CONGRESSIONAL PROCEEDINGS.

The following are the Congressional proceedngs of Saturday, continued from our Fourth Edition :-

> WASHINGTON, February 9. Benate.

Mr. WILSON introduced a bill to restore the jurisdiction of Indian Affairs to the War Department, which provides that from and after the first day of July next, the Secretary of War shall exercise the supervisory and appellate powers, and possess the jurisdiction now exercised and possessed by the Secretary of the Interior in relation to the acts of the Commissioner of Indian Affairs. That the commanding officer of each military department shall be Superintendent of Indian Affairs for such descriptions and the superintendent of Indian Affairs for such descriptions and about the superintendent of Indian Affairs for such descriptions and about the superintendent of Indian Affairs for such descriptions and about the superintendent of Indian Affairs for such descriptions and about the superintendent of Indian Affairs for such descriptions and about the superintendent of Indian Affairs for such descriptions and about the superintendent of Indian Affairs for such descriptions and the superintendent of Indian Affairs. partment shall be Superintendent of Indian Af-lairs for such department, and shall detail officers as Indian agents, said superintendents and agents to perform the duties by law now imposed upon such officers, and without additional pay. That the Secretary of War shall detail an officer not below the rank of brigadier general as Commis-sioner of Indian Affairs. That the Secretary of War shall, upon the passage of the bill, cause a thorough inspection of all the Indian tribes, and a general examination of the condition and business affairs with the government, their treatment, etc. The report upon the same to be through the Super intendent of Indian Affairs to the Secretary of War. Referred to the Committee on Military Affairs. Mr. STEWART called up the bill introduced by

him a few days since, authorizing the towns and cities on the public lands of California and Nevada, not subject to entry at the time of settler to enter these sites at the minimum price of \$1.25 per acre.
Mr. SHERMAN offered an amendment except-

ing from the operations of the bilt all military re-servations. The amendment was adopted and the bill was then passed. At one o'clock the unfinished business of yester-day, which was the League Island Naval Depot

bill, was taken up, but on motion of Mr. GRIMES was postponed till Tuesday next.
Mr WILSON gave notice that on Wednesday e would ask the Senate to consider bills from the Military Committee.
Mr. WILSON called for a vote on the motion to

reconsider the vote by which the Bankrupt bill The vote was taken and resulted as follows: Yeas-Messrs, Chandler, Conness, Crosswell, Dixon, Doolittle, Fessenden, Foster, harris, Howard, John-son, Morgan, Norton, Fatterson, Poland, Pomero, Ramsey, hoss, Stewart, Sumner, Van Winkle, Wilson

Ramsey, boss, Stewart, Sumner, Van Winkie, Wilson and Yates-22.

Nays — Messrs. Buckalew, Cragin. Davis, Fogg, Grimes, Henderson, Hendricks, Kirkwood, Lane, Morrill Nemith Sanisbury, Wade and Williems—IF.

So the vote by which the bill was rejected was reconsidered, and the question now is, shall the

Mr. RAMSEY, of Minnesots, called up the bill

goes to the House.

The first section modifies the existing schedule of charges for postal money orders, and makes the charge as follows: for an order not exceeding \$10. ten cents; exceeding \$10 but not exceeding \$30. teen cents; more than \$30 the charge is twenty-five

It increases the compensation of deputy postmasters for issuing money orders from 1/4 to 1/4 per Section 2 authorizes the reissue of a lost money order upon presentation of satisfactory proof o loss, and no fee shall be charged for such reissue.

Section 3 punishes with \$5000 fine and imprisonment the counterfeiting of a money order.

Section 4 authorizes the appointment of a superintendent of foreign mails in the Bureau of the First Assistant Postmas er General at a salary of \$5000 per annum, and one additional fourth class clerk for that branch of the service. And fixed has clerk for that branch of the service, and fixes the

compensation of the Superintendent of money or-ders at \$3000 per annum.

