem to Philadelphia at 4 ' M.

Fifth and rixth streets passenger cars convey passengers to and from the new depot.

White cars of "econd and Third streets line and Union fine run wi lyin a short dis ance of the depot.

Tickets must be procured at the Ficket Office, in order to secure the lowest rates of fare

Billman's Baggase Express will call for and deliver Baggase at the Depot.

C fice, No 113 South THIED street.

115