CONGRESSIONAL PROCEEDINGS.

Edition :-

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

WASHINGTON, January 30. Senate.

Mr. TRUMBULL (III.), from the Committee on the Judiciary, reported, without amendment, the bill to establish a Department of Education at the city of Washington, for the purpose of collecting such statistics as shall show the condition and progress of education in the several States and Territories, and of diffusing such linformation respecting the organization and management of schools and school systems as shall aid the people of the United States in the establishement and maintenance of efficient school systems and otherwise promote the cause of education throughout the country. Provision

of education throughout the country. Provision is made for the appointment of a Commissioner of Education, at a salary of \$400, one chief clerk at \$2000, of clerk at \$1800, and one at \$1000, and the commissioner is to make an annual report to Congress embodying the results of his investigation, labors, &c.

Air, Trunnull, from the Committee on the Judiciary, asked to be discharged from the further consideration of the resolution instructing said committee to inquire into the expediency of so restraining, by law, the act of the 2d of March, 1865, as that the same shall not confer the right of removal from a court of any State, on indictments for the sale of spirituous liquors, ander the laws of said State, to the Suprema nder the laws of said State, to the Supremo court of the United States, before the trial of the ame in State courts. The committee was dis-harged from its further consideration.

Mr. SUMNER (Mass.), from the Committee on Foreign Relations, reported a bill authorizing the payment to Henry P. Blanchard, for services as Marshal, at Canton, China, from Feruary 22, 1858, to July 1, 1360, the sum of \$235424.

Mr. Brown (Mo.) introduced a bill authorizing the construction of a Government telegraph from Washington to New York city, which provides that the Postmaster-General shall construct a telegraph line between the cities named, and the said line shall be a mail route, subject to all existing laws in relation to multipolicy. to all existing laws in relation to mail routes in the United States so far as the same may be ap-plicable. That the Postmaster-General shall establish offices for the use of the line, and procure agents and operators therefor. That all messages sent over the line shall be stamped with a three cent stamp, and there shall be a uniform rate of charges on messages without regard to distance, of one-half per cent, per word, except for the odd word, on which there shall be no charge, but no message shall be sent for less than ten cents, provided that the Go-vernment shall be entitled to send and receive messages over, and have priority in sending, and that \$50,000 be appropriated to carry the provisions of the bill into effect. Referred to the Committee on Post Offices and Post Roads, The Tariff bill was then taken up. The pending question was upon the amendment of Mr. Sumner to reduce the tax on bituminous coal, where the tax of the person of the p mined at any point thirty degrees or less east of Washington, to 50 cents per ton. After debate it was disagreed to—yeas, 11; nays, 25, as fol-

lows:—
YEAS—Messrs, Fessenden, Fogg, Foster, Harris, Morgan, Morrill, Poland, Sprague, Sumner,
Williams and Wilson—II.
NAYS—Messrs, Buckalew, Chandler, Conness,
Cowan, Cragin, Creswell, Dixon, Doolittle, Frelinghuysen, Henderson, Hendricks, Howe,
Johnson, Kirkwood, McDougall, Nesmith, Patterson, Engage, Piddie, Sandshure, Stoward terson, Ramsey, Riddle, Saulsbury, Stewart, Van Winkle, Wade, Willey and Yates—25. So the tariff on coal remains at \$1.50 per ton, Mr. Conness (Cal.) moved to amend it by in-creasing the duty on borax from 7 to 10 cents per

ton. Adopted,
Mr. Conness moved to amend by increasing

the duty on borax, crude or threal, from 3 to 5 cents per pound. Agreed to.

Mr. Conness moved to increase the duty on boracle acid from 3 to 5 cents per pound.

Agreed to increase the duty on boracle acid from 3 to 5 cents per pound.

Mr. FRELINGHUYSEN (N. J.) moved to amend by striking out and inserting as follows:—Strike out these paragraphs:—"On paving stones, slabs, and flags not dressed, and Nova Scotia stone, Caen stone and all building stones not cut or dressed, 20 per cent. ad valorem." "On build-ing. paving, or monumental stones of every ing, paving, or monumental stones of every description, cut or dressed, \$2 per ton of 13 cubic lect." And insert in lieu of the above paragraph that the duty on freestone and all other stones except those used for monumental purposes, shall be \$4 per ton. The amendment was agreed to—yeas 18; nays 14.

Mr. CHANDLER (Mich.) moved to amend by Increasing the duty on old scrap iron from \$3 per ton, as in the bill, to \$4 per ton for cast and \$8 per ton for wrought scraps, Agreed to—yeas 18; nays 15, as follows:—

I8: nays 15, as follows:— YEAS—Messrs. Buckalew, Chandler, Cowan, Creswell, Dixon, Doolittle, Frelinghuysen, Grimes, Henderson, Hendricks, Howard, Howe,

nerman, Van Winkle, Wade, Wiley and NAYS-Messrs, Edmunds , Fessenden, Harris,

NAYS—Messrs, Edminds, Fessenden, Harris, Kirkwood, Morgan, Morrili, Patterson, Poland, Ramsey, Sprague, Saulsbury, Stewart, Sumner, Williams, and Wilson—15.

Mr. Sumner (Mass.) moved to amend by putting all books, printed prior to 1840, on the free list. Disagreed to.

Mr. Sherman (Ohio) moved to amend the twenty-third section by inserting the clause that to ascertain the undervaluation therein provided against, the Secretary of the Trecoury may employ such experts as he may deem advisable.

employ such experts as he may deem advisable,

Mr. Harris (N. Y.) offered an amendment to make the duty on all brown and bleached linens, ducks, canvas, padding, cot bottoms, &c., when valued at 30 cents per yard, 4 cents per yard and 25 per cent, ad valorem, and when over 30 cents per yard, 6 cents per yard and 40 per cent, ad

per yard, o cents per yard and to par cent, and valorem. Agreed to.

Mr. Willey (W. Va.) moved to increase the duty on all articles of glass, cut, engraved, painted, colored, printed, stained, silvered or gilded, not including plate glass, silvered or looking glass plates, from 40 to 50 per cent, ad waterem. Before disposing of the above, Mr. Willey moved to amend by adding a paragraph as follows:—On all flint glassware, plain and ressed, not cut or printed, 40 per cent, ad valoem. Agreed to. The Senate then took a recess till 7 P. M.

EVENING SESSION.

Thirteen Senators were present at 7 o'clock.
Mr. HENDERSON (Mo.) offered a resolution,
which was adopted, calling upon the Secretaries which was adopted, calling upon the Secretaries of War and the Interior, to furnish to the Senate any papers or documents in their possession which may tend to explain the cause or origin of the Fort Phil. Kearney massacre.

Mr. Conness (Cal.) offered a resolution calling upon the Secretary of the Trensury to know, if in his opinion it would advance the American interests to make a Reciprocity treaty with the Hawatian Island.

Interests to make a Reciprocity treatly with the Hawalian Island.

Mr. Grimes (Iowa) objected, and it goes over.

Mr. Sherman (Ohio) called up a resolution, which was passed, authorizing the owner of the yacht Mayllower to change the name of that vessel to the Silvia.

Mr. Wade (Ohio) called up a bill prohibiting Territorial officers from absenting themselves or receiving leaves of absence for more than thirty days at a time. Read three times and passed.

The House bill to amend the Act entitled an

Act to incorporate the National Soldiers and Sallors' Orphans' Home, was called up by Mr. Wilson (Mass.) and passed. WILSON (Mass.) and passed.

Mr. TRUMBULL.(Ili.) called up the bill to regulate the duties of the Clerk of the House of Representatives in the organization of the House.

Mr. BUCKALEW (Pa.) asked in what respect this bill differed from the existing law on the

subject?
Mr. TRUMBULL said it differed only in the Mr. TRUMBULL said it differed only in the case of the absence of the Clerk the duty of the organization of the House shall be performed by the Sergeant-at-arms, and in case of his absence, by the Doorkeeper.

The bill was read three times, and then on motion of Mr. Buckalew, was postponed until

to-morrow. Mr. FESSENDEN (Me.) at half-past 7, called up

the Tariff bill.

The pending question was, on Mr. Willey's amendment to increase the duty on all articles of glass, cut, engraved, printed colored, painted, stained, silvered or gilded, not including plate glass, silvered or looking glass plates from 40 to 50 per cent. ad valorem. Disagreed to.

Mr. Hows: (Wis.) moved to amend the following paragraph, by adding after the words "hollow-ware." the words "and on all description of wrought fromware, or glazed, tinned or ena-

low-ware," the words "and on all description of wrought ironware, or glazed, tinned or enameled cast iron hollow-ware, 4½ cents per pound." The amendment was agreed to.

Mr. Howe (Wis.) moved to amend by increasing the duty on lead, in pigs or bars, from 2½ to 3 cents per pound. Disagreed to.

Mr. Howe moved to amend by increasing the duty on white lead or carbonate of lead from 4 to 4½ cents per pound. Disagreed to.

Mr. Howe moved to amend by inserting the following paragraph:—

following paragraph:—
"On albuminate of soda, %c. per pound."
Mr. Grimes (Iowa) called upon Mr. Howe to tell the Senate what alluminate of soda was.
Mr. Howa made to would tell if he knew, but he did not know what it was. (Laughter.)
Mr. Howa moved to amend by increasing the

duty on wheat from 20 to 40 cents per bushel, Mr. Howk moved to amend by increasing the

duty on flour, meal, middlings, etc., from 15 to 30 per cent. ad valorem. Agreed to, Mr. Wade (Ohio) moved to amend by increasing the duty on grindstones from 10 per cent, ad valorem to \$3 per ton, of thirteen cubic feet,

Disagreed te.

Mr. EDMUNDS (Vt.) moved to amend by inserting a paragraph putting a duty of 10 cents per bushel on oats. Agreed to.

Mr. CHANDLER (Mich.) moved to amend by increasing the duty on soda ash from ½ to 1½ cents per pound. Disagreed to.

Mr. GRIMES moved to Increase the duty on mait, from 50 to 49 per cent. ad valorem. Agreed to.

Mr. Sherman moved to amend by adding a proviso to the paragraph in relation to railroads, that the law requiring certain railroads to purchase from exclusively of American manufacture, is suspended for two years. Disagreed

At 10:45 Mr. CONNESS (Cal.) moved to adjourn. Disagreed to.
Other amendments were offered, but none were acted on. A call for the yeas and nays at 11-40 P. M., showing that there was no quorum present, the Senate adjourned.

House of Representatives.

Mr. Wilson (Iewa), on leave, introduced a bill to conform the rules of practice and pleadings of the United States to the laws of the respective States. Referred to the Judiciary Committee.

The House proceeded, as the regular business of the morning hour, to the consideration of the sense bill passed last session to provide for an annual inspection of Indian affairs. The bill proposes to establish five Inspection, each to consist of three members—one Chief Inspection, each to consist of three members—one Chief Inspection, each to consist of three members—one Chief Inspector, to be appointed by the President for four years; one an officer of the Engular army, to be annually detailed by the Secretary of War; and one to be appointed annually by the President from among such persons as may be recommended by the annual meetings or conventions of religious societies of the United States. Each of the inspectors, except the military one, is to reserve \$\frac{2600}{2000} a year in full for serve ces, mineage, and all other expenses, and the military inspector is to receive the same pay, mileage, and allowance when employed in the military service. These boards of inspective districts at least once in each year to examine into their condition, etc., with power to suspend for cause any officer or employe of the indum Department in their respective districts, subject to the approval of the President.

Mr. Windom (Minn.) addressed the House in

dent. Mr. Windom (Minn.) addressed the House in support and explanation of the Senate bill,
Mr. Schence (Ohio) opposed the Senate bill,
holding up to ridicule the proposition of com
bining in each board of inspection a politician,
a priest and a warrior. He supposed the duty
of the politician would be to wink at the corrupt contracts made with the Indians; of the
priest to pray for them, and of the warrior to
kill them if they did not behave themselves.
(Laughter.)

(Laughter.)
Mr. RAYMOND (N. Y.) asked Mr. Schenck whether the Military Committee had received any communication on this subject from the Lieutenant-General of the army.
M. SCHENCK (Ohio) replied that the committee had received a communication in the shape of a report to General Grant from Colonel Parker, one of his staff, and himself an Indian chief, covering the whole matter.

overing the whole matter.

Mr. Harr (N. Y.), a member of the Committee on Indian Affairs, spoke against the Senate bill, which he regarded as superficial in its character, and in favor of Mr. Schenck's substitute, which he thought was the best remedy for the avail. He supposed the five churchmen were to vil. He supposed the five churchmen were to evil. He supposed the five churchmen were to be put into these boards of inspection because the five politicians were regarded as subjects of general depravity; but he had heard of such a thing as a church member stealing, and he did not believe that church members would be found entirely incorruptbile.

Mr. Highy (Cal.) favored the Senate bill, or, if it were not passed, he wished to see the control of Indian affairs pass into the War Depart-ment.

ment.

Messrs, Donnelly and Chanler offered amendments to the bill.

The morning hour having expired, the bill went over till to-morrow, in the morning hour. Mr. Garffeld (Ohio), on leave, introduced a joint resolution extending for three months from the close of the present session the time for codifying the laws relating to customs, Passed. The Speaker presented Executive communi-

The Speaker presented Executive communications, as follows:—
From the Secretary of War, transmitting papers in the case of Michael McCann's claim for services of the brig Charles Warner. Referred to Committee on Claims.

Transmitting General Cram's report of the St, Clair flats, and General Warren's report of surveys of the Upper Mississippi river and its tributaries. Referred to the Committee on Commerce.

Relative to the condition of affairs in Texas.

eferred to the Joint Committee on Reconstruc-From the Secretaries of State and of the Navy,

with statements of disbursement of contingent unds. Laid on the table, The House then went into Committee of the Whole on the State of the Union, (Mr. POMEROY in the chair) and resumed the consideration of the Consular and Diplomatic Appropriation bill, the question being on Mr. Williams' amend-ment as amended on motion of Mr. Stevens, to strike out the word Rome from the list of places where ministers resident are to be stationed, and to add the proviso that no money shall be paid for the support of the United States Legation at Rome, or for the future expenses of such legation.

legation. such legation.

Mr. Donois supported the amendment, and sent to the clerk's desk and had read a letter from Rome, from the Rev. Dr. Prime, dated January 4, 1867, establishing the fact that the late suppression of Protestant worship at Rome, and declaring that Papal Rome was less tolerant

and deciaring that Papal Rome was less tolerant than Pagan Rome had been.

Mr. Banks, chairman of the Committee on Foreign Affairs, suggested that the statements in the letter read had reference to English and not to American matters. The Secretary of State had notified the House that no official information on the subject had been received from the American Minister at Rome.

Mr. Stevens remarked that the Roman Government had no representative here, and that, consequently, the American Government should have no representative there.

Mr. Banks explained that if Rome sent a Minister here he would be entitled to precedence over the diplomatic corps, a thing to which the people would probably object.

Mr. Kasson remarked that that was simply a matter of cliquette adopted only in Catholic countries.

Mr. Banks insisted that that was the rule wherever the Papal Government had represen-atives, and remarked that that was the reason why there was no Roman Ambassador to the principal Protestant countries,

Mr. Kasson interposed the remark that it was on the score of the supremacy of the

BANKS went on to say that he would not object to omitting the appropriation for repre-lention at Rome, but he would not have the Touse take that decisive action without official nformation to base it on.

Mr. STEVENS called attention to the fact that the Rev. Dr. Adams stated that all Presbyterian worship had been prohibited within the walls Mr. Banks explained that Dr. Adams' lan-

gnage was hypothetical.

Mr. Monnill. remarked that this Government should not have had a representative at Rome or the last ten years. It was a useless ex-

Mr. FINCE opposed the amendment, depre-lating it as an attack on the Papal Govern-ment and on the Roman Catholic people of this ountry. Mr. Bidwell (Cal.) also opposed it on the

ground that an embassy was required at Rome to look after the interests of the American travelers and residents there.

Mr. Banks called attention to the fact that the Roman Government had exhibited an entire Homan Government had exhibited an entire willingness to surrender Surratt, one of the assassins of President Lincoln, without any condition whatever, while there was no extradition treaty between the two Governments. Probably no other government would have done so. The Italian Government had declared it recover not surrander him execution conditions. t would not surrender him except on condition that he should not be subjected to capital pun-

ishment.

Air, Hill opposed the amendment on the ground that it did not appear that any peculiar indignity was offered by the Roman government to American citizens; that they were treated as the subjects of other countries.

Air, Chanles regarded the whole movement as one of a religious character, and he therefore condemned it, while at the same time he declared himself in favor of abolishing almost all the missions, and of establishing con-

most all the missions, and of establishing con-Mr. Morkill remarked that the Pope was the only foreign ruler who had formally recognized the Confederacy.

Mr. Banks said that was a mistake.

Mr. Struens inquired what other sovereign had done so.

had done so.

Mr. Banks did not mean that any other had done so, but that the Pope had not done so.

Mr. Strvens inquired whether the Pope had not written to the President of the Confede-

hir. Banks explained that Jefferson Davis had written to the Pope, introducing some per-son, and that the Pope had, in reply, addressed Davis by the same title by which Davis had de-scribed himself. He thought there was no re-cord showing that the Roman Government had cognized the Confederate Government in any Mr. GRINNELL inquired whether the Pope had

not expressed a sympathy with the Rebel Governmen;?
Mr. Banks believed not, but that the correspondence would show that the Pope had exer-

sed a desire for peace. The amendment was modified so as to strike out Rome, and to add a proviso that no money appropriated should be paid for the support of an American legation at Rome after the close of the present fiscal year. The amendment was finally adopted—of to 48. Subsequently provision was made for a Consul

Mr. CHANLER moved to strike out the clause for sainty of the interpreter at Japan, on the precedent just established in regard to Rome.

Negatived.

Mr. Schenck moved an amendment requiring consuls to be native-born citizens or naturalized citizens of the United States. Adopted.

Mr. Maynand moved to strike out the clause appropriating \$28,070 for expenses of a commission to run and mark the boundary line between the United States and the British possessions, bounding on Washington Territory, Negatived.

Negalived.
On motion of Mr. Morrill, a proviso was adopted that no further expenditure for that purpose should be authorized.
Mr. Williams (Oregon) moved a proviso for the abolishment of the missions at New Grenada, Bolivia, Ecuador, Venezuela, Paraguay and the Central American Republics, and for the abolishment of the control of the

the substitution therefore of consular agencies.

Mr. Kasson made the point of order that the amendment was not in order, as it proposed to

change existing law.

The Chairman sustained the point of order, and the amendment was not entertained.

The bill was laid aside to be reported to the House.

The bill appropriates, among other items, the following:—

fol

Contingent expenses of all the Missions 50,000 Contingent expenses of foreign inter-290,000

ters and crews..... . 50,000 45,000 425,000 Salaries of Consuls..... Expenses in suppression of African slave 17,000 trade..... Expenses under act to encourage emi-Expenses under act to encourage emigration 20,000 Expenses under Neutrality act 30,000 Expenses in running boundary line of Washington Territory 28,700 Second installment of capitalization Schiedt dues 55,584 The Committee of the Whole then took up

The Committee of the whole then took up the bill making appropriations for the support of the Military Academy.

The aggregate appropriations in the bill are \$406,900, comprising the following:—
Pay of officers, instructions, cadets, and musicians, \$154,840,

Improvement of building, \$40,000,

Removal and enlargement of gas works, \$20,-

0. Increasing the supply of water, \$15,000. Fire-proof building for public offices, \$15,000. Fire-proof building for chemical laboratory,

\$25,000.

For stables and forage house, \$10,000.

On motion of Mr. Morrill (Vt.) the two latter items were struck out of the bill.

Mr. STEVENS (Pa.) moved additional sections to allow cadets the rations now received by acting midshipmen of the Naval Academy, commencing with the date of the law authorizing the same, and allowing the Assistant Professor of Spanish the same pay and emoluments allowed to other assistant professors. The first part of the amendment gave rise to considerable

part of the amendment gave rise to considerable opposition and discussion.

Mr. Rice (Mass.), Chairman of the Committee Mr. Rice (Mass.), Chairman of the Committee on Navai Affairs, explained that there were no acting midshipmen at the Navai Academy, but simple midshipmen, and that they received \$500 a year, and no rations. They were only called acting midshipmen when they were in actual sea service, and then they got a ration, as every other naval officer did. The amendment was adopted-51 yeas to 41

The committee then rose and reported to the House the Consular and Diplomatic Appropria-tion bill and the Military Academy Appropria-tion bill. They remain over till to-morrow for the action of the House. Mr. Hooper (Mass.) tried to have an evening ession for general business, but the House de-

lined to agree to that.
On motion of Mr. Urson (Mich.), the Commitee on Printing was instructed to report by
what authority the Government advertise-

tee on Printing was instructed to report by what authority the Government advertisement for proposals for paper are published in the Washington National Republican.

Mr. Raymond (N. Y.) presented a memorial from Messrs. Marphy, McCardy & Warden, H. A. Swift & Co., H. E. Sibley & Co., Henry Clew & Co., and a large number of other business men in New York, remonstrating against the movements in the impeachment of the President, and urging the necessity of adopting a measure to strengthen public confidence, allay excitement, revive the interests of labor and capital, and promote the peace and prosperity of the country. They deplore the fast that although the war is ended peace is not restored, while the public conteils of the nation are disturbed, and instead of friendly discussion and action on great questions of national policy, acrimonious discension prevails, and harmony seems to have fled from the Capital. It was referred to the Judiciary Committee.

Mr. Ketcham (N. Y.) presented the polition of A. B. Knapp and sixty-three others, of Stanford, Dutchess county, New York, for increased protection on American wool.

(Some papers attribute to Mr. O'Neill the bill introduced to extend the suffrage in the District of Columbia to women. That bill was introduced not by Mr. O'Neil!, but by Mr. Noeil, The House, at a quarter past 4 P. M., adjourned

Loss of Foreign Mail Bags.

Boston, January 30.—The mail bags, containing letters for Prussia, France, and Belgium. were lost off the mail wagon while en route to the steamer Asia's wharf to-day, and consequently missed transmission by that steamer. The letters were subsequently found, however, and will be despatched by the next outward

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LEGAL NOTICES.

IN THE ORPHANS COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of JAMES H. CLOSSON, Deceased.

The Auditor appointed by the Court to audit, settle, and adjust the account of MARY CLOSSO's, Executive of the last will and testament of JAMES H. CLOSSO's, deceased, and to report distribution of the balance in the hands of the secountant, will meet the parties interested, for the purpose of his appointment, on TUESDAY, February 12, 1887, at 4 o'clock P. M. at his office, No. 1428 H. FOURTH Street, in the city of Philadelphia.

JOSHUA SPERING.

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SAIL DUCK AND CANVAS,
Of all numbers and brands.
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READING RAILBOAD
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHOYLELL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEIS, THE NORTH, NORTHWEST, AND THE
CARADAS. CALIFORNIA WINE COMPANY . WINES. From the Vineyards of Sonoma, Los Angelos,

WINTER ARRANGEMENT OF PASSENGER TRAINS October 8,1866, Leaving the Company's Depot, at THIRTEENTH and ALLOWHILL Streets, Philadelphia, at the following

BAILROAD LINES.

ing of the following:

WINE BITTERS,
ANGELICA,
SHERRY,
HOCK,
CATAWBA,
CLARET,
POST,
BRANDY,
CHAMPAGNE,
Prape, unsurpassed by any in the market, and are h
recommended for Medicibal and Family purposes.
FOR SALE BY, hours:

MORNING ACCOMMODATION.

At 7:39 A. M., for Reading and inhermediate Stations.

Returning, leaves Reading at 6:30 F. M., arriving

Philadelphia at 9:10 F. M.

MORNING EXPRESS.

At 8:15 A. M., for Reading, Lebanon, Harrisburg, Potts

ville, Pinegrove, Tamaqua, Sunbury, Williamsport,

Eimira, Rochester, Kiagara Falls, Builaio, Alientown,

Wilkesharre, Pittston, York, Carilsie, Chambersburg,

lingerstown, etc. etc.

Wilkesbarre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc. etc.

This train consects at READING with East Pennsylvania Raircoad trains for Alleniows, etc., and the Lebanca Valley train for Barrisburg, etc., at PORT OFINTON with Catawissa Raircoad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBUURG with Northers Central, Cumberland Valley, and Schaylkill and Suaquebanus trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

PHILADELPHIA Chambersourg, Phenrove, etc.

Leaves Philadelphia at 8:20 F. M., for Reading Potts ville, Harrisburg, etc., connecting with Reading and Columbia Rathroad rains for Columbia, etc. GREAT REVOLUTION

READING ACCOMMODATION
Leaves Reading at 6-30 A. M., stopping at all way-stations, arriving at Foliadelphia at 9-40 A. M.
Returning, leaves Philadelphia at 9-40 P. M.; arrives in Reading at 7-35 P. B. Reading at 7 35 P. M.
Trains for Philadelphia scave Harrisburg at 8 10 A. M., and Pottaville at 8 th A. M., arriving in Philadelphia at 1 00 P. M., Afternoon trains leave Harrisburg at 2 10 P. M., Pottaville at 2 45 P. M., arriving in Philadelphia at 6 th P. M. Calliornia Wine, and taking the place of Imported

6 45 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7 50 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. The undersigned would call the attention o. Wine Deslers and Hotel Keepers to the following letter which may give a correct idea of the quality or thel 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 Pottaville at 2:00 A. M., and Philadelphia at 3:10 P. M. Leave Philadelphia for Reading at 5:00 A. M., returning from Reading at 4:25 P. M. "CONTINENTAL HOTEL, PHILADELPHIA, Oct. 25, 1866.
"Messes, Boucher & Co.;—
"Gentlemen;—Having given your California Champaine a tholough test we take pleasure in saying tha we think it the best American Wine we have ever used We shell at once piace it on our bill of lare.
"Yours truly, J. E. KINGSLEY & CO."

CALL and TRY OUR CALIFORNIA CHAMPAGN 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 12:50 noon. BOUCHER & CO., 11 20 (uths3m) No. 30 DEY Street, New York, A. MAYER, Agent, 710 SANSOM St., Philadelphia. FREDERICK BALTZ & CO'S

and 12°30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Loaves New York at 7 and 9 A. M. and 8°00 P. M., passing Reading at 1.00 and 11°30 A. M. and 1°48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Contral Railroad express trains for Pittsburg, Chicago Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival c the Pennsylvania express from Pittsburg, at 5° and 9°05° A. M. and 9°15 P. M., passing Reading at 5°49° and 10°52° A. M., and 11°30 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.

change detween Sersev City and Philipping, 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 RAHAROAD.

Trains leave Fottsville at 7 and 11:30 A. M. and 7:15 P. M., teiorning from Tamaqua at 7:35 A. M. and 1:40 and 4:15 P. M., SCHUYLKILL AND SUBQUEHA NNA RAHAROAD.

Trains leave Auburn at 7:30 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 2:90 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M.

TICKETS.

Through arsi-class tickets and emigrant tickets to al

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. BRADFORD, Treasurer, No. 227 S. FOURTH Street. Philadelphia, or of G. A. NICOLLS, General Superintend Philadelphia, of dent, Reading :- COMMUTATION TICKETS.

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

Good for 2000 miles between all points, \$52.50 each, for the points and firms. CULVER'S NEW PATENT HOT-AIR FURNACE.

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

SCASON 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 entuling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at Thirteenth and Callowhill.

Streets.

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

FREIGHT TRAINS

Leave Philadelphia daily at 5 23 A. M., 12 45 noon, and 6 P. M., for Reacing, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal tations only at 3 15 F. M.

H REIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH,
THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted). Freight must be delivered before 45 o'clock, to be forded the same day. warded the same day.

Returning, the above lines will leave New York at 12
1000, and 4 and 6 P. M.

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

The Belvidere Delaware Railroads connects at Phillippeburg with the Lehigh Valley Railroad, and at Manunhachunk with all points on the Delaware, Lackawanna and Western Railroad, forwarding to Syracuse, Burialo and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Railroad connects at Elizabeth with the Morris and Essex Railroad.

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

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

WALTER FREEMAN, Freight Agent,

1 15 No. 226 S. DELAWARE Avenue, Philadelphia. Manilla and Tarred Cordage, Cords,

1867 -PHILADELPHIA AND ERIE RAILern and Northwest Connues of Fennsylvania to the City
of Erie on Lake Erie, and is the most direct route to the
great Oil Regions of Fennsylvania. It has been leased and
ir operated by the Pennsylvania Railroad Company,
TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward-Erie Mail Train, 72 M.; Erie Express
Train, 12 W.; Elmira Mail, 5 40 P. M.; Erie Express
Train, 12 M.; Elmira Mail, 8 00 A. M.
Passenger dars run through on the Erie Mail and Express Passenger cars run through on the Eric Mail and Express

trains without change both ways between Philadelphia and Eric.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Eric 10 00 A. M., Leave New York at 5 00 P. M., arrive at Eric 7 15 F. M., Leave Eric at 5 30 P. M., arrive at New York 4 40 P. M., Leave Eric at 10 25 A. M., arrive at New York 10 10. A.M. Elegant Siceping Cars on all the night trains.

For information respecting passenger business, apply at For information respecting passenger business, apply at corner THIRTIETH and MARKET Streets, Phila. corner THIRTIETH and MARKET Streets, Phila.

And for freight business, of the Company's Agents, S. H.

Kingston, Jr., corner Thirteenth and Market streets,
Philadelphia; J. W. Reynolds, Erie; William Brown,
Agent N. C. R. R., Baltimore.

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

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

1 1 2 A. L. TYLER, General Sup., Erie.

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

LEAVE PHILADELIPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millville, and all intermediate stations, at 8 a. M. Mall., \$30 P. M. Passenger.
For Woodbury, 8 A. M., 330 P. M. Passenger.
For Cape May, at 330 P. M.
For Cape May, at 330 P. M.
ETITENING THAINS LEAVE.
Woodbury at 715 and 840 A. M., and 454 P. M.
Bridgeton at 705 A. M. and 330 P. M. Freight, 630 P. M.
Salem at 650 A. M. and 300 P. M. Freight, 640 P. M.
Millville at 655 A. M., and 308 P. M. Freight, 610 P. M.
Cape May at 1146 A. M., Passenger and Freight.
Freight will be received at First Covered Wharf above Wainut street, from 900 A. M. until 500 P. M.
Thatreceived before 700 A. M. will go through the same day.
Freight Delivery, Bo. 228 S. DELAWARE Avenue.
118
WILLIAM J. SEWELL, Superintendent.

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

VINE Street, Philadelphia, 6F.M.—Freight for New York, and points North or East.

11 A. M.—Way Freight.

11 A. M.—Way Freight.

11 A. M.—Way Freight.

12 Goods delivered at Company's Depot, No. 320 N.

WHARVES, Philadelphia, by 5 P. M., will be forwarded by this line, and arrive in New York at 5 o'clock next morning.

Freight received at Pier No. 32 North River, N. Y., by 426 P. M., will be ready for delivery in Philadelphia early the following morning.

Ticket Office, Vine Street Ferry.

For further information, apply to Company's Agents, R. H. CHIPMAN, Freight Office and Depot, No. 320 N. WHARVES, Philadelphia.

J. B. LURT, Fier No. 32 North River, foot of DUANE Street, Sew York.

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

WILLIAM N. CLAYTON,

Buperindendent, Red Bank, N. J.

Ceneral Freight Agent, Red Bank, N. J.

T. BRENT SWEARINGEN.

General Agent, Philadelphia.

RAILROAD LINES.

DHILADELPHIA, WILMINGTON AND BAL-TIME TABLE.

Commencing MONDAY, December 24, 1898. Trains will leave Depot. corner of BROAD Street and WASHINGTOM Avenue, as follows:—

Express Train at 4.15 A. M. (Mondags excepted), for Buildnort and Washington, stopping at Cleaner, Wilming. Entimore and Washington, atopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnella, Chase's and Stemmer's Run.

Way Mail Train at 8 lb A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railload at Wilmington for Crisfield and intermediate stations.

with Delaware Railboad at Wilmington for Crisfield and intermediate stations.

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

Express Train at 3 F. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Eikton, Northeast, Perryville, Havrs-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Bun.

Night Express at 11 P. M. (daily), for Baltimore and Washington. Connects at Wilmington with Delaware Railroad line (Saturdays excepted), stopping at Middletown, Stoyrna, Dover, Harrington, Scalurd, Saltsbury, Princess Anne, and connecting at Crisfield with Boat for Norfolk, Portamouth, and the South.

Passengers by Boat from Bell imore for Fortress Monton at Chester and Norfolk will take the 11 45 A. M. train.

WILMINGTON ACCOMMODATION TRAINS.

Stopping at all Stations between Philadeiphia and WEnnington.

mgton. Leave Philadelphia at 12°00, 4°00, 6, and 11°00 (daily) P. The s of P. M. train connects with Delaware Railroad Milford and intermediate stations. The 6 P. M. train is to New Castle. Leave Wilmington at 745 and 500 A. M., 3 and 600 (daily) P.M.

FROM BALTIMORE TO PHILADELPHIA.
Leave Balt wire 725 A. M., Way-mall, 935 A. M.,
Express. 1-10 P. M., Express. 635 P. M., Express. 6-10

Leave Balt wore 728 A. M., Way-maß, 935 A. M., Express. 110 P. M., Express. 635 P. M., Express. 878 P. M., Express. 879 P. M., Leave Chester at 3-49 and 935 A. M., and 3-38 P. M., Leave Wilmington at 10 00 and 9-30 A. M., and 4-18 P. M., BUNDAY TRAIN

Leaves Baltimore at 8-25 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Ellaton and Newark to take passengers for Philadelphia and leave passengers from Haltimore or Washington.

Through Tickets to all points West, Bouth, and Southwest, may be procured at Ticket Office, No.838 Chesnut street, under Continental Hotel. Persons purchasing tickets at this office can have their baggage checked at their residence by Graham's Baggage Express. residence by Graham's Baggage Express.

1 15

H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAHLROAD.—
WINTER ARRANGEMENT.
The Trains of the Fennsylvania Central Railroadicave the Depot at Thirty-drist and Market Streets, which i reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Wainst Streets Railway. Those of the Chesnut and Wainst Street Railway run within one square of it.

On Sundays—The Market Street cars leave Eleventh and Market Sts. 36 minutes before the departure of each Train.

Mann's Bay gage Express will call for and deliver Baggage at the Depa. Orders left at the Office, No. 631 Chesnut Street, will receive attention.

TRAINS LEAVE DEFOT, VIZ.:—

Mail Train.

TRAINS LEAVE DEFOT, VIZ.:—

Bail Train.

TRAINS LEAVE DEFOT, VIZ.:—

Bail Train.

TRAINS LEAVE DEFOT, VIZ.:—

Bail Train.

Accommodation, No. I & 2, at 10 A. M. & 11 20 P. M. Parkeeburg Train.

Herrisburg Accommodation.

at 1.00 P. M. Herrisburg Accommodation.

Lancaster Accommodation.

At 900 Philadelphia Express teaves daily, except Saturday.

Philadelphia Express teaves daily, except Saturday.

Philadelphia Express teaves daily. All other traine daily, except Sanday.

Passengers by Mail Train go to Williamsport without DENNSYLVANIA CENTRAL RAHLROAD.

Pittaburg and Eric Mail leaves daily, except Saturday. Philadelphia Express leaves daily. All other trains daily, except Sanday. Passengers by sail Train go to Williamsport without change of cars, and arrive at Lock Haven at \$40 P. M. Passengers by Mail Train go to Carlisle and Chamberg-borg without change of cars. Sicephig Car Tickets can be had on application at the Ticket Office. No. 631 Cheanul street.

Thairs admine A Darot, vir. —

Cincinnati Express at Darot, vir. —

Cincinnati Express at 7:10 M. M. Parkesburg Train. No. 1 & 2, at 8:20 A. M. & 7:10 P. M. Parkesburg Train. No. 1 & 2, at 8:20 A. M. & 7:10 P. M. Parkesburg Train. No. 1 & 2, at 8:20 A. M. & 7:10 P. M. Parkesburg Train. At 12:40 P. M. Parkesburg Train. At 5:50 M. Harrisburg Accommodation. At 5:50 M. Harrisburg Accommodation without change of cars, from Williamsport, by Day Express, at 5:50 M. The Pennsylvania Railroad Company will not assume any risk for Bagage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Bagage 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, at the Depot. An Emigrant Train runs daily (except Sunday). For Inil particulars as to fare and accommodations, apply to FRANCIS FUNK, No. 137 DOCK Street.

FOR NEW YORK.-THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Com-pany's Lines
FROM PHILADELPHIA TO NEW YORK
and Way Flaces, from Walnut Street Wharf, will leave as At 6 A. M., via Camden and Amboy, Accommoda-

At 8 A. M., via Camden and Jersey City Express... 862 At 8 A. M., via Camden and Amboy Express... 862 At 6 P. M., via Camden and Amboy Accommodation

At 6 P. M., via Camden and Amboy Accommodation and Emigrant 1st class.

At 6 P. M., via Camden and Amboy Accommodation and Emigrant 1st class.

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, Ewanswille, Pemberton, Birmingham, and Vincentown, and at 6 A. M. and 6 P. M. for Mount Holly only.

At 6 A.M. and 2 P. M. for Mount Holly only.

At 6 and 10 A. M., 1, 4, 5, 6, and 11 30 P. M. for Fight House, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Strington, Florence, Bordentown, etc. The 10 A. M. and 4 P. M. lines run direct through to Trenton. The 1 P. M. Market Lines will leave from foot of Market steet, Coper Ferry.

LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 430, 646 P. M., and 12 P. M. (Night), via Ronsington and Jersey City Express Lines, fare \$2.00. The 645 P. M. Line will run daily. All others Sundays excepted. excipted. 17 Scand 11 A. M. S. S'80, 4 S0, 5, and 6 45 P. M. and 12 Midnight, for Bristol, Trenton, etc.; and at 10 15 A. M.

for Bristol,
At 730 and 10 15 A. M., 3, 480, 5, and 12 P. M., for Schenck's
At 10 15 A. M., 3, 5, and 12 P. M. for Edinaton,
At 730 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 Inter-Frankford, and at S P. M. for Holmesburg and Intermediate stations.

At 10 15 A. M., 3, 4, 5, 6, 8. and 12P. M. for Wissinoming.

BELVIDERE DELAWARE! RAILKOAD.

For the Delaware River Valley, Northern Pennsylvania and New York State, and the Great Lakes. Daily (Sundays excepted) from Konsington Depot, as follows:

At 7 20 A. M. for Ningara Fails, Buffaio, Dunkirk, Canandagua, Einira, Rhaca, Owege, Rochester, Binghamion, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Strondsburg, Water Gap, etc.

At 7 20 A. M. and S 20 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3 30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

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

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAHLEOAD. On and after THURSDAY, November 1, 1866, until further notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 M.

\$\frac{2}{3}\cdot_4, 4, 5, 5\cdot_4, 6 \cdot_10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantowns 7, 77 \(\frac{1}{2}\cdot_5, 8 \cdot_20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4, 5, 6, 5\cdot_5, 7, 8, 9, 10, 11 P. M.

The 8 20 down train, and 3\(\frac{1}{2}\cdot_4 \text{ and } 5\cdot_6 \text{ up trains will not stop on the Germantown Branch.}

stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9-½ A. M., 2, 7, and 10½ P. M.

Leave Germantown Si A. M., 1, 6, and 9½ P. M.

CHESNUT HILL BALLBOAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 8, and 11 P. M.

Leave Cheanut Hill 7-10 minutes, 8, 9-40, 11-40 A. M.

1-40, 3-40, 5-40, 5-40, 8-40, and 10-40 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9-% minutes A. M., 2 and 7 P. M. Leave Chesnut Hill 7-50 minutes A. M., 12-40, 5-40, and 25 minutes P. M. 9-25 minutes P. M.

FOR CONSHOHOCKEN AND NOBRISTOWN.
Leave Philadelphia 6,8 25 11-05, minutes A. M., 134, 3, 435, 534, 634, 8-05 minutes, and 115, P. M.
Leave Norrissown 5-40, 7, 7-50 minutes, 9, 11 A. M., 134

Leave Norrissown 5:40, 7, 7:50 minutes, 9, 11 A. M., 116
516, 63c, and 8 P. M.
The 53c P. M. train will stop at Falls. School Lane, Wisseltcken, Manayunk, Spring Mills, and Conshohocken only
ON SUNDAYS.

Leave Philadelphia 9 A. M., 23c and 63c P. M.
Leave Norristown 7 A. M., 5 and 85c P. M.
Leave Philadelphia 6, 8:25, 11:05 minutes A. M., 1
3, 43c, 53c, 63c, 8:05, and 113c P. M.
Leave Manayunk 6:10, 73c, 8:20, 93c, 113c A. M., 2, 5, 63c, 83c P. M.
ON SUNDAYS.

ON SUNDAYS,
Leave Philadelphia 3 A. M., 3 ½ and 6 ½ P. M.
Leave Manayunk 7 ½ A. M., 5 ½ and 9 P. M.
W. S. WILSON, General Superintendent,
1 15 Desot NINTH and GHEEN Streets

DARITAN AND DELAWARE BAY RAILTO ROAD.—On and after December 13, 1865, trains
will run daily, Sundays excepted, from Cooper's Foint,
Camden, opposite VINE Street Ferry as follows:—
11:50 A. M. Way Freight for all stations; passenger
car attached.
6:10 P. M.—Through Freight for New York; passenger
ger car attached.
Freight received in Philade'phia at the Company's
warebouse. No. '220 N. DELAWARE Avenue, until 6
o'clock P. M., reaching New York carly next morning.
Freight boat leaves Pier No. 22, North river, New
York, foot of DUANE Street, daily, Sundays excepted,
at 5 P. M., leach ng Phila isloids early next morning.
The 0 A. M. train from Philadelphia, and the 11 A. M.
train from New York, are discontinued.

General Freight Asont, Red Bank, N. J.

Superintendent, Red Bank, N. J.

R. H. CHIPMAN Agent.
No. 320 N DELAWARE Avenue, Philadelphia