## CONGRESSIONAL PROCEEDINGS.

The following are the Congressional proceed ngs of yesterday, continued from our Fourth Edition !--

WASHINGTON, February 4.

Bezate. Mr. FESSENDEN introduced joint resolution uthorizing the Secretary of the Treasury to grant ermits to the curators of national scientific in-titutions to withdraw sloohol from bond in specistutions to withdraw alcohol from bond in specied quantities without payment of the internal
evenue tax on the same, or upon the spirits from
hich such alcohol has been distilled, for the purose of preserving specimens of anatomy, physilogy and natural history belonging to such instintion, the said curators to give bonds conditioned
tat the said alcohol shall be used for no other puroses than above specified; and if any such shall
otherwise used, the tax upon the whole shall be
ald, together with a like amount as penalty. Rerred to the Committee on Finance.
Mr. SUMNER, of Massachusetts, introduced a
ll supplemental to the several acts of Congress
solishing imprisonment for debt, and providing

ishing imprisonment for debt, and providing at all persons arrested upon mesne process, or ecution issuing from any United States court, ecution issuing from any United States court, all be entitled to discharge, in the same manner if he were arrested on like process under State urts of the same district. The same oath may taken, and the same length of time be required is provided by such State laws, and all modifications, conditions and restrictions upon imprinment for debt in any State shall be applicable process issuing out of the courts of the United ates therein; but all such proceedings shall be defore some one of the commissioners appoint. d before some one of the commissioners appoint

by the United States to take ball and affidavita.

ferred to the Committee on the Judiciary,

for TRUMBULL, of Illinois, from the Comttee on the Judiciary, reported back adversely

resolution of Mr. Davis declaratory of the
inciple of the Constitution in relation to the it of habeas corpus, and the committee was dis-arged from the further consideration of the

ne. fr. TRUMBULL, of Illinois, from the Com-ttee on the Judiciary, reported, with an amend-nt, the bill providing for the allotment of Juses of the Supreme Court among the circuits, I for the appointment of marshals for the Su-me Court and for the District of Columbia, e amendment of the committee strikes out the tion authorizing the Supreme Court to appoint United States Marshal for the District of Cobis; and also gives to the Court direct power appoint the marshal for the Supreme Court, ind of upon nomination of the Chief Justice. fr. TRUMBULL, of Illinois, from the Comtee on the Judiciary, reported a bill providing the act authorizing the payment of certain

tands for quartermasters' stores and sub-ence supplies farnished to the United States Il not be construed to authorize the settlement laims for stores taken or furnished for the use the armies, nor for the use or injury to real te or personal property by military authority troops of the United States, where the claim inated during the late rebellion in any State ared in insurrection by the proclamation of y 1, 1862, excepting to the loyal citizen or sens of the States of West Virginia and Ten-

hee.

ne VICE PRESIDENT laid before the Senate
joint resolutions of the Legislature of Wisconinstructing Mr. Doplittle to resign his seat in
Senate. Ordered to lie on the table and be r. STEWART, of Nevada, called up the bill to.

iral Pacific Railroad.
r. SAULSBURY, of Delaware, said that as the coads of the west were getting a great deal of sublic lands, he thought the Atlantic States at to get some for their roads. He would there-

at to get some for their roads. He would thereoffer an amendment as an additional section,
ating 200,000 acres of public land to aid in the
truction of the Janction and Breakwater
road, in the State of Delaware.
r. CONNESS, of California, thought Mr.
abury could hardly be in earnest in offering
amendment. If he wanted public lands for
State of Delaware, he should bring in an indetent proposition looking to that end.
r. SAULSBURY, of Delaware, thought this
a very proper occasion for lesting the question
ther the public lands were exclusively for the
ern States and their railroads. The amendt was disagreed to, and the bill-was passed.
r. WILLIAMS, of Oregon, called up the joint
ution giving twenty per cent. additional com-

ution giving twenty per cent. additional com-ation for one year, from and after the 30th of s, 1866, to all the civil employes of the governin the city of Washington, whose salary does ceed \$3500 per annum. GRIMES, of Iowa, inquired if workmen of

avy-yard were included? WILLIAMS said it did not embrace the me-

ice of the Navy-yard.
TRUMBULL, of Illinois, inquired if the taion denying the benefits of this act to those a salaries were increased since 1864 would nt the female clerks, whose salaries had been increased, from getting the increased com-

TRUMBULL believed this was unjust, and d the bill would be amended in this particufore it was passed.

ding the discussion of this subject the mornour expired, and the regular order was called which was the bill to regulate the tenure of on which the question was concurring in ouse amendment to strike out the exception binet officers from those who are declared not able without the advice and consent of the

ove and take up the Bankrupt bill. Agreed as 24, nays 16. So the Bankrupt bill was

WADE, of Ohio, gave notice that to-morrow uld ask the Senate to take up the proposed tutional amendment limiting the President

term of office.

EDMUNDS, of Vermont, gave notice that a sthe Bankrupt bill was disposed of he insist upon the disposal of the bill to reguete tenure of office, which had just been laid ral amendments to the Bankrupt bill of a

and unimportant character were concurred recommended by the Judiciary Committee, f the Judiciary Committee amendments was following section: ion 31. That any creditor opposing the dis-

eof any bankrupt, may, upon filing a speci-n in writing of the grounds of his opposi-lemand that the question of the bankrupt s o a discharge be tried at a session of the Disourt, unless it be satisfactorily shown to the that it would be unjust to the bankrupt to him to the expense and delay of such trial. ich case it shall be the duty of the Court to such trial, but only one such trial shall be nd if the jury disagree the Court shall depon the application as if no jury had been and the verdict of the jury shall be final as the proceedings in bankruptcy are con-

fling" and insert "file," and to strike out for the word opposition, and insert in lieu f the following words: "And the court may iscretion order any question of fact so pre-to be tried at a stated session of the district

bove amendment was agreed to

next amendment was to strike out the folin all proceedings in bankruptcy com after one year from the time this act shall operation no discharge shall be granted to whose assets do not pay fifty per centum laims against his estate, unless the assent ing of a majority in number and value of editors, who have proved their claims, is the case at or before the time of application

WILSON, of Massachusetts, moved to by retaining the above, omitting the words benced after one year from the time this act o into operation." Disagreed to.

nestion then recurred on striking out the hearton then read it was stricken out. heart to allow one year instead of two furing which the creditor may contest the of its having been fraudulently obtained, STILLIAMS, of Oregon, offered a proviso

net section that no proceeding in voluntary ptcy under this act shall absolve or affect igation of any existing contract or indebt-

HERMAN, of Ohio, said the effect of the amendment, if adopted, would be to kill indirectly. He much preferred a direct

a debate, Mr. HENDERSON, of Missourl, to recommit the bill, with instructions to a bill with certain restrictions named in the ons concerning voluntary and involun-

Henderion spoke against the pending bill.
Henderion spoke against the pending bill.
HENDERICKS, of Illinois, desired a direct
and was, therefore, opposed to recommitting
i. He was, also, opposed to the amendment
williams, the only effect of which would
mearing the bill
meetion to recommit was not agreed to.

mbarries the oill motion to recommit was not agreed to, question was then taken on the amendment Williams, and it was disagreed to—yeas 10,

mendment was adopted that no petition or

other proceeding under this act shall be filed, re-ceived or commenced before the first of June, 1867. Mr. HOWARD, of Michigan, moved to amend by striking out the 37th section, which applies the provisions of the bill to corporations and joint stock companies, and contains a proviso that, whenever any corporation, by proceedings under this act, shall be declared bankrupt, such decree of bankruptey shall work a forfeiture of all the franchises of such corporation, and the affairs of such corporation and the affairs of such corporation shall be wound up in the manner provided in this act in respect to natural persons.

Mr. HENDRICKS moved to amend the amend-

nent by striking out the proviso above quoted. Mr. HOWARD asked if that was in order, when is motion was to strike out the whole section? The OHAIR said it was in order. The Senate, at 4.45, without voting on the above,

House of Representatives. By Mr. COBB, of Wisconsin, to establish and limit the rate of interest for money in the District

of Columbia,

By Mr. LYNOH, of Maine, to provide for the resumption of specie payment. Referred to the Committee on Banking and Currency. Also, to provide against undue expansion and contraction of the currency. Referred to the same committee. of the currency. Referred to the same committee.

By Mr. DONNELLY, of Minnesota, to amend the act creating the Union Pacific Railroad so as to provide for the extension of the northern branch of the Union Pacific Railroad from Sloux City, its present terminus, to Lake Superior, on the same terms and conditions as are contained in the origi-Referred to the Committee on the Pacific

By Mr. HENDERSON, of Oregon, extending the time for completing the military wagon road in Oregon. Referred to the Committee on Papilo

By Mr. CLARKE, of Kansas, granting lands to By Mr. CLARRE, of Ransas, granting lands to aid in the construction of a railroad and telegraph line from Lawrence, Kansas, to the boundary line between the United States and Mexico, in the di-rection of Guaymas, on the Gulf of California. Referred to the Committee on the Pacific Railroad Also, to authorize the construction of a bridge across the Missouri river at Fort Leavenworth, Kansas. Referred to the Committee on Military Affairs. Also, to provide for the alienation of lands of the incompetent class of the Wyandotte Indians Referred to the Committee on Indian

By Mr. BRADFORD, of Colorado, amendatory of the organic act of Colorado Territory, to pro-vide for completing the survey of the Colorado river, and for the construction of a wagon road from Denver City to Salt Lake City. Referred to

from Denver City to Sail Lake City. Referred to the Committee on Territories.

By Mr. McKEE, of Kentucky, to empower the judges of the District Courts of the United States to hear and determine appeals from their own judgments and decrees. Referred to the Judiciary

Committee.
By Mr. TRIMBLE, of Kentucky, to repeal the tax on State bank circulation. Referred to the Committee on Benking and Carrency.
By Mr. MAYNARD, of Tennessee, for the relief of loyal citizens of the United States in the late insurrectionary States. Referred to the Judiciary Also, the joint resolutions of the Tennessee Le-

gislature on the subject of agricultural colleges. Referred to the Committee on Agriculture. By Mr. DEFREES, of Maryland, to re-establish civil governments in the States lately in rebellion. and to enable them to resume their former rela-tions with the States of the Union. To the Joint

Committee on Reconstruction.

By Mr ANDERSON, of Missouri, to authorize and provide for the construction of a military and postal road from Galveston, Texas, to Fort Gibson, in the Indian territory, with a branch to Little Rock, Arkansas. Referred to the Committee on Commerce.

Commerce.

By Mr. ASHLEY, of Ohio, to guarantee a republican form of government to the States recently in rebellion, excepting Tennessee. Referred to the Joint Committee on Reconstruction.

Mr. Ashley stated that the bill was drawn up by the Southern Association of Washington, of which Mr. Durant is President.
Also, a bill to aid in the construction of a rail-

road and telegraph line from the Colorado river to the Pacific Central Railroad. Referred to the Committee on the Pacific Railroad. By Mr. SPALDING, of Ohio, in reference to a navy-yard on the northwestern lakes. To the Committee on Navai Affairs. By Mr. UPSON, of Michigan, to repeal section 3

of the act of May 5, 1864, amending the act of May 15, 1820, incorporating the inhabitants of the city of Washington. To the Committee on the District of Columbia. Also, to provide for a survey of the harbor at the mouth of the Kajamazoo River, Michigan. To the

Committee on Commerce. By Mr. BEAMAN, of Michigan, the joint resolutions of the Michigan Legislature, approving the action of Congress in passing the District Suf-frage bill over the President's veto. To the Com-

mittee on the District of Columbia.

By Mr. COBB, of Wisconsin, a joint resolution of the Wisconsin Legislature in reference to Se-Affairs.

The resolutions declare, in a long preamble, that Senator Doolittle has renounced fidelity to his for-mer professions and principles; has deliberately put himself in active antagonism to those princis of justice and equal rights which should be foundation of a republican government, by uniting his political fortunes with those of the ene mies of the republic, has grossly betrayed his con-stituency, and by faithlessness to the high trust confided to him, has shown himself totally unworthy of further confidence and respect; and they instruct him to resign his senatorial office.

The call of States for bills having been concluded, the SPEAKER proceeded as the next business in order to call the States for resolutions. Under this call Mr. Kelso's impeachment resolutions, offered on January 7, came up, the question heing on Mr. Jenckes' motion to refer them to the Judiciary Committee. They were so referred with-

out a division of the House.

Mr. NOELL, of Missouri, offered a series of resolutions in favor of extending suffrage to women, and instructing the Committee on the District of Columbia to report a bill amendatory of the District Suffrage bill in that spirit, and instructing the Judiciary Committee to report a bill authorizing the call of a constitutional convention in Massachusetts, to make a constitution for that State epublican in form.

Debate arising, the resolutions went over under

Mr. WILSON, of Iowa, offered a resolution de-claring it as the opinion of the House that the public interests will not justify a greater curtailment of the national circulation than four millions per month, or forty-eight millions during the year 1867, which forty-eight millions ought not be exclusive of and in addition to the compound-interest notes failing due during the current year, and that in lieu of such an amount of compound interest notes as may become due, and may be redeemed within the year, as may be in excess of the amount of carrency authorized to be withdrawn, the Secretary of the Treasury ought to be authorized and requested to issue United States legal tender notes

without interest.
Mr. WILSON, of Pennsylvania, moved the previous question, and called for tellers.

The vote was taken by tellers, and resulted in ayes 40, nays 76—so the House refused to second me previous question, and Mr. WEN1 WORTH rising to debate the reso-

ution, it went over under the rule until Monday Mr. PRICE, of Iowa, offered the following pre

amble and resolutions, and demanded the previous Whereas. Much embarrassment now prevails in the country, affecting injuriously the commercial and other interests thereof, on account of the un-certainty of what may be done by this Congress effecting the volume of currency now in circuin

lation; therefore Resolved. As the opinion of this House, that any greater reduction of the currency than that already authorized by law-to wit: four millions of dollars per month-would not be advisable.

per month—would not be advisable.

Resolved, That the said reduction should be so managed as to take the amount so retired and cancelled from the interest bearing notes, and not from the non-interest-bearing notes.

Resolved, That that part of the compound-interest notes which shall fail due during the next year, and shall not be retired and cancelled under and by virtue of the law now authorizing the retirement and cancellation of four millions per month shall have their places supplied by legal tender notes bearing no interest.

terest.
Mr. CONKLING, of New York, made the question of order that those were substantially the same resolutions that had been offered by Mr. Wilson, of Iowa, The SPEAKER oversuled the point of order, determined the same ground, but ding that resolutions covering the same ground, but of in the exact words, could be offered after similar

ones were rejected.

Mr. LAW BENCE, of Ohin, asked Mr. Price to yield for an amendment forbidding any further reduction of the currency.

Mr. PRICE declined to yield, stating that he wanted the House to stand by his resolutions or to vote them. down.

The vote on seconding the previous question was taken by tellers, and resulted ayes 68, pays 69.

So the House refused to second the previous question, and Mr. WENTWORTH rising to debate the resolutions, they went over under the rule till Monday

Mr. GRINNELL. of lows, offered the following resolution, and moved the previous question:
Escolved. That the public interest demands that
there shall not during the surrent year, be any reduction of the amount o constanding united states notes,
commonly called "greenbacks."
Resolved. That the committee of Ways and Means
be instructed to report such a bill as may be necessary
to effect this object.

The vote on seconding the provious question was taken by tellers, and resulted—year 58, nays 66. So the provicus question was seconded.

Mr. MORBILL, of Vermont, moved to lay the resoation on the lable, Mr. LAWRENCE, of Ohio, called for the year and

Mr. MORBILL, of Vermont, moved to lay the resolution on the table.

Mr. LAWRENCE, of Ohio, called for the yeas and nays.

The vote was taken by yeas and nays, and resuited—yeas 70, nays 22. So the resolution was not laid on the table.

Mr. POMEROY, of New York, called for the yeas and nays. On ordering the main question, the vote was taken by yeas and nays, and resuited yeas 87, nays 67. So the main question was ordered, which was on the adoption of the resolution. The resolutions were then adopted without a division.

Mr. KASBON, of lowar, offered a resolution for evening sessions, after to-day, for the remainder of the session, and moved the previous question. The House refused to second the previous question. The House refused to account the previous question. The House refused to account the rule, till next Monday.

Subsequently, Mr. HOOPER asked leave to offer a similar resolution, and moved to suspend the rules to enable bim to do so; but the House refuse i to suspend the lies and the resolution was not received.

Mr. FARNSWORTH, of Illinois, by unanimous consent introduced a joint resolution giving the thanks of Congress to Edwin M. Stanton, Secretary of War, Major General M. O. Meigs, Quartermaster General, and Brevet Lieutenant Coinnel James M. Moore. Assistant Quartermaster, for their care in collecting and burying the loyal and honored dead of the war, and for their persevering labors in obtaining the names of those who died—whether of wounds received in battle, disease or starvation in rebel prisons, and publishing them on the rolls of honor of the nation. Read three times, and passed.

On motion of Mr. MORRIAL, of Vermont, the Committee on Printing was instructed to inquire into the expediency of printing for the use of the mombers of the House the digests of statutes of the United States prescribing the rates of duties on imports, and to inquire into the cost thereof, including compensation to the compiler.

quire into the cost thereof, including compensation to the compiler.

Mr. U'NEILL, of Pennsylvania, introduced a bill suplementary to the Bounty act of July 23, 1868. Referred to the Committee on Military Affairs.

Mr. INGERSULL, of Illinois, asked leave to introduce a joint resolution appropriating \$25,000 for the poor of the District of Columbia, to be distributed by Majur General O. O. Howard.

Mr. CONKLING, of New York, asked Mr. Ingersoll whother he would accept an amendment providing that

Msjor General O. O. Howard.
Mr. CONKLING. of New York, asked Mr. Ingersoll whether he would accept an amendment providing that the amount shall be subraced in the next tax levy of the District?
Mr. INGERSOLL declined to accept such an amendment.
Mr. ROSS, of Illinois, suggested to Mr. Ingersoil that he should introduce a similar bill for his own city of Peorla, Illinois.
Mr. INGERSOLL did not notice the interruption, but objection being made, he moved to suspend the

The House refused to supend to rules, and the joint

The House refused to supend the rules, and the joint resolution was not introduced.

On motion of Mr. ELIOT, of Massachusetts, Saturday, the left of February, was assigned to the Committee on Commerce for consideration of the Biver and Harbor Improvement bill, and other reports.

Mr. LYNCH, of Maine, offered a preamble and resolutions occiaring that the overthrow of the rebellion has left the people of the robel States (excepting Tennessee) deprived of all civil government; that the governments now existing in those States as established by the President have no constitutional sanction, and being under the control and administration of the esders of the rebellion, fall to afford the loyal citizens of the United States that protection to which they are entitled, and resolving that it is the duty of Congress immediately to establish such governments over those bates as shall maintain the authority of the national government, suppress violence and establish order, and protect all the citizens thereof in their lawful rights, to the end that they may, as speedily as is consistent with the safety of the nation, be restored to their former relations with the Union, and that in the formation of new State governments all leyal citizens shall have a right to participate, and shall be proterted in the exercise of such right by the national government, Mr. SCHENCE, of Ohio, made the point of order

shall have a right to participate, and shall be protected in the exercise of such right by the national government.

Mr. SCHENCE, of Ohio, made the point of order that under the rule the resolutions must be referred to the Joint Committee on Resolutions.

The SPEAKEE is sustained the point of order.

Mr. LYNCH moved to suspend the rules. The House refused to suspend the rules—yeas 69, mays 82. So the resolutions were referred without debate to the Joint Committee on Reconstruction.

Mr. SUHENCE, of Ohio, Baked leave to offer the following resolution:

Resolved, That the Committee on Naval Affairs be instructed to inquire into the propriety of an immediate removal of the United States Naval Academy from its present location, in the State of Maryland, to some point in a loyal state where the pupils of the institution will be secure against the surroundings of political and social influences hostile to the national government which now predominate at Annapolis, and report by bill or otherwise.

Mr. Edientle, of Wisconsin, objected.

Mr. SCHENCE, of Wisconsin, asked Mr. Schenck to accept an amendment to make the resolution directory to the Committee on Naval Affairs to report such a bill.

Mr. SCHENCE, while declaring himself in favor of Mr. SCHENCE, while declaring himself in favor of

Mr. SCHENCK, while declaring himself in favor of

Mr. BCHENCK, while declaring missent in the amendment, declined to accept it, but would yield o allow it to be offered.

Mr. BCHE would not then offer it.

Mr. BCHENCK declared that he offered the resolution in good faith. He had seen too much of the social influences brought to bear on officers and troops stationed in the midst of a community not sympathizing in loyalty with them, and he did not wish to expose any linger the young gentlemen of the Naval Academy to the influences that might affect them and affect the to the influences that might shoot them and affect the navy by their being educated at Annapolis. Mr. HARK.S., of Maryland, asked Mr. Schenck to yield to him. Mr. BCHENCK said he would yield for questions. Mr. HARKIS said he did not want to ask any ques-

Mr HABBIS said he did not want to ask any questions, he wanted to debate the resolution.
Mr. SCHENCK declined to yield for debate,
Mr. LEBLOND, of Ohio, asked Mr. Schenck what
necessity there was for the resolution?
Mr. SCHENCK replied that he wanted to get that
institution out of Annapolis.
The previous question was seconded and the resolution was adopted—108 to 35.
On motion of Mr. BINGHAM, of Ohio, the Secretary of State was directed to report what States now
represented in Congress have ratified the amendment
to the Constitution proposed by the thirty-ninth Congress.

to the Constitution proposed by the thirty-minth Congress.

Mr. WABD, of New York, presented the petition of one hundred and eighty citizens of Steuben county, New York, in favored increasing the tariff on wool, helerised to the Committee on Ways and Means.

Mr. WARD also introduced the remonstrance of minety-eight citizens of Plattaburg, New York, against further contraction of the currency, and against legislation hostile to national banks.

Mr. GRISWOLD, of New York, presented a petition from a large number of wool-growers in Wasnington county. New York, for protection against the importation of foreign wool.

Mr. CONELING, of New York, presented the petition of Mrs. it, A. Siel, asking compensation for iosses suffered in the war.

Also, the petition of soldiers, asking an extension of time of payment for lands in Beaufort, nouth daroling.

lina.

Mr. O'NEILL, of Pennsylvania, presented the memorial of T. Morris Perot, President of the Mercantle Library Company of Philadelphia, its directors and many of its members, asking that there may be no legislation on the subject of the tariff which takes from the free list tas importation of books, maps, &c., intended for public libraries, colleges and other literary institutions. Also, a supplement to an actentitled "an act to equalize bounties," approved July 28, 1886, and also to provide for a bounty to seamen, firence a and coal-passers.

The SPEAKER presented Executive communica-The SPEAKER presented Executive communications as follows:

From the Secretary of War, transmitting the report of Chief of Engineers, relative to the improvement of the following the tension of Chief of Engineers, relative to the improvement of the harbors of Pent Water and Pere Marquette. Michigan, Referred to the Cop mittee on Commerce.

From the Secretary of State, in reference to the two bills—the one to repeal the amnesty section of the act of July 17, 1852, and the other to regulate franchies in the territories—not vetced by the President nor published as laws, announcing that such bills were filed in the State Department, with a letter from Gel. Wm. 6. Moore, the President's private secretary, dated 31st of January, Referred to the Committee on Enrolled diffs. The bill reported last Saturday from the Gommittee of Frinting, for the election of Congressional printer by the House, and the abolishment of the office of disperintendent of Public Printing, came up, the quistion being on Mr. Trumbull's motion to lay it on the table.

The House refused to lay the bill on the table-year nays 109-and the bill was then passed without a

ivision.

hr. Wilson, of lows, from the Judiciary Commithr. Wilson, of lows, from the Judiciary Commitee, rep ried back the House bill to declare valid and
opclusive certain prodamations of the President,
and the acts upon in pursuance thereof, in the suppression of the rebellion, and it was made the special
order, to be taken up after the Civil Rights bill and
the bill to equalize bounties are disposed of.
On motion of Mr. BANKS, of Massachusetts, the
President was requested to communicate a copy of any
initial correspondence respecting the recent visit to
train. for scientific purposes, of Professor Louis
288812

gassiz
The clouse then went into Committee of the Whole
In the State of the Union. Mr. POREROF in the
Insir, on the Fortification bill, the question being on
the amendment as propriating \$150.000 for the comsencement of two additional forts at Portland, Me.
The amendment was advocated by Messrs, Lynch
Union Scheen's additional forts at Portland, Me. Schenck, and opposed by stesses. Spalding and

Agree a debate, the amend next was rejected.

Other amendments were offered and rejected, and naily, on motion of Mr. Scofield, of Pennsylvania, the meeting clause of the bili was struck out, which is a ejection of the bill ection of the bill. The committee rose, and the House, after confirming e action of the committee, adjourned at four-twenty

the action of the committee, adjourned at four-twenty P. M.

The following is the vote in detail on ordering the main question on Grincell's Currency resolution:
Yeas-Messra Allson, Anderson, Ashley of Ohio, Baker, Beaman, Bingham, Blow, Bromwell, Buckland, Bundy, Clarks of Ohio, Clark of Kansas, Cobb, Cock, Culliom, Deirses, Delano, Deming, Donnelly, Dumont, Eggieston, Farnaworth, Farquhar, Ferry, Goodyear, Grinnell, Griswold, Barding of Illinois, Harris, hays, Henderson, Higby, Hill, Inubbard, West Virginia, Hubbard of Connecticut, Hubbeil of New York, Hubbeil of Ohio, Ingersoll, Julian, Kelley, Kelso, Koonie, Kaykendall, Lawrence of Ohio, Leftwich, Loan, Longyesr, Lyuch, Marshail, Marston, Marvin, Maynard, Sictiurg, McIndoe, McKee, Miller, Morris, Moulton, O'Neill, Orth, Paine, Fatterson, Plants, Baudail, Kerr, Ross, Sawyer, Schenck, Shellaberger, Sican, Sievens, Stilwell, Stokes, Taylor of Tennessee, Thaver, Francis Thomas, Thornton, Trowbridge, Lpon, Van Sernam, Van Horn of Musouri, Warner, Washburn of Indiana Weiker, Whalley, Wilson I Iowa, Wilson of Pennsylvania, Windom-St. Nays-Messra, Alley, Ames, Ancora, Baidwin, danks, Baxter, Bergen, Bidwell, Campbell, Conking,

Copper, Davis, Dawes, Dawson, Dixon, Dedge, Eldridge, El of Finck, Garfield, Glossbrenner, Harding of Kent cky, Hart, Hise, Bogan, Hoimes, Honger, Hottekiss, Bulburd, Humphrey, Hunter, Jonekev, Retcham, Lafin Lawrence of Pennsylvania, he Blond, McBuer, Moorhead, Morrill, Niblack, Nichelson, Koell, Perham, Pike, Pomerov, Randail of Penns, Laymond, Ritter, Bogers, Rollins, Scoffeld, Shanklin publing, Trimble, Van Hurn of New York, Ward of Kentucky, Ward of New York, Washburn of Massachusetts, Wentworth and Winfield—65

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WINTER ARRANGEMENT.
NINE DAILY TRAINS.
On and siter TUESDAY, January I, 1867, Passenger trains leave the New Depot. corner Berks and American streets, daily (Sundays excepted), as follows:—At 745 A. M.—Morning Express for Bethichem and Principal Stations on North Pennsylvania Railroad connecting at Bethiehem with Lehigh Valley Railroad with Catawissa Railroad, for kupert, Danville, Mitton, and Williamsoort Arrive at Mauch Chunk at 12:05 A.

""", it wilksebarre at 3 P. M. : at Mahanoy City and with Catawissa Railroad, for kupert, Danville, Mitton, and Williamsoort Arrive at Mauch Chunk at 12:05 A.

""", it wilksebarre at 3 P. M. : at Mahanoy City at 3 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethiehem at 12:55 P. M., for k avion and points on New Yersey Central Railroad to New York.

At 9 A. M.—Accommodation for Doylestown, stopping

and points on New Jersey Central Railroad to New York.

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

At 10-15 A. M.—Accommodation for Fort Washington, stopping at all intermediate stations.

At 2-35 P. M.—Accommodation for Doylestown, stopping at all intermediate scations. Passengers take Stage at 100 vicetown for New tope.

At 3-45 P. M.—Evening Express for Bethlehem and principal stations on the North Pennsylvania Railroad making close connection at Bethlehem with Lehigh Valley train for Ea ton, reaching there at 6-45 P. M.—Passengers for Plainfield Somerville, and other points on New Jersey Central Railroad, take New Jersey Central train at Easton, which arrives in New York at 10-45 P. M.—Passengers for Summeytown take stage at North Wales, and for Nazareth at Hethlehem, and for Greenville at Quakertown

At 4-20 P. M.—Accommodation, for Doylestown stopping at all intermediate stations. Passengers for Willow Grove, Hatboro', and Bartsville take stage at Abington: for Lumb rville at Doylestown.

At 5-20 P. M.—Through accommodation, for Bethlehem and all stations main line or North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for Alentown, Mauon Chunk, etc.

At 6-20 P. M.—Accommodation for Lansdate, stopping tall intermedia e stations.

At 11-50 P. M.—Accommodation, for Fort Washington.

TRAINS ARKIVE IN PHILADELPHIA

From Bethlehem at 9-15 A. M., 2-28 and 8-40 P. M.

TRAINS ARKIVE IN PHILADELPHIA
From Bethlehem at 9:15 A. M., 2:36 and 8:46 P. M.
2:36 P. M. train makes direct connection with Lehigh
Valley trains from Easton. Wilkesbarre, Mahanoy City,
and Hazleton.
Passengers leave Wilkesbarre at 1:36 P. M., connect at
Bethlehen. at 6:15 P. M., and arrive in Philadelphia at
8:40 F. M.

Bethlehem at 6 15 P. M., and arrive in Philadelphia at 8 46 E. M.
From Dovlestown at 8 35 A. M., 5 15, and 7 95 P. M.
From Lansdale at 7 30 A. M.
From Lansdale at 7 30 A. M.
From Fort Washington at 11 50 A. M., and 8 65 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
Initiadelphia for Dovlestown at 2 35 P. M.
Devlestown to Philadelphia at 7 20 A. M.
Bethlehem to Philadelphia at 7 20 A. M.
Fifth and sixth streets passenger cars convey passengers to and from the new depot.
White cars of second and Third streets line and Union the run within a short dis ance of the depot.
Tickets must be procurred at the Ticket Office, in order to secure the lowest rates of fare
ELLIS CLARK, Agent.
Hillman's Bassage Express will call for and deliver

Hillman's Bassage Express will call for and Baggage at the Depot Office No. 12 South THIRD Street.

EW AND MOST DIRECT ROUTE TO THE OIL REGIONS.

WARREN AND FRANKLIN RAILWAY,

State Wister Arrangement, 1867.

From Thursday, November 23, 1855, trains leave Irvineton (at the Junction or the Phindelphia and Erie kailroad, 396 miles from Philadelphia).

GOING SOUTH 10 OIL CITY.

6:55 A. M. Mail Train arrives at Tidiouse at 7:35 A.M.; Gloopolis at 10 A. M.; and Off City at 4:50 A. M.; Oleopolis at 4:15 P. M.; and Off City at 4:50 P. M.; Colopolis at 4:15 P. M.; and Off City at 4:50 P. M.; Die Oling NORTH TO IRVINETON.

Trains leave Oil City as follows:

9:10 A. M.; Express Train arrives at Oleopolis at 9:53 A. M.; at Tidioute at 11:50 A. M.; and at Irvineton at 12 noon, making close connection with P. and E. Railroad trains for Fpiladelphia, and all points, bot; East and West Passengers for Philadelphia by this train arrive there at 7.a. M.

West Passengers for Philadelphia by this train arrive there at 7 a. M.

1-20 P. M. Sail Train arrives at Oleopol's at 1-55 P. M.;

Tidioute at 3-35 f. M.; and at Irvine on at 445 P. M.;

Tidioute at 3-35 f. M.; and at Irvine on at 445 P. M.;

making close connection for the West Philadelphia passengers by this train remain at Irvineton until 8 II

P. M.; arriving at Philadelphia at 1-20 P. M.

All trains going South leave Irvineton after arrival of trains on Philadelphia and Erie Mailroad, connect at Oleopolis for Pit-hole City, and at Oil City with Atlantic and Great Western Railway trains for Heno, Franklin, and Meadville, and with trains or Farmers' hallway for Mous-ville Humbolat, Pumer, Rynd, Tarr and Story Farms, Petroleum Centre, etc.

All trains going North leave Oil City and Oleopolis after arrival or trains from above points.

By this route passengers can leave Philadelphia at noon arrive at Irvineton at 6:30 A. M., having 15 minutes for bleakinst, and arrive at Oil City at 945 A. M. filme through only 2 hours. Oc passengers can leave Philadelphia at 350 f. M., arrive at Irvineton at 42 P. M., next any remain over night, and take the 6 54 A. M. frain South.

At Jerineton passengers will find four comfortable.

M. next cay, remain over hight, and take the 6 M A. M. frain South.
At Irvineton passengers will find four comfortable hotels, and first-class dining saloon in the depot.
Be sure to obtain through tickets and barrans checks at Pennsylvania Railroad Lepot. West Philadelphia, vin Warren and Franklin Railway, the great short route to the Oil Region

BEVERLEY B. KEIM, General Freight and Ticket

GLOBE EXPRESS COMPANY, OFFICE, NO. Of 639 MARKET Street Philadelphia, November 19, 1866—The Globe Express Company will tole day open its first line between New York, Philadelphia, Baitl-more, and Washington for HEAVY FREIGHT AND PACKAGES.

They will call for and deliver promptly at the follow the false:

They will call for and deliver promptly at the follow ing rates:

For heavy freights to and from New York, 49c, per 100 lbs.4. Bat more, 59c, per 116 lbs.; Washingtor, 89c, per 100 lbs.5. Georgetown, 99c, per 100 lbs. 3 lexandria, 81 20 per 10 lbs.

Packages and vainables will be taken at as reasonable rates as by any other associated from the company is arransing to rapidly open its offices at all important points through the South and Southwest as a ull Express.

This Company are prepared to pay promptly for any toss or damage that may occur.

Gruers may be left at the above Office.

S. W. WILSON, Superintendent.

STUART GWYNN.

Of New York, President.

Of New York, President. E. C. PECHIN Of Philadelphia, Treasurer.

BAILROAD LINES.

READING BAILEOAD
FROM PHILADELPHIA TO THE INTERIOR OF
FENNSYLVANIA, THE SCHUVILFILL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEYS, THE NOETH, NORTHWEST, AND THE
CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS,
October 8, 1908,
Leaving the Company's Depot, at THIRTEENTH and
CALLOWHILL Streets, Philadelphis, at the following
hours:

CALLOWHILL Breets, Philadelphia, at the following hours:

MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stations.
Beturning, leaves Reading at 8:30 P. M., arriving Philadelphia at 9:10 P. M., arriving Philadelphia at 9:10 P. M., MORNING EXPRESS,
At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Bisgara, Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc., etc.
This trait connects at BEADING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanos Valley train for Barrisburg, etc., at POBT GEINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Morthern Central, Cumberland Valley, and Schuylkill and Shaquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 8-30 F. M., for Reading Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad rains for Columbia, etc. Leaves Reading at 6-30 A. M., stopping at all way stations, arriving at Philadelphia at 9-40 A. M.
Returning, leaves Philadelphia at 9-40 A. M.
Returning, leaves Philadelphia at 9-40 A. M., arrives in
Reading at 7-36 P. M.
Trains for Philadelphia scave Harrisburg at 8-10 A. M.,
and Pottsville at 8-35 A. M., arriving in Philadelphia at
1 00 P. M. Afternoon trains leave Harrisburg at 2-10 P.
M., Pottsville at 2-45 P. M., arriving in Philadelphia at
6-45 P.M.

Leaves Reading at 730 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 910 P. M. Market train, with passenger car attached, leaves Philadelphia at 1245 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 at the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 5:00 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 6:00 A. M., returning from Reading at 4:25 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downington and Intermediate points take the 7:30 and 8:15 A. M. and 4:50 P. M. trains from Philadelphia, returning from Downingtown at 7:10 A. M. and 12:30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE LOAVES NEW YORK AT FAMES A. M. and 8 '00 P. M., passing Reading at 1 '05 and 11 55 A. M. and 145 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Badroad express trains for Pittsburg, Chicago Williamsport, Elmira, Baltimore, etc.

Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Fennsylvania express from Fittsburg, at 3 and 9-05 A. M. and 9-15 P. M., passing Reading at 4-49 and 10-02 A. M., and 11-50 P. M., and arriving in New York at 10 A. M. and 2-45 P. M. Sleeping cars accompany these trains through between 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 Potaville at 7 and 11:30 A. M., and 7:15 P.
M., returning from Tamaqua at 7:35 A. M. and 1:40 and 4:15 P. M.
SCHUYLKILL AND SUSQUEHA NNA RAILROAD.
Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3:20 P. M., and from Tremont at 7:55 A. M. and 5:26 P. M.
TICKETS.

mont at 7:85 A. M. and 5:25 P. M.

TICKETS.

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 8 Bhadfockly, Treasurer, No. 227 8. FOURTH Street.
Philadelphia, or of G. A. NICOLLIS, General Superintenddent, Resding:

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 families and firms.

families and firms STASON TICKETS. For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished cards entilling 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 THIETEENTH and CALLOWHILL Streets.

FREIGHT.

at the Ticket office, at THIRTEENTH and CALLOWHILL.

Streets.

FREIGHT.

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

Leave Philadelphia daily at 549 A. M., 1245 noon, and 6 P. M., for Reading, 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 345 P. M.

PREIGHT LINES FOR NEW YORK AND TREIGHT 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 4½ o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 13 noon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad: Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Essidere, 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 Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna and Western Railroad, forwarding to Syracuse, Butlalo and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railread, and at Newark with the Morris and Essex Hailroad. Morris and Essex Railroad.
A slip memorandum, specifying the marks and numbers, ahtpers and consigness, 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, pear the Drove Yard, or at Fier No. 1, North River, as the shippers may designate at the time of Morris and Essex Railroad iver, as the shippers may designate at the time shipment. For terms, or other information, apply to WALTER FREEMAN, Freight Ages

1 15 No. 226 S. DELAWARE Avenue, Philadelphia 1867 -PHILADELPHIA AND FRIE RAILern and Northwest Connues of Pennsylvania to the City of Erie on Lake Erie, and is the most direct route to the reat oil Regions of Pennsylvania. It has been leased and it operated by the Pennsylvania Railroad Company.

Time Of Passenger Trains at Philadelphia.

Arrive Eastward-Erie Mail. 74. M.; Erie Express Train, 170 F. M.; Elmira Mail. 540 P. M.; Erie Express Train, 12 M.; Elmira Mail. 870 A. M.

Passenger cars run through on the Erie Mail and Express Trains, without chance both ways between Philadelpha ains without change both ways between Philadelphia

and Erie, NEW 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. Leave|Erie at 10-25 A. M., arrive at New York 10-10. A. M. Eiegant Sleeping Cars on all the night trains. Elegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply at orner THIRTIE/II and MARKET Streets, Phila.
And for freight business, of the Company's Agents, S. B. Sigston, Jr., corner Thirteenth and Market streets, billadelphia; J. W. Bernolds, Erie; William Brown, and N. C. E. B., Baltimore.
H. H. HOUSTON, General Freight Agent, Phila.
H. W. GWYNNER, General Ticket Agent, Phila.
1 15 A. L. TYLER, General Sup., Erie.

W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry). LEAVE PHILADELPHIA AS FOLLOWS:-Bridgeton, balem, Millville, and all interm

LEAVE PHILADELPHIA AS FOLLOWS:
For Bridgeton, Balem, Millville, and all intermediate catena, at 8 A. M. Mail., 330 P. M., Passenger.
For Woodbury, 8 A. M., 230 and 6 P. M.
For Cape May, at 330 P. M.
RETURNING TRAINS LEAVE
Woodbury at 715 and 840 A. M., and 454 P. M.
Bridgeton at 705 A. M. and 330 P. M. Freight, 545 P. M.
Salem at 650 A. M. and 805 P. M. Freight, 545 P. M.
Millville at 655 A. M. and 808 P. M. Freight, 510 P. M.
Cape May at 1145 A. M., Passenger and Freight.
Freight will be received at First Covered Whart
Love Wainut street, from 900 A. M. until 500 P. M.
Bat received before 700 A. M. will go through the same day,
Freight Delivery, No. 228 S. DELAWARE Avenue.
118
WILLIAM J. SEWELL, Superintendent.

OR NEW YORK, VIA RARITAN AND DELA-WARE BAY RAILROADS.—From Ferry foot of INE Street, Philadelphia.
5 P. M.—Freight for New York, and points North or

net.

11 A. M - Way Freight.

11 A. M - Way Freight.
toods delivered at company's Depot, No. 320 N
WHAIVES, Philadelphia, by 5 P. M., will be for
worded by this line, and arrive in New York at 1 clock next morning.
Freight received at Pier No. 32 North River, N. Y.,
4 30 P. h., will be ready tor delivery in Philadelphia

Freight received at will be ready for delivery in Philadelphia by 420 P. M., will be ready for delivery in Philadelphia carry the following morning.

FARE TO NEW YORK, TWO DOLLARS,

Ticket Office, Vine Street Ferry.

Ticket Office, Vine Street Ferry.

E. H. CHLPMAN, Freight Office and Depot, No. 220

N. WHARVES, Philadelphia.

J. B. LURT, Flor No. 22 North River, foot of DUANE Street. New York.

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

delphia, No. 411 CHESSUT Street.

General Freight Agont, Red Bank, N. J.

General Freight Agont, Red Bank, R. J.

T. BRENT SWEAHINGEN.

General Agest, Philadelphia.

RAILROAD LINES.

Months White

THILADELPHIA, WILMINGTON AND BAL-TIMBRE RAILEDAD.

TIME TABLE.

Commencing MONDAY, December 24, 1886. Trains will leave Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:

Express Train at 4 15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Eliton, Northeast, Perryville, Havre-degrace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Way Mail Train at 8'89 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delgware Railsond at Wilmington for Cristicia and intermediate stations. with Delaware Railsoad 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, Claymons, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeon, Perryman's, Edgewood, Magnolia, Chisse's and Stemmer's Ruit.

Night Express at 11 F. M. (dally), for Baltimore and Washington. Connects at Wilmington with Delaware Railross line (Saturdays excepted), stopping at Middletown, Smyrna, Dover, Harrington, Seatord, Salisbary, Princess Anne, and connecting at Cristole with Boat for Norfolk, Portsmouth, and the South.

Passengers by Boat from Bal imere for Fortress Montroe and Norfolk will take the 11 42 A. M. train.

WILMINGTON ACCOMMUDATION TRAINS,

WILMINGTON ACCOMMODATION TRAINS,
opping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12°30, 4°96, 6, and 11°30 (daily) F

M. The 4°10 P M. train connects with Delaware Railroad for Mifford and intermediate stations. The 6°P. M. train runs to New Castle. Leave Wilmington at 7:15 and 8:30 A. M., 3 and 6:36 (daily) P.M.

Leave Wilmington at 7.15 and 8.20 A. M., 3 and 6.20 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.
Leave Balthore 7.25 A. M., Way-mail, 9.35 A. M., Express. 1.10 P. M., Express. 6.35 P. M., Express. 8.20 P. M., Express. 8.20 P. M., Express. 8.20 P. M., Express. From Baltimore to Havre-de-Grace and intermediate stations at 4.05 P. M., M., and 9.38 P. M.

Leave Chester at 4.49 and 9.3 A. M., and 8.38 P. M.

Leave Wilmington at 10.00 and 9.40 A. M., and 4.18 P. M.

BUNDAY TRAIN

Leaves Baltimore at 8.25 P. M., exopping at Havre-de-Grace, Perryville, and Wilmington. Also stope at Eliton and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and Chester to leave passengers from Baltimore or Washington.

Through Tickets te all points West, South, and Southwest, may be procured at Ticket Office, No. 828 Chesmet street, a nider Continental Hotel Persons purchasing tickets at this office can have their bagnage checked at their residence by Graham's Baggage Express.

115 H. F. KENNEY, Superintendent.

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 te
1.15 FRANCIS FUNK, No. 137 DOCK Street. FOR NEW YORK.—THE CAMDEN AND pany's Lines
FROM PHILADELPHIA TO NEW YORK

and Way Places, from Walnut Street Wharf, will leave as follows, viz.:- At 6 A. M., via Camden and Amboy, Acce 

excepted. 17:St and 11 A. M., S. S. St., 4 St., 5, and 6 45 P. M. and 12 Mionight, for Bristol, Trenton, etc.; and at 10 Lo A. M. for Bristol,
At 7 30 and 19 15 A. M., 3, 4 30, 5, and 12 P. M., for Schenck's
At 10 15 A. M., 3, 6, and 12 P. M. for Eddington,
At 7 30 and 10 15 A. M., 3, 4, 5, 6, and 12 P. M. for Corn-

well's, Torresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and inter-Frankford, and at 8 P. M., for Holmesburg and intermediate stations.

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

BELVIDERE DELAWAREJ RAILKOAD.

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

At 7:30 A. M. for Singara Fails, Buffalo, Dunkirk Canandigus, Elmira, Rhaca, Owege, Rochester, Binghamton, Oawego, Syracuse, Great Bend, Montrose, Wilkesbarre, Beranton, Stroudsburg, Water Gap, etc.

At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 6:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc.

At 9. M. for Lambertville and intermediate stations.

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

PHILADELPHIA, GERMANTOWN, AND NOREISTOWN RATHROAD.
On and after THURSDAY, November 1, 1866, until for-

FOR GERMANTOWN. FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 6, 32, 4, 5, 5 5, 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 5, 6, 6, 5, 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.

stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9- & A. M., 2, 7, and 10 & P. M.

Leave Germantown 8\( \text{a}\), A. M., 1, 6, and 9\( \text{b}\), P. M.

CHESNUT HILL RAHLROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3\( \text{c}\), 5\( \text{d}\), 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, 6-40, 8-40, and 10-40 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9 14 minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 7:50 minutes A. M., 17:40, 5:40, and
25 minutes P. M. 9-25 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8 35 11 05, minutes A. M., 1½, 2, 4½, 5½, 6½, 6 05 minutes and 11½ P. M.
Leave Norristown 5-40, 7, 7-50 minutes, 9, 11 A. M., 116
4½, 6 ½, and 8 P. M.
The 5½ P. M. train will stop at Falls, School Lane, Wissahickon, Manayunk, Spring Mills, and Combobocken only ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½ and 6½ P. M.
Leave Norristown 7 A. M., 5 and 3½ P. M.
Leave Philadelphia 6, 8-35, 11-05 minutes A. M., 1
8, 4½, 5½, 6½, 8-06, and 11½ P. M.
Leave Manayunk 6-10, 7½, 8.20, 6½, 11½ A. M., 2, 5, 6½, 8½ P. M.
ON SUNDAYS.

Consundate.

Leave Philadelphia 2 A. M., 2/2 and 6% P. M.

Leave Manayunk 7% A. M. & And 9 P. M.

W. S. WILSON, General Superintendent,

115 Depot NINTH and CREEN Streets DARITAN AND DELAWARE BAY RAIL-

RAILIAN AND DELAWARE BAY RAILWill run daily. Sundays excepted from Cooper's Foint.
Camden, opposite VINE Street Ferry, as follows:

11-30 A. M. Way Freight for all stations; passenger
lar attached. 11-20 A. M. Way Freight for all stations; passenger car attached.
6-10 P. M.—Through Freight for New York; passenger car attached.
Freight received in Philade phis at the Company's warehouse. No. 320 N. DK LaWARE Avenue, until 8 warehouse. No. 320 N. DK LaWARE Avenue, until 8 warehouse. No. 320 N. DK LaWARE Avenue, until 8 warehouse. No. 320 N. DK LaWARE Avenue, until 8 velocity P. M., teaching New York. 20 North river. New York, foot of DUANE Street while, Sundays excepted, at 5 P. M., teaching Philadelphia and the 11 A. M. Train wom New York, are discontinued.

The 0 A. M. train from Philadelphia and the 11 A. M. Train wom New York, are discontinued.

General Freight Agent, Red Bank N. J. W. N. CLAYTON.
Superintendent, Eed Bank, N. J. R. H. CHIPDAN Agent, So. 220 M. DELAWARE Avenue, Philadelphia