Section 5 authorizes the appointing of a Super-intendent of Dead Letters at an annual salary of

Section 6 authorizes the employment of a Superintendent of Domestic Mails, and a Superintendent of Inspection, each to receive a salary of \$2500 per annum, and a clerk to be in charge of mail bags, locks and keys, at a salary of \$2000, and an assistant topographer at a salary of \$1800.

An additional section was adopted, that letter carriers shall receive a salary to be fixed by the Deputy Posimaster, not to exceed \$1200 per an-

Also a section making it the duty of postmasters to return uncalled for letters where the address of the writer appears on the face, charging ordinary

ostage therefor. The Clerk of the House announced the proceedings and adjournment of that body, in token of respect to the memory of the late Mr. Grider, of

Kentucky.
Mr. DAVIS, of Kentucky, delivered a enlogy on
the life and character of the deceased. The customary resolutions were passed, and the Senate House of Representatives.

Mr. PULKURD, from the Committee on Public Expenditures, asked leave to make a report in part n the investigation into the affairs of the Boston Custom House, which he asked to have printed.

Mr. PLANTS, a member of the committee, objected, and stated he had not time to examine the

The House resumed consideration of the bill reorted by Mr. Stevens from the Committee on Re-construction, to provide for the more efficient gov-ernment of the insurrectionary States.

Mr. BANKS, of Massachusetts, being entitled to

the floor, said that it had been his first intention to support the bill, but that on reflection it seemed to support the bill, but that on relaction it seemed to him necessary to withhold his vote from it. He believed that the States lately in rebellion were still States. They had been made States by the action of the people and of the general government, and they could never cease to be States until the general government had consented to that con-dition. That consent had never been given. There was nothing in the theory of international law or of fact which deprived that section of the country of its legal existence as States. Congress had by of his legal existence as States. Congress and by many acts, from 1861 to the close of the war, de-prived the people of those States of their right to co-operate in the government of the country. Therefore the case as it stood left the States a re-Therefore the case as it stood left the States a re-cognized legal existence, find the people at present without power to participate in the government under which they live. He understood the condi-tion of the people to be this. In international law there were three conditions of a State—one a state of peace, one a state of war, and the third a state of slege. The latter was the condition of the peo-ple of those States. It was not peace; it was not

war; it was a state of siege.
In response to Mr. Sheilabarger and others, Mr. Banks explained his views, which contemplated the exclusion of rebels not only from office, out from the ballot-box. Congress had either to run ounter to the Executive or to run with him. preference was to run with the Executive. He wished no controversy much less with the government of his country. If it should be impossible to form any bill that would restore peace to the counform and renewed prosperity and security, he was not disposed to pursue the fruitless task of passing degislative acts by two-third votes over the President's veto. But the House should drep legislation and consider the condition of the country. A body without a head was said to be a monster; a gov ernment without an Executive power was force s and incapable of good, and the first duty of the House was to consider whether the condition of the country did not require it to pursue some other

course than a mere legislative one.
Mr. STEVENS, of Pennsylvania, rose to make
an inquiry of Mr. Banks, the answer to which, he said, would govern his course in the management of the bill. The gentleman (Mr. Banks) had in-formed the House yesterday that if the debate were allowed to run on, there would be a plan suggested on which all branches of the govern-ment and the people would harmonize. He now desired to know how long they would have to

desired to know how long they would have to wait for that plan? Mr. BANKS replied that, expecting such a ques-tion would be put to him, he had last night drawn up hurriedly a proposition, which he would send to the Clerk's desk and ask to have read. The paper was read; being an amplification of the plane suggested in his remarks, for the appointment of an organizing commission of three members for the State of Louisiana.

Mr. &SHLEY, of Ohio, rising to a question of

privilege, called up the bill for the admission of Nebraska as a State. The action of the Senate in passing the bill over the Fresident's veto was read, and the Clerk commenced to read the veto.

Mr. ASHLEY made the point of order that it was not necessary to read the President's veto, except in the House to which it has been sent, but he immediately withdrew the point and allowed the veto to be read.

The House then proceeded on agreeing to the

bill notwithstanding the President's objections.

The vote by yeas and nays resulted, yeas 120;
mays 44, the only Republicans in the negative being Messrs. Davis and Raymond. The Speaker voted aye.

After the vote was announced, the Speaker de-

clared that the act had become a law. (Applause and clapping of hands.)

Mr. NIBLACK obtained the floor, but yielded to Mr. RAYMOND, who said he rose to make a suggestion to the House, and to the gentleman from Pennsylvania, who has charge of the bill. He said he thought it was very clear to every one here that there was not that unanimity in support of the bill which was dealrable, with a view to its

He believed that if the subject was committed to a discreet and judicious committee, whose first object should be to units on some practical mea-sure, the House would reach a result which sure, the House would reach a result which would command the support of its own members and of the country, and the approval or, at least, the assent of the Executive. He did not pretend to have any further grounds for such a belief than those which were accessible to every other member of the House equally with himself. But he had such grounds for that belief as made it incumbent upon him, at least, to submit the proposition to the House. He had put it in the form of a resolution, which he should mak consent to offer at the proper time.

Mr. THAYER asked Mr. Raymond whether he had any reason to believe that the President of the United States would approve of or co-operate with any plan embracing the constitutional amend-

Mr. RAYMOND-I believe the gentleman is pushing me, perhaps, a little further than I am prepared to go on that point. (Laughter.) Mr. THAYER—I do not wish to press the gen-

tlemen if he cannot answer.

Mr. RAYMOND-1 do not know whether the gentieman insists on my stating before him and before the House all the reasons that lend me to such belief, but I have no hesitation in saying to him and in saying to the House that in my judgment a bill embracing these provisions, and pass-ing this House with a proper spirit of unanimity, would engage the assent of the President. That

is my personal belief.
Mr. SPALDING—Has the gentleman from New York become thoroughly satisfied that the pending

will will not pass?

Mr. RAYMOND—I have become satisfied that the pending bill, if it should pass, will not pass with such a degree of unanimity as will make it Mr. SPALDING-I mean will it pass in a con-

stitutional mode—by a two-thirds vote!

Mr. RAYMOND—I have my donors about that, but I do not know. I merely throw out a suggestion that, if allowed the opportunity, I will offer

BOUTWELL-Mr. Speaker, it is only a few days since, when there was a bill of a different sort before the House, a majority of the House, and I believe the gentieman from New York among them, desired to refer the whole subject to the Committee on Reconstruction. The various bills were so referred, they have been considered by that committee, and I believe I am guilty of no oreach of confidence when I say, that never has they report been made from that committee which was so unnatimous as the one now under consideration by the House; nor has any bill ever been submitted from that committee which was so carefully considered as this. We have now spent two lays or more in the discussion of this great measure. We have but eight or ten days more in which, as a legislative body, we can act, and I whall hold it to be the greatest of public calamities if this Congress shall adjourn without an expression, on the part both of the House and of the Senate, of the opinions entertained by the Representatives of the country in relation to this mea-

It is fair to concede that if this measure he committed to a committee, no conclusion will be reached, no report made, and no action had even by this branch of the government within the period to which we will be limited by the Constitution, and to-day there are more than eight millions of people, occupying 670,000 square miles of the counity, who are writhing under injustice such as has never been permitted to exist in any country in modern times, because in the Capitol there sits enthroned in the Executive Department a man who guides the destinies of the country in the terests of repellion. Argue as gentlemen may, way can be devised for the removal of that ob-raction except to coulde the power in the south Grant and Sherman and Sheridan, the men who

estroyed the rebellion.
Mr. RAYMOND, resuming, said he was quite willing to accept everything the gentleman and said, but he had not made a single proposition which did not involve the exercise of doubtful powers. He (Mr. Raymond) also wished to re-move those despotisms in the south, but it must be done by some law which the country would accept s legal and constitutional, and as proper for the

Mr. SHELLABARGER stated that one committee of the House would, if permitted, report on Monday next a bill providing for civil organization, based on loyal suffrage, in one of the States: referring to a bill to be offered by the Select Com-mittee on the New Orleans Riot, for the reorganiza-

ion of law.

Mr. RAYMOND said he was glad to hear it. It was the first gleam of light, the first intimation he had had of anything in the form of civil government to go into the bill which assigned such terri-ble power to subaltern officers of the regentaramy. Mr. NIBLACK addressed the House in opposi-tion to the bill, confining his arguments chiefly to legal and constitutional grounds. In conclusion, he said he despaired of reconstruction or restoration until after the next Presidential election, as it seemed to be the intention of the majority in the House to postpone the question until that time.

There was no further debate on the bill.
Mr. HISE, of Kentucky, rose and announced the death of the Hon. Henry Grider, of that State, which took place during the recess of Congress and pronounced a culegy on the private and pub-lic character of the deceased, and concluded by offering the customary resolutions of respect. Remarks in eulogy of the deceased were also made by Messrs. Harding, of Kentucky, and Rice, of Maine, after which the resolutions were unanimously adopted, and in pursuance of them, the House at 4.30 P. M. adjourned.

LUMBER.

1867. AND PLANK.

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M. 1 at Wilkesbarre at 3 P. M. at Mahanoy City at 2 P. M. assengers by this train can tale the Lebigh Valley train cassing Fethlehem at 12-55 P. M. for Easton and Jonnis cults of New York.

At 9 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow

York.

At 0 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove lintboro, and Har.sville, by this train, take the singe at 0ld York road.

At 10:15 A. S.—Accommodation for Fort Washington, stopping at intermediate stations.

At 2 S. F. S.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take Stage at 100 vertices for the property of the stopping at all intermediate stations. Passengers take Stage at 100 vertices for the stopping at all intermediates stations. ping at all intermediate stations. Passengers take Stage at howestown for sew loope.

At 345 P. M.—Evening Express for Bethlebem and principal stations on the North Feunsylvania Rahiroal making close connection at Bethlebem with Lehigh Valley frain for Ea ton reaching there at 545 P. M. Passengers for Playmend Somersule, and other points on New Jersey Central Rahiroad, take New Jersey Central train at Easton, which arrives in New York at 1945 P. M. Passengers or Sumerview in New York at 1945 P. M. Passengers or Sumerview take state at North Wales, and for Nazarath at Bethlebem, and for Greenville at Unikertown.

Wales, and for Nazareth at Bethiehem, and for Graenville at Quakertown.

At 420 P. M.—Accommodation, for Doylestown stopping at all intermediate stations. Fassengers for Willow
Grove Hatboro', and Barisville take stage at Abingcontrol Lunds rivine at Doylestown.

At 5 20 P. M.—Through accommodation, for Bethleben and all stations on main line or North Pennsylvania
Rahroad counceting at Bethiehem with Lehigh Valley
Evening Train for Allentown, Mauch Chunk, cic.

At 6 20 P. M.—Accommodation for Lansdate stopping
t all intermediate stations.

At 11 30 F. M.—Accommodation, for Fort Washington.

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From Bethlehem at 9 15 A. M. 2 3 and 8 40 P. M.

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and Hagieton.

Passengers leave Wilkesbarre at 1.39 P. M. connect at Bethiehon at 6.15 P. M., and arrive in Philadeiphia at 40 r. M. From Doviestown at 8:35 A. M., 5:15, and 7:05 P. M.

From Dovlestown at 8:35 A. M., 5:15, and 7:05 P. M.,
From imposince at 7:30 A. M.
From Port Washington at 11:50 A. M., and 3:05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
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Bethlehem to Phondelphia at 4 P. M.
Fith and sixth streets passenger cars convey passengers to and from the new depot.
White cars of second and Third streets line and Union line ran wi him a short distance of the depot.
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7:30 A. M., Through Train. Leaves Irvincton, at Junction of P & R. R. R., stopping at principal stations, strives at Olcopolis at 10 10 and at 00 City at 11 A

arrives at Oteopolis at 10 10, at M., connecting with trains for Franklin and other points, 1-10 P. M., Through Train. Leaves Irvineton, stopping at all principal stations, arrives at Oil City at 5-50 P. M. 7:30 A. M., Pithole Accommodation. Leaves Oleopolis;

730 A. M., Pithole Accommodation. Leaves Oleopolis; arrives at Oh City at 815 A. M.
6:40 A. M., Pithole Accommodation. Leaves Oleopolis, and arrives at Oh City at 8 15 A. M.
6:40 A. M., Pithole Accommodation. Leaves Oll City, arrives at Oleopolis at 7:20 A. M., making close connection for Pithole.
9:23 A. M., Trough Train. Leaves Oll City, stopping at all principal stations. Arrives at Leaven on at 13:40 P.

923 A. M., Trough Train. Leaves Oil City, stopping at all principal stations, arrives at Irvineton at 12-49 P. M., making close connection with trains on P. & E. R. H., bound East and West.

12:50 P. M., Through Train. Leaves Oil City, stops at all principal stations, and arrives at Irvincton at 4 10 F., making close connection for points West, and connecting with latter train Easton F. & E. R. R. 5-46 P. M., Pithole Accommodation. Leaves Oil City arrives at Oleopolis at 6-25 P. M., making close connection for Pithole.

By this route, passengers leaving Philadelphia at noon, arrive at Irvincton a 6-25 A. M., have an hour for breakfast, and arrive at Oil City at 11-00 A. M., of 22 hours from the time of seating.

the time of a arting.

Passengers leaving Eric at 10 25, reach Oil City at 4:50 P. M., or can stop at Tidioute and return to Eric sameday, Passengers reaving On City at 9:30 A. M., arrive at Phila-delphia at 7:00 A. M. next day, or at Eric at 4:00 P. M.

me day.

Fassengers leaving Oil City at 12 50 P. M., arrive at Erie at 605 P. M. same afternoon, or at Philadelphia afternoon of the telewing day

All trains south leave Irvineton after arrival of trains on Phinadelphia and Erie Hairosal, connect at Oleopoils for Pitnole, and at Oil City with trains for Franklin and other omta. All trains North leave Oil City after arrival of train from Frankin, connecting at Gleopolis with trains for Pithole, and at Irvineton with trains bound both East and West on P. & E. R. R. NATHANIEL P. HOBART, General Superintendent, Warren and Franklin Railroads.

General Superimendent,
Warren and Frankin Railroads.

NEW AND MOST DIRECT ROUTE TO THE
OIL REGIONS.
WARREN AND FRANKLIN RAILWAY.

1868. WINTER ARRANGEMENT. 1867.
From Thursday, November 22d, 1860, trains leave
Irvineton (at the junction of the Philadelphia and
Eric Railroad, 300 miles from Philadelphia.)
GOING SOUTH TO OIL CITY.
653 A. M., Mail Train arrives at Tidioute at 743 A.
M.: Disposlis at 236 A. M., and Oil City at 240 P. M.
130 P. M. Express Train arrives at Tidioute at 220
P. M.; Okopolis at 415 P. M., and Oil City at 240 P. M.
GOING NORTH TO IRVINETON.
Trains leave Oil City as follows:—
210 A. M. Express Train arrives at Oleopolis at 250
A. M.: at Tidiouse at 1125 A. M., and at Irvineton at
12 neon, making close connection with P. and E. Rail120 neon, making close connection with P. and E. Rail120 neon, making close connection of the West, Philadel121 plant at 235 P. M., and at Irvineton at 415 P.
M.; Tinioute at 235 P. M., and at Irvineton at 415 P.
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M.; Tinioute at 235 P. M., and at Irvineton at 415 P.
M.; Tinioute at 235 P. M., and at Irvineton at 415 P.
M.; Tinioute at 235 P. M., arriving at Philadelphia at 120 P. M.
Al trains going South leave Irvineton after arrival
of trains for Philadelphia and Eric Railroad, connect
at (Seopolis for Pit Hole City, and at Oil City with Atlantic and Great Western Railway trains for Reno,
Franklin and Meadville, and with trains of Farme."
Railway for Bouseville, Humboldt, Plumer, Rynd,
Tarr and Starr Farms, Petroleum Centre, &c.
All trains going South leave Oil City at 945
A. M. Time through only 22 hours. Or passengers
one leave Philadelphia at 850 P. M., arrive at Irvinetion at 4

CAMDEN A B ATLANTIC BAILROAD, WIN ER ARRANGEMENTS.
Teave Vine Siriet Ferry daily, as follows (Sundays leave Vine street isrry daily at 10-15 A. M. and 1 P. M. Leave Haddonfield at 1 and 3 15 P. M. JOHN G. BRYANT, Agent

BAILROAD LINES.

READING RAILBOAD.

GREAT TRUNK LINE FROM PHILADELPHIA.

TO THE INTERIOR OF PENNSYLVANIA,

THE SCHUYLKILL, SUSQUEHANNA,

CUMBERLAND AND WYOMING

VALLEYS,

NORTH, NORTHWEST AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS, OCTOBER 8, 1895.
Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the tollowing hours—MORNING ACCOM MODATION,
At 7:30 A. M. for Reading and all intermediate Stations. tions.

Beturning, leaves Reading at \$20 P M. Arrivesia Philadelphia at \$20 P M. MORNING EXPRESS.

At \$15 A, M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Ningora Falls, Bullalo, Allentown, Witkesbarre, Pittston, York, Carllele, Chambersburg, Hagerstown, &c.

Wikesbarre, Pitiston, York, Carlleie Chambersburg, Hagerstown, &c.

This train connects at READING with East Pennsylvania Railread trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c., at PORT CLINTON with the Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuytkill and Somuehanna trains for Northumberland, Williamsport, York, Chambersburg, Pingerson, &c.

Valley, and Schnyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c., FTERNOON EXPRESS

Leaves Philadelphia at 250 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Railroad trains for Columbia, &c.

READING ACCOMMODATION

Leaves Reading at 250 A. M., stopping at all way stations; arrives in Philadelphia at 94c A. M., arrives in Reading at 750 P. M., Trains for Philadelphia at 95 P. M., arrives in Reading at 750 P. M., Trains for Philadelphia at 250 P. M., arriving in Philadelphia at 1 P. M. Anernoon trains leave Harrisburg at 210 P. M., and Pottsville at 245 P. M., arriving in Philadelphia at 1 P. M., Anernoon trains leave Harrisburg at 210 P. M., and Pottsville at 245 P. M. arriving in Philadelphia at 250 P. M., and Pottsville at 246 P. M. Connecting at Reading with Afternoon Accommodation south at 650 P. M. arriving in Philadelphia at 250 P. M., M., rket train, with a passenger car attached, leaves Philadelphia, it at 124 noon, for Reading and all way stations, leaves Reading at 1130, and Downingtown at 1250 P. M., for Philadelphia and all way stations, leaves Reading at 1130, and Downingtown at 1250 P. M., for Philadelphia and all way stations at 1250 P. M. (P. M. Leaves Philadelphia for Reading at 5 A. M., and Philadelphia at 250 P. M. Christier P. M. Leaves Philadelphia for Reading at 5 A. M., and 125 noon, see St. A. M. and 125 P. M. Trains from Philadelphia, returning from Downingtown at 7 A. M. and 125 noon, See For Pittsburg And New York Experience was a second of the points take the 750 and 810 A. M. and 125 noon. See For Pittsburg And New York Experience was a second of the printsburg And New York Experience was a second of the printsburg And New York Experience was a second of the printsburg And New York Experience was a second of the printsburg And New York Experience was a second of the printsburg And New York Experience was a second of the printsburg And New York Experience was a second of the printsburg And New Yor

from Philadelphia, returning from Downingtown at 7A. M. and 12:30 noods.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 7 and 9 A. M. and 8 P. M., passing Rending at 105 and 11:33 A. M., and 1:38 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Hallroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, &c., Returning, Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3 and 9:55 A. M., and 9:5 P. M., passing Reading at 4:49 and 10:51 A. M. and 1:30 P. M., and arriving at 1:40 York at 10 A. M. and 2:45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 2:00 P. M. Mail train for Harrisburg leaves New York at 12 noon. SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7 and 11 30 A. M., and 7 II P. M., returning from Tamaqua at 7 36 A. M. and 1 40 and 415 P.M. BUHUYLKILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 7:50 A. M., for Pinegrove and Harrisburg, and at 1:50 P. M., for Pinegrove and Trement. Returning from Harrisburg at 7:30 P. M., and from Tremout at 7:50 A. M., and 5:25 P. M.

Through first-class tickets and emigrant closets to all the principal points in the North and West and Canada.

Canadas.

The following tickets are obtainable only at the office of S. BRADFORD, Treaturer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General

Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Rending.

COMMUTATION TICKETS.

At 25 per cent. olscount, between any points desired for families and firms.

MILEAGE TICKETS,

Good for 2000 miles, between all points, at \$32.50 each, for families and firms.

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 with cards entitling themselves and wives to tickets at hall price.

at half price. EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fares, to be had only at the Ticket office, at Thirteenth and Cal-

lowhill streets. FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 P. M. for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches, at 5 A. M., and for the principal stations only at 2:15 P. M. FREIGHT LINES FOR NEW YORK AND

REIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.

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

Freight must be delivered before 4½ o clock, to be forwarded the same day. reight must be dealed and dealed the same day.
Leturning, the above lines will leave New York at 19

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

The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Endivade, and at Manunkachnik with all points on the Delaware, Lackawanna, and Western Kailroad, forwarding to Syracuse, Buriale 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 Railroad.

A silp memorandium, specifying the marks and numbers, shippers 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 carionds or more, it will be delivered at the foot of Fortieth street, near the Prove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment. For terms, or other instormation, apply to

River, as the shippers may destenate at the time of shipment. For terms, or other information, apply to WALTER FREEMAN, Freight Agent, 1 15 * No. 226 S. DELAWARF Avenue, Philadelphia. 118 No. 226 S. DELAWARE Avenue, Philadelphia.

1867 -PHILADELPHIA AND ERIE RAIL.

1868 -PHILADELPHIA RAIL.

1868 -PHILADELPHIA RAIL.

1868 -PHILADELPHIA RAIL.

1868 -PHILADELPHIA RAIL.

1869 -PHILADELPHIA RAIL.

1860 -PHILADELPHIA.

1860 -PH

and Eric.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Eric 10 00 A. M.

Leave New York at 5 00 P. M., arrive at Eric 7:15 r. M.

Leave Eric at 500 P. M., arrive at New York 440 P. M.

Leavejeric at 10 25 A. M., arrive at New York 10 10. A. M. egant Sleeping Cars on all the night trains-For information respecting passenger business, apply at oner THIRTIETH and MARKY P Streets, Phila. corner THIRTIETH and MARKE "Streets, Phila.
And for freight-business, of the Company's Agents, S. B.
Kingston, Jr., corner Thirteenta and Market streets,
Philadelphia; J. W. Beynnoids, Erie: William Brown
Agent N. C. R. R., Bahimore.
H. H. HOUSTON, General Preight Agent, Phila.
H. W. GWYNNER, General Taket Agent, Phila.
118 A. L. TYLER, General Sup., Erie.

FOR NEW YORK, VIA RARITAN AND DELA-WARE BAY BAILROADS, -From Ferry foot o NE Street, Philadelphia. F. M.-Freight for New York, and points North or

Il A. M -Way Freight. II A. M.—Way Freight.
Goods delivered at company's Depot No 329 N.
W.HAKVES, Philadelphia, by 5 P. M., will be forwarded by this time, and arrive in New York at 5
o'clock next mornings.
Freight received at Pier No. 32 No-th Eliver, N. Y.
by 436 P. M., will be ready for delivery in Philadelphia
sayly the following morning. the following morning. FARE TO NEW YORK, TWO DOLLARS.

FARE TO NEW YORK, TWO DOLLARS.
Ticket Office, Vine Street Ferry.
For inrither information, apply to Company's Agents R. H., CHLYMAN, Freight Office and Dopot, So