CONGRESSIONAL PROCEEDINGS.

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

Washington, January 31. Sennte.

Al: Mourill introduced the following which was considered and agreed to:

Evolved, That the Secretary of the Interior be adjected to communicate to the Senste the number and names of the deputy marshals, balliffs, and criers in the District Court of Oolumbar and Court of Oolumbar a lumbia, who have received compensation in the year 1866, the rates of compensation, and the amounts paid each.

Ar. RAMSEY (Minn.) introduced the following resolution, which was considered and agreed

Resolved, That the Secretary of the Interior Resolved, That the Secretary of the Interior be and he is hereby respectfully requested to report to the Senate the condition of the Indians now located in the vicinity of Lake Traverse and Fort Wadsworth, Dakota Territory, at the time of the outbreak in Minnesota, in 1862; the part they took in connection with that outbreak; the cause of their being allowed to remain near the Minnesota frontier when the other surrendered Sioux were sent to the Crow Creek reservation in 1862; whether they have Creek reservation in 1869; whether they have been uniformly friendly in their relations with the whites since the outbreak or otherwise whether ther have any reservation allotted them, and whether they have been the recipionts from the Interior Department since the out-

from the Interior Department since the out-break of animosities, of clothing, provisions, or agricultural limblements, and whether their removal from their present location to a point more removed from the Minnesota frontier is contemplated by the Interior Department.

Mr. CONNES (Cal.) called up the resolution of-fered by him yesterday, calling upon the Secre-tary of the Treasury to know if in his opinion it would advance American interests to make a reciprocity treaty with the Hawnian Islands.

Mr. GRIMS (Lowa), objected to any attempt of Mr. Conness said this was a mere resolution

calling for information. It would be time enough to object when the treaty came up. The

Station was adopted. ir. Scanes (Mass.) called up the resolution offered by him yesterday, calling upon the Pre-sident for a copy of the letter upon which the Secretary of State predicated his letter of inquiry to Mr. Motley. Also, the name of the ter, e'c. Ir. Davis (Ky.) thought this matter was too

trivial for the attention of the Senate,
Mr. SEMMER thought the country had a right
to know who this apy or envesdropper was, upon
whose information the Secretary of State had writter a letter which did great dishonor to the

Mr. Pavis did not believe an anonymous let-Mr. Bayis did not believe at anonymous letter could injure the fame of the great historian of the Jutch Republic. He hoped the Senate wouldlet the matter pass into oblivion.

Mr. Doolattle (Wis.) said he understood Mr. Simner to state yesterday that he had received a letter of similar import to the one referred to by Mr. Seward. He would like to in-

Quireof Mr, Summer who that letter was from Mr SUMNER said it was from a person so utterlyobscure that he regarded it as practically an alonymous letter. It was a person absolutely obscure, and yet on that letter the Secretary of State had indicted accusations against ir, stotley.
M. DooLittle—The honorable Senator fails

to asswer the precise question. I asked who was the author of the letter he received?

Mr. SUMNER—The name was so utterly observe that it has passed out of my memory.

Ar. DooLittle submitted that although Mr. Sunner might be familiar with a great number of sames, it did not follow that because he (Mr. Summer) did not know a man, that man was therefore obscure. Ought no man to be believed or espected if Mr. Summer did not know him? Itseemed to him (Mr. Doolittle) that it was unnecessary to make this inquiry. The correspondence was before the Senate.

mr. Hendricks (Ind.) maintained that upon the information received by the Secretary of Sate, and mentioned in his letter the corres-pondence with Mr. Motley, was justified. He did dot agree that because Mr. Seward's inform-mit was unknown to Mr. Sumner, he was there-

ore an obscure person.

Mr. SUMNER only wished to know if the writer of the letter was a spy or an eaves dropper. He did not mean to convey any such imoression as that, because a man was unknown o him (Mr. Sumner), he was, therefore, ob-Mr. HENDRICKS resumed the floor in con-

tinuation of his defense of the conduct of Mr. Seward in writing the letter of inquiry to Mr. Motley, but before reaching a vote on the reso-lution, the morning hour expired, and the subect went over till to-morrow. The Tariff bill came up at I o'clock.

Mr. CATTELL (N. J.) moved to amend by increasing the duty on cast-iron steam, gas and water pipe from % cents to 1% cents per pound. Agreed to,
Mr. Cheswell (Md.) moved to amend by increasing the duty on chromate and bi-chromate ssa from 4 to 41/2 cents per pound.

Mr. Wilson (Mass.) moved to amend the para-Mr. Wilson (Mass, moved to amend the paragraph, putting a duty of 55 cents per pound and 55 per cent, ad valorem on woolen cloths, comprising broadcloths, cloakings, cassimeres, ladies cloths, doeskins, tricots and all other fulled or felted goods or fabrics, woolen shawis, flannels and all manufactures of wool of every description made wholly or in part of wool, not herein otherwise specified, as follows:—Valued at \$1 per pound, 50 cents per pound and 35 per cent. ad valorem; valued at over \$1 and less than \$1.50, 50 cents per pound and 40 per cent, ad valorem; over \$1.50, at 50 cents per pound and 45 per cent, ad valorem.

This led to debate, in which Messrs, Yates, Wilson and Grimes participated.
Mr. Wilson said the pending bill was a Western measure, originating in the brains and pockets of the wool-growers.

Mr. GRIMES said that on behalf of the West, which he represented in part, he was here to deny that assertion. The West did not want this tariff, and would not remain quiet under

Mr. Wilson subsequently modified his amendment to make the duty on woolens of less value than \$1 per pound, 15 cents per pound, and 35 per cent. ad valorem. The yeas and nays were demanded on Mr.

Wilson's amendment, and it was agreed to. Yeas, 19; nays, 15. On motion of Mr. Fessenden (Me.), the section of the bill sllowing a drawback on all articles that enter into the composition of ships, was so amended as not to apply to steam

vessels.

Mr. Sherman (Obio) explained the necessity for the amendment. If it were not adopted steamboats and vessels for service on the lakes and Western rivers would be built entirely of foreign material, and the Government would not receive any revenue from them.

Mr. SUMNER (Mass.) moved to increase the duty on cocoa and chocolate from 6 to 7 cents per pound. Disagreed to. per pound. Disagreed to,
Mr. SUMNER moved to reduce the duty on oil
paintings from \$30 on each painting valued at
less than \$100, and \$30 and 10 per cent, ad valorem on all over \$100, to \$20 on each painting valued at over \$200, and on all paintings valued t over \$200, \$20 each and 10 per cent, ad valorem.

Mr. SUMNER moved to amend by adding books in foreign languages to the free list. Dis-Mr. Sherman offered, in modified form, an

amendment voted down last night, authorizing any railroad company to import iron for their road within two years, any provision of any law to the contrary notwithstanding. This provision is for the benefit of the Paci-fic Railroad, which by the existing laws is com-pelled to use American iron. The amendment

was agreed to. Mr. SPRAGUE moved to amend by putting animals imported exclusively for breeding purposes on the free list. Agreed to.

Mr. SPRAGUE moved to amend by increasing the duty on files, rasps, &c., over ten inches in length, from six to eight cents per pound.

Agreed to.
Mr. SPRAGUE moved to amend by increasing the duty on horseshoe nails from five to seven cents per pound.

The Senate then took a recess at 4:30 until 7 EVENING SESSION.

The Chair laid before the Senate General Wilson's report of the capture of Jefferson Davis, which was ordered to be printed.

Mr. Hamsey (Minn.) called up a House joint resolution for the relief of certain settlers on the Sioux reservation, in Minnesota. It au-thorizes persons who have settled and made improvements in the Sioux reservation to enter

improvements in the Sioux reservation to enter
the land at \$1.25 per acre. The resolution was
passed, and goes to the President.

Mr. TRUMBULL called up the bill pending last
night, to regulate the duties of the Clerk of the
House of Representatives,

Mr. BUCKALEW (Pa.) doubted whether a new
House could be bound in the mode of its organication by the law of a previous Congress. Ho gation by the law of a previous Congress. Ho

thought the bill a crude measure, of doubtful propriety, but as it was one of a series of mea-sures for the exclusion of Southern Representa-tives, he supposed it would receive the sanction

fives, he supposed it would receive the sanction of the majority of the Senate.

Mr. Davis (Ky) enited the yeas and nays and there being no quorum present, and as a call for the yeas and nays would force a suspension of business, the bill was informally passed over.

The Senate then proceeded to the consideration of bills of private character, from the Committee on Claims.

A bill authorizing the issue of eight thousand dollars in United States notes to the Mercantile Majorial Insurance Commence of New York to

Mutual Insurance Company of New York, to make good a loss of that sum in Treasury noics, the wreck of a vessel at sea in December, 65, was passed. A bill for the improvement of the streets of

Washington city was passed.

The Tariff bill was taken up at 7:20, the pending question being upon Mr. Sprague's amendment to increase the duty on horseshoe nails from 5 to 7 cents per pound. This was Mr. SPRAGUE moved to increase the duty on

yelets of every description from 50 to 65 per ent, ad valorem. Disagreed to. Mr. Spragur offered an amendment of several paragraphs, increasing the duty on cotton machinery. Disagreed to Yeas—Mr. Sprague— Mr. Frelinghuysen (N. J.) moved to amend

y increasing the duty on skivers or roans, lekled or salted, from 10 to 15 per cent, ad va-brem. Disagreed do. orem. Disagreed do.
Mr. FRELINGHUYSEN moved to amend by In-reasing the duty on moroeco, enameled, glazed, [apanned and patent leather from 40 to 50 per

ent. Disagreed to.
Mr. Freelinghuysen moved to amend by in-inding silk, with fur hats at 40 per cent, ad

moting silk, with for hatche 49 per cent, advancem. Disagreed to.

Mr. STEWART moved to amend by striking out the words "not including taggers from" from the following paragraph:—"On sneet from plate from thinner than No. 24 wire gauge, not including taggers from 2)4 cents per pound."

Also, to strike out the following paragraph:— On taggers from, not exceeding fourteen inches in width by twenty inches in length, 30 per cent.

ad valorem."

The amendment was disagreed to.
Mr. Fowler moved to amend by reducing the duty on coffee from 5 to 3 cents per pound.
Mr. Henderson moved to amendment by reducing the duty to 2% cents.
Mr. Fowler's amendment being an amendment to the bill before the Senate, which was itself an amendment to the House bill, Mr. Henderson's proposition was decided by the Chair, Mr. Doolittle, to be not in order.
Mr. Fowler called for the year and nays on his amendment, and they were called as follows:—

lows:—
YEAS.—Messrs, Buckalew, Chaudler, Conness, Cragin, Johnson, Kirkwood, Lane, Patterson, Ramsey, Stewart and Yates—17.
NAYS.—Messrs, Cattell, Cowan, Edmunds, Fessenden, Fogg, Foster, Frelinghuysen, Howard, Morrill, Morgan, Poland, Sprague, Van Winkle, Wade, Willey, Williams and Wilson—17.
So the amendment was disagreed to, and the

luly on coffee stands at 5 cents per pound.

Mr. HENDERSON moved to reduce the duty
on tea from 25 to 15 cents a pound. Disagreed to, Mr. HENDERSON moved to decrease the duty on sugar not above No. 12, Dutch standard, in olor, from 3 to 12 cents per pound. Disagreed

Mr. FOSTER moved to amend by adding to the luty of 55 per cent, ad valorem on pocket knives, a specific duty of 50 cents per dozen on all pocket knives costing over \$2 per dozen. Disa-Mr. HENDERSON moved to decrease the duty

on salt from 24 cents per 100 pounds to 80 per ent ad valorem.
Mr. HENDRICKS asked how much reduction

there was in this?

Mr. Henderson said the cost of salt was 13 cents per 100 pounds. The proposed tariff was 24 cents per 100 pounds, or nearly 200 per cent. He proposed to reduce it to 30 per cent. The existing tariff was 18 cents per 100 pounds. The proposed amendment was not agreed to.

Mr. Henderson moved to amend by increasing the duty on linseed and flaxseed from 20 to

30 cents per bushel. Disagreed to.
Mr. HENDERSON moved to strike out the 221 section of the bill, which allows a drawback on all materials used in the construction of salling In offering this amendment he made a speech, in the course of which he denounced the bill as opposed to the interests of the West, and pecu-

liarly favorable to the Eastern States.
Mr. Joursson (Md.) replied to Mr. Henderson
that he did not believe any such enmity to the
West as Mr. Henderson had spoken of had existed. He did not believe any such considerations entered into the minds of Senators in voting on this bill. They certainly did not enter

nto his mind.

Mr. HENDERSON said he could not see the justice of giving a drawback on a sloop built to run between Baltimore and Fortress Monroe, and to refuse it on a steamboat built to run on

the Mississippi. Mr. FESSENDEN explained the reasons for the proposition as it stands on the bill. The build-ing of ships was a great interest, which the Goternment ought to foster, and the section as it

vernment ought to foster, and the section as it stands, received the unanimous assent of the Finance Committee.

After the debate, participated in by Messrs. Davis, Hendricks, Fowier and Williams, the amendment was disagreed to.

YEAS—Messrs. Buckalew, Davis, Dooilttle, Grimes, Henderson, Hendricks, Lane, Patterson, Sherman, Trumbull and Yates,
NAYS.—Messrs. Cattell, Chandler, Conness, Cragin, Edmunds, Fessenden, Fogg, Foster, Freinghuysen, Harris, Howard, Howe, Johnson, Kirkwood, McDougall, Morgan, Morrill, Poland, Ramsey, Sprague, Stewart, Van Winkle, Wade, Willey, Williams and Wilson—28.

Mr. Grimes moved to amend by increasing the duty on dried beef from 1 to 1½ cents per the duty on dried beef from 1 to 1½ cents per pound. Also to increase the duty on cured meats from \$2 to \$3 per bbi. Disagreed to. Mr. GRIMES moved to reduce the duty on printing paper from 20 to 15 per cent. Dis-

YEAS-Messrs, Davis, Doolittle, Fogg, Grimes, YEAS—Messrs, Davis, Doolittle, Fogg, Grimes, Henderson, Hendricks, Lane, McDongall, Patterson, Ramsey, Trumbull and Yates—12.

NAYS—Messrs, Buckalew, Cattell, Chandler, Conness, Cragin, Edmunds, Fessenden, Foster, Fowler, Freilingbuysen, Harris, Howard, Howe, Johnson, Morgan, Morrill, Poland, Sherman, Sprague, Stewart, Van Winkie, Wade, Willey, Williams and Wilson—25.

Sprague, Stewart, Van Wi Williams and Wilson-25. Mr. GRIMES moved to amend by striking out the entire section imposing a duty on lumber. Disagreed to. Mr. Ghimes moved to strike ship timber from

ne free list. Disagreed to. At 11:10 P. M., Mr. HENDRICKS suggested that is the majority seemed determined to pass the as it now stood, a vote might as well be Mr. HENDERSON wished to amend the bill as

o the time when it should take effect, and moved to strike out the first day of April and make it take effect from after the passage of the This amendment was agreed to.

Mr. Strewart moved to reconsider the vote by which Mr. Wilson's amendment increasing the duty on woolen goods was adopted. The vote was reconsidered, and Mr. Wilson's amend ent was modified so as to read "on all wooler cloths valued at \$150 per pound and less, 25 per cent, ad valorem; over \$150 and less than \$2 per pound, 50 cents per pound and 40 per cent. ad valorem: over \$2, 50 cents per pound and 45 per ent, ad valorem.

cent, ad valorem."

The amendment, as modified, was agreed to.
The bill was read a third time and passed at
12:30 A. M., by the following vote:—YEAS—
Messrs. Cattell, Chandler, Conness, Cragin,
Edmunds, Fessenden, Fogg, Foster, Freylinghuysen, Harris, Howard, Howe, Johnson, Morgan, McDougall, Morrill, Poland, Ramsey,
Sherman, Sprague, Stewart, Van Winkle,
Wall, Willey, Williams, Wilson and Yates—27.
NAVE—Messys, Davis, Doolittle, Fowler. NAYS.—Messrs. Davis, Doolittle, Fowier, Grimes. Henderson, Hendricks, Lane, Kirkwood, Patterson and Trumbull—10,
Absent or not voting.—Messrs. Anthony, Brown, Buckalew, Cowan, Creswell, Dixon, Guthrie, Nesmith, Norton, Nye, Pomeroy, Rid-

le, Ross, Saulsbury and Sumner—15, The Senate then adjourned. House of Representatives.

The Speaker presented a communication from he Secretary of War, transmitting papers rela-tive to the purchase of the steamship Illinois. aid on the table.

The Speaker also presented resolutions adopted by both branches of the City Councils of Baled by both branches of the City Councils of Bal-timore, in regard to the recent Maryland elec-tions, declaring the Hon. Charles E. Phelps had no authority to speak for the Union men of Bal-timore; that the thanks of the loyal people of Haltimore were due to the Hon. Hamilton Ward, of New York, for pressing his resolution of inquiry; that the late recellionists and pre-sent revolutionists of Maryland, who had ac-quired power through the treachery of Governor Swann, under the encouragement of President Swann, under the encouragement of President Johnson, should be prevented from consum-mating their revolutionary projects. The re-cent acts of the Legislature of Maryland evinced a revolutionary and rebellious spirit, and that the loyal people of Baltimore and Maryland

are entitled to protection from the revolutionary purposes of the Governor and Legislature of Maryland. Referred to the Judiciary Com-

The House then proceeded, as the business of The House then proceeded, as the business of morning hour, to the consideration of the bill which was before the House yesterday, to reorganize the Indian Department.

Mr. Higher said he would be in favor of a transfer of the control of the Indians to the War Department, if the present reservation system could be preserved.

Mesars, Schenck and Kasson were unreservedly in favor of the transfer.

in favor of the transfer.

Messrs. Darling, Slown and Bidwell advocated

Mesars. Henderson and Ross opposed the transfer, but advocated the Senate bill as reported from the Committee on Indian Affairs. None of the speakers were in favor of continuous the research of the speakers.

ng the present system.

The debate was closed by Mr. Windom, Chairman of the Committee on Indian Affairs, who explained and advocated the Senate bill. He declared that Bishop Whipple, of Minnesota, declared that Bishop Whipple, of Minnesota, who is thoroughly conversant with Indian matters, the Society of Friends, and all who have studied the matter, were in favor of the proposed measure. He pointed to the fact, that whereas the expenditure of the Indian Department, extravagant as it was represented to be, amount to \$2,488,000 for the care of 300,000 in dians, the expenditure of the War Department for the exclusive control and management of 5000 Indians in New Mexico was \$1,500,000. So much for the areat exception of the proposed much for the great economy of the proposed

The Speaker, during an interruption in the debate, referred the House to the resolution reported to-day from the Committee on En-rolled Bills, in reference to the two bills not signed nor vetoed by the President, and said he had since found two precedents bearing on the case. The Clerk thereupon read from the the case. The Clerk thereupon read from the journal two extracts, showing that on February 28, 1861, a message was received from President Buchanan, notifying the House that an act for the relief of Hockaday and Liggett, having been presented to the President on the 18th February, 1861, and not having been returned by him within ten days, it had become a law under the Constitution, and that on March 2d, 1861, a like message was received from Mr. Buchanan in reference to a joint resolution for

change in reference to a joint resolution for the benefit of George II, Giddings. Mr. Wisbow, resuming his argument, read copious extracts from testimony taken by indian Commissions, showing instances of atro-city practiced by the military against the In-dians, including the massacre of friendly Indians by the troops under Colonel Chivington. He appealed to the House, in conclusion, to pass the bill and test its operation for at least

The amendment offered yesterday by Mr. hanler was to extend to the Indians the same collical rights given to negroes. It was re-An amendment reported by the Committee on Indian Affairs, authorizing the assistant superintendant or chief clerk to execute the duties of superintendent when the latter is sus-

pended or femoved, was adopted.

The vote was then taken by yeas and nays on Mr. Schenck's amendment transfering the control of Indian affairs to the War Department, and it was adopted. Yeas, 76; nays, 73.

Mr. Schenck moved to reconsider the vote adopting the amendment, and also moved to lay the motion to reconsider on the table, which is the parliamentary mode of clinching a vote. The yeas and nays were taken, and the motion ended or removed, was adopted.

he yeas and havs were taken, and the motion consider was laid on the table. Yeas, 77 Mr. WINDOM then moved to lay the bill on he table, but withdrew the motion, so as to let be yeas and mays be taken on ordering the bill

to be read a third time.

The bill was ordered to be read the third time,
Yeas, 90; nays, 53. The bill was then passed
without a division, and the title was amended o as to read, "A bill to transfer the Indian Bu-enu to the War Department." Mr. Windom suggested that the title should

be to massacre Indians and deplete the Treasury. The House then proceeded to the business on the Speaker's table, and disposed thereof as foi-Disagreement of the Senate to House amendment to Senate bill exempting certain property of debtors in the District of Columbia from levy, attachment or sale on execution. The

House receded from its amendment, and the bill goes to the President for his signature.

Senate bill to punish illegal voting in the District of Columbia. Passed.

Senate amendments to the House bill authorizing the extension, construction and use of a lateral branch of the Baltimore and Potomac

Railroad into and within the District of Columbia, Amendments concurred in.
Senate amendment to the House bill to amend the act of September 24th, 1789, to estab-lish the Courts of the United States. Con-Sepate amendments to the House bill to

punish certain crimes in reference to the public ities and enrrency Mr. Wilson (Iowa) explained that the amendments were simply reductions of penalties of imprisonment and fine. The amendments were curred in. he Senate bill for the relief of the Winona

and St Peter's Railroad Company. Referred to the Committee on Commerce.

The Senate bill of last session, granting lands to aid the construction of a railroad and tele-graph line from the Bay of San Francisco to lumboldt Bay, California, passed over without

The Senate bill regulating the tenure of cer-The Senate bill regulating the tenure of certain civil offices.

Mr. HALE gave notice that he would endeavor ro bring this bill to a vote to morrow, at four o'clock, and as it would come up to-morrow as unfinished business, he would yield to a motion to go into committee.

The House then, at four o'clock, ou motion of Mr. STEVENS, went into Committee of the Whole on the State of the Union, Mr. Pomeroy in the chair, and proceeded to the consideration of the

enair, and proceeded to the consideration of the Fortification Appropriation bill.

Mr. Blaine, by direction of the Committee on Military Affairs, moved an amendment appro-priating \$150,000 for the commencement of two additional forts in Portland harbor, Maine, The appropriation was advocated by Messrs, Blaine and Schenck, and was opposed by Mr.

Spalding.
Without disposing of the amendment the committee rose, Mr. VANHORN (N. Y.) presented petitions from 785 citizens of Niagara and Oswego counties, New York, embracing among them mer-chants, bankers, forwarders, vessel owners and

masters of vessels, asking an appropriation for the improvement of the harbor of Olcott, Niagara, New York.
Mr. MYERS (Pa.) presented a petition of the white beer brewers of the city of Philadelphia, stating that the removal of this species of malt iliquors from the brewery for the purposes of bottling causes it to spoil, and asking a modifi-

on the revenue laws in regard to it.

Mr. Ingersoll, on leave, introduced a bill to
incorporate the National Burgiary Insurance
Company of the District of Columbia. Referred to the Committee for the District of Co-Mr. Hoopen suggested that hereafter the House take a recess from half-past four to half-

Mr. STEV ist seven. Mr. Stevens objected. Mr. Maynahb presented a memorial from six undred citizens of Virginia, for the setting aside of the present State Government, and the establishment of a provisional government. Referred to the Joint Committee on Recon-

Mr. Horchkiss, on leave, introduced a bill to exempt certain public lands from taxation. Referred to the Committee on Agriculture.
Mr. McRukk, on leave, introduced a bill to
authorize the establishment of ocean mail
steamship service between the United States
and the Sandwich Islands. Referred to the Post ffice Committee, The House then, at half-past four o'clock, adourned.

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DAILY (Saturday excepted), at 11 P.M.,
Arriving in Noticial at 1 P.M. the tollowing day,
FIVE HOURS SOONER THAN BY ANY OTGER
LINE, and making close connections for all points SOUTH AND SOUTHWEST!

For Tickets and all other information, apply at the fice of the Company, No 529 "BESNUT Street, or at the Ticket Crice of the Philadelphia, Wilmington and Baitimore Railroad, No. 528 UHESNUT Street. S. P. WILTBANK,

RAST FREIGHT LINE.

ALL RAIL ROUTE TO THE SOUTH. Via Grange and Alexandria Railroad and its Connections.

shippers to the ONLY ALL RAIL ROUSE between I hiladelphia and the South. Merchanis and others desirous of avoiding frequent hanges and water transportation, will please mark their freight via O, & A. B. R -Rail, and send to depo of Philadelphia, Wilmington and Baltimore Baliroad BROAD and PRIME Streets. Cars run through from Philadelphia to Lynchburg

The undersigned would respectfully ask the attention

without breaking bulk. Dray receipts turnished, and Bills of Lading signed at the through fieight office of Philadelphia, Wilmington. and Baltimore Railroad, No. 165 South PIFTH Street below Chesnut. Rates guaranteed as low at all times as by other

JAMES C. WILSON, Agent Orange and Alexandria Rallroad, 12 27 rptu .. No. 105 South FIFTH Street.

UNITED STATES REVENUE STAMPS.—
Principal Depot, No. 1838, FIFTH Street one door below
Chesnut. Established 1882.
Revenue Stamps of every description constantly on
hand in any amount. hand in any amount.
Orders by Mail or Express promptly attended to.

RAILROAD LINES.

E A D I N G R A I L R O A D GREAT TRUNK LINE.

THOM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHIVYLRILL, SUSQUE-HANNA, CUMBERLAND AND WYGMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS.

October 8, 1866,
Leaving the Company's Depot, at THIRTEENTH and
CALLOWHILL Streets, Philadelphia, at the following MORNING ACCOMMODATION,

MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stations.
Returning, leaves Reading at 6:30 P. M., arriving
Philacelphia at 9:10 P. M.
MORNING EXPRESS,
At 8:15 A. M., for Reading, Lebanon, Harrisburg, Potisville, Pinegrove, Tamaqua, Sunbury, Willamsport,
E. mira, Rochoster, Riagara Falls, Budialo, Allentown,
Wilkesbarre, Printion, York, Cardale, Chambersburg,
Haverstown, etc. etc.

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

This train connects at READING with East Pennsylvania Ratiread trains for Alleniows, etc., and the Lebanon Valley train for Harrisburg, etc., at FORT CFINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Rorthern Cectral Cumberland Valley, and Schuylkill and Susquehand trains for Norhamberland, Williamsport, York, Chambersburg, Finegrove, etc.

AFTEHNOON EXPRESS

Leaves Philadelphia at \$30 P. M., for Reading Pottsville. Harrisburg, etc., connecting with Reading and Commbia Railroad rains for Columbia, etc.

RFADING ACCOMMODATION

Columbia Hallroad rains for Columbia, etc.

READING ACCOMMODATION

Leaves Reading at 6:30 A. M., stopping at all way stations, arriving at Philadelphia at 9-40 A. M., iteruring, leaves Philadelphia at 4:30 P. M.; arrives in Ecading at 7:35 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Fothwile at 8:45 A. M., arriving in Philadelphia at 1:00 P. M. Afternoon trains leave Harrisburg at 2:10 P. M., Pottsville at 2:45 P., M., arriving in Philadelphia at 5:57 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7:20 A. M., and Harrisburg at 4:10 P.

Leaves Reading at 750 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:10 P. M. Market train, with passenger car attached, leaves Phila-Market train, with passenger car attached, leaves Philadelphia at 12°36 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 Pettaville at 8°00 A. M., and Philadelphia at 8°10 P. M. Leave Philadelphia for Reading at 8°00 A. M., returning from Reading at 4°20 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.

and 12-30 noom.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST
Leaves New York at 7 and 9 A. M. and 8-00 P. M., passing Reading at 1-60 and 11-53 A. M. and 1-48 P. M. and connecting at Harrisburg with Pennsylvania and Northers Central Railroad express trains for Pittsburg, Chicago Williamspert, Elmira, Baltimors, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9-05 A. M. and 9-15 P. M., passing Reading at 4-49 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.

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 Pettaville at 7 and 11·30 A. M., and 7·15 P.

M., returning from Tamaqua at 7:35 A. M. and 1·40 and 1·15 P. M. CHUYLKILL AND SUSQUEHA NNA RAILROAD. Trains leave Abburn at 750 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont, retorning from Harrisburg at 320 P. M., and from Tremont at 755 A. M. and 526 P. M., and from Tremont at 755 A. M. and 526 P. M.

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 FRADFORD, Tressurer, No. 272 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintend-Philadelphia, or of G. A. NICOLLS, General Superintend-dent, Reading:— COMMUTATION TICKETS. At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.

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

Good for 2000 miss between ad points, \$52.50 each, for families and firms

SEASON TICKETS.

For three, six, nime, 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.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturity, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL Streets.

Streets. FREIGHT.

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

FREIGHT TRAINS
Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 5 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Fort 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 tauous only at 3-15 P. M.

FREIGHT LINES FOR NEW YORK AND PREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Rairoads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock F. M. daily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day. Freight must be delivered before 4½ o'clock, to be forwarded the same day.

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

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

The Belvidere Delaware Railroad connects at Phillipsburg with the Lebigh Valley Railroad, and at Manuel

The Belvidere Delaware Railroad connects at Phillipa-burg with the Lehigh Valley Railroad, and at Manun-kachunk with all points on the Delaware, Lackawanna and Western Baliroad, forwarding to Syracuse, Buffalo and other points in Western New York. The New Jersey Baliroad connects at Elizabeth with the New Jersey Central Italiread, and at Newark with the Morris and Easex Railroad. A slip memorandum, specifying the marks and numbers, shippers and consigness must. If every instance, he were 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 Pier No. I. North Elver, as the shippers may designate at the time of shipment. For terms, or other information, apply to WALTEK FREEMAN, Freight Agent, 1 15 No. 226 S. DELAWARE Avenue, Philadelphia.

1867 -PHILADELPHIA AND ERIE RAIL.

ern and Northwest Counties of Pennsylvania to the City
of Erie on Lake Erie, and is the most direct route to the of Frie on Lake Eric, and is the most direct route to the great Oil Regions of Pennsylvania. It has been leased and it operates by the Fennsylvania Reilrond Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Arrive Eastward—Eric Mail Train, 7A. M.; Eric Express Train, 120 P. M.; Elmira Mail, 540 P. M.; Eric Express Train, 12 M.; Elmira Mail, 540 P. M.; Eric Express Train, 12 M.; Elmira Mail, 500 A. M.

Passenger Cars run throne on the Eric Mail and France of the property Train, 12 M. : Elmira Mail, S.W.A. M. Passenger cars run through on the Eric Mail and Express trains without change both ways between Philadelphia and Erie.

MEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Erie 10 00 A. M.
Leave New York at 5 00 P. M., arrive at Erie 7 15 P. M.,
Leave Erie at 5 30 P. M., arrive at New York 4 40 P. M.
LeaveErie at 10 25 A. M., arrive at New York 10 10. A.M.
Elegant Sleeping Cars on all the night trains. Elegant Steeping 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. Kirgston, 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 7 S. A. L. TYLER, General Sup., Erie.

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

TEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millville, and all intermediate takins, at 8 A. M. Mail., 350 P. M., Passenger.,
For Woodbury, 8 A. M., 8:30 and 6 P. M.
For Cape May, at 3:30 P. M., M., and 4:04 P. M.
RETURNING TRAINS LEAVE
Woodbury at 7:15 and 8:40 A. M., and 4:04 P. M.
Filippeton at 7:05 A. M. and 3:30 P. M. Freight, 6:30 P. M.
Salem at 6:50 A. M. and 3:08 P. M. Freight, 6:45 P. M.
Millville at 6:55 A. M., and 3:08 P. M. Freight, 6:10 P. M.
CS; e May at 11:45 A. M., Passenger and Freight
Freight will be received at First Covered Wharf
there will be received at First Covered Wharf
there will be received at First Covered Wharf
there evelved before 7:00 A. M. will go through the same day,
Freight Delivery, No. 228 S. DELAWARE Avenue.
1:15

HOR NEW YORK, VIA RABITAN AND DELA-VINE Street, Philadelphia.

6 P. M.—Freight for New York, and points North or Past.

11 A. M — Way Freight.
Goods delivered at Company's Depot, No. 320 N.
Wh Alves, 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 430 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 Jurther information apply to Company's Agents.

R. H. (HIPMAN, Freight Office and Depot, No. 320)

N. WHARVES, Philadelphia.

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

Street, New York

Or at General Freight and Depot Services.

Street. Few York
Or at General Freight and Passenger Office, Philadelphia, No. 411 CHESNUT Street.
WILLIAM N. CLAYTON,
Buperindendent, Rod Bank, N. J.
C. HASTY,
General Freight Agent, Eed Bank, N. J.
T. RRENT SWEARINGEN.
General Agent, Philadelphia.

RAILROAD LINES

DHILADELPHIA, WILMINGTON AND BAL-PHILADELPHIA, WILMINGTON AND BALISTANGEE RAILROAD.

TIME TABLE.

Commencing MONDAY, Jecomber 21, 1866. Trains will leave Depot, corner of BEGAD Street and WASHINGTOM Avenue, as tollows:

Express Train at 415 A. M. Glondays excepted), for Ballimore and Washington, stopping at Chester, Wilmington, Newark, Elaton, Kertheast, Perryville, Ravre-de-Grace, Aberdeen, Parryman's, Edgewood, Magnolia, Chase's and Stemmer's Rus.

Way Mail Train at 8:30-A. M. (Sundays excepted), for Ballimore, stopping at all regular stations. Connecting with Belaware Railroad at Wilmington for Cristical and Intermediate stations.

with Delaware Raiload at Witmington for Crisical and intermediate stations. Connecting intermediate stations.

Express Train at 145 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 F. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Witmington, Newark, Elkton, Northeast, Perrythe, noils, Chase's and Stemmer's Ron.

Night Express at 11 F. M. (dairy), for Baltimore and Washington. Connects at Wilmington with Delaware Railroad Ing (Saturdays excepted), stopping at Middletown, Suzyma, Dover, Harrington, Sestord, Salisbury, Frincess Anne, and connecting at Crisifield with Boat for Norfolk, Portsmouth, and the South.

Passengers by Boat from Ballimore for and the South.

Passengers by Boat from Bal imore for Fortress Monroe ard Norfolk will take the H-16 A. M. train.

WILMINGTON ACCOMMODATION TRAINS, pping at all Stations between Philadelphia and Wamiligion.

Leave Philadelphia at 12°30, 4°00, 6, and 11°30 (daily) P

M. The 4°00 P. M. train connects with Delaware Railroad
for Milford and intermediate stations. The 6 P. M. train runs to New Castle.
Leave Wilmington at 7-15 and 8-30 A. M., 3 and 6-98

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

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltwore 7-25 A. M., Way-mail, 9-35 A. M.,

Express. P-10 P. M., Express. 6-35 P. M., Express. 8-35 P. M., Express.

From Baltimore to Havre-de-Grace and intermediate stations at 4-40 P. M.

TRAINS FOR BALTIMORE.

Leave Chester at 4-49 and 3-5 A. M., and 3-28 P. M.

Leave Wilmington at 10-60 and 9-40 A. M., and 4-13 P. M.

SUNDAY TRAIN

Leaves Baltimore at 8-25 P. M., stopping at Havro-de-Grace, Perryville, and Wilmington. Also stope at Efficience of 8-25 P. M., stopping and leave passengers from Baltimore or Washington.

Through Tickers to all points West, South, and Southwest, may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, Persons purchasing tickets at this office can have their baggange checked at their residence by Graham's Hagging Express.

115

H. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD.—
WINTEB ARRANGEMENT.
The Trains of the Fennsyvania Central Railroadioave the Depot at Thirty-first and Market streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesmut and Wainut Streets Railway run within one square of it.
On Sundays—The Market Street cars leave Eleventh and Market Sts. 35 minutes before the departure of each Train.
Mann's Bag gage Express will call for and deliver Baggage Express yell call for and deliver Baggage Express yell call to find the office, No. 631 Chesmut street, will receive attention.

Mail Train.

Mail Train.

contract. For further information, apply to

JOHN C. ALLEN, 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

1.15 FRANCIS FUNE, 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 Places, from Walnut Street Wharf, will leave as

At 6 A. M., via Camden and Amboy, Accommoda-At S A M., via Camden and Jersey City Express.... 30

The 1 P. M. Market Line will have from lost of market sired, t pper Ferry.

LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 4'30, 6'45 P. M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fare \$3'00. The 6'49 P. M. Line will run daily. All others Sundays excepted, t7:30 and 11 A. M., 3, 3:30, 4:30, 5, and 6:45 P. M. and 12 Misnight, for Bristol, Trenton, etc.; and at 10:15 A, M.

12 Monight, for Bristol, Trenton, etc.; and at 10:15 A, M. for Bristol.

At 730 and 10:15 A. M., 3, 4:30, 5, and 12 P. M., for Schenck's At 10:15 A, M., 3, 5, and 12 P. M., for Eddington, At 7:30 and 10:15 A. M., 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.

BELVIDERE DELAWARE; RAILEGAD,

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

At 7:30 A. M. for Ningars Fails, Buffailo, Dunkirk, Canandaigua, Einira, Ithaca, Owege, Rochester, Ringhamton, Oswego, Syraquee, Great Bend, Montrose, Wilkesbarre, Seranton, Strondsburg, Water Gap, etc.

At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flamington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethiehein, etc.

1:15

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

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

DHILADE: PHIA, GERMANTOWN, AND NOBELS 1: WN RAILROAD.
On and after Th URSDAY, November 1, 1886, until fur-FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 ½, 35, 4, 6, 53, 6 10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A. M.,
1, 2, 3, 4, 4%, 6, 6, 6, 7, 8, 9, 10, 11 P. M.
The 8 20 down train, and 3% and 5% up trains will not stop on the Germantown Branch.

Leave Philadelphia 3 1/4 A. M., 2, 7, and 10 1/2 P. M.
Leave Germantown 81/4 A. M., 1, 6, and 23/2 P. M.
CHESNUT HILL BALLBOAD.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 33/4, 55/4, 7, 8, and 11 P. M.
Leave Chesnut Hill 7-10 minutes, 8, 9-40, 11-40 A. M., 1-40, 3-40, 5-40, 8-40, and 10-50 minutes P. M.

Leave Philadelphia 9-M minutes A. M., 2 and 7 P. M. Leave Cheanni Hill 7-50 minutes A. M., 12-40, 5-40, and FOR CONSHOHOCKEN AND NORRISTOWN. FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8 50 11°05, minutes A. M., 1½, 2, 1½, 5, 5, 6, 8 °50 minutes and 11½ P. M.
Leave Norristown 5-40, 7, 7-50 minutes, 9, 11 A. M., 1½
1½, 5%, and 8 P. M.
The 5½ P. M. train will stop at Falls, School Lane, Wisshicken, Manayunk, Spring Mills, and Conshohocken only
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½ and 6½ P. M.
Leave Norristown 7 A. M., 5 and 8½ P. M.
Leave Philadelphia 6, 8-25, 11-05 minutes A. M., 1
3, 4½, 5%, 6½, 8-30, and 11½ P. M.
Leave Manayunk 6-10, 7, 2, 8-20, 9½, 11½ A. M., 2, 5, 6%, 85 €, P. M.

Leave Philadelphia 9 A. M., 2/2 and 6 M P. M.
Leave Manayunk 7/2 A. M., 5/2 and 9 P. M.
W. S. WILSON, General Superintendent,
Desot NINTH and GREEN Streets

RARITAN AND DELAWARE BAY RAILWill run daily, Sundays excepted from Cooper's Point,
Camden, opposite VINE Street Ferry as follows:—
11-30 A. M. Way Freight for all stations; passenger
car attached.
6-10 F. M.—Through Freight for New York; passenger car attached. 6-10 P. M. — Inrough Freight for New York; passenger car attached.

Freight received in Philade'phia at the Company's warebouse. No. 250 N. DELAWABE Avenue, until 5 o'clock P. M., reaching New York early next morning. Freight boat leaves Pier No. 32, North river, New York, foot or DUAKE Street, daily, Sundays excepted, at 5 P. M., reach as Phila leibhia early next morning. The 9 A. M. train 'room Philadelphia and the U.A. M. train 10 cm New York, are discontinued.

General Freight Agent, Red Bank N. J. W. N. CLAYTON.

Superintendent, Red Pank, N. J. R. H. CHIPMAN Agent,
No. 320 N. DELAWABE Avenue, Philadelphia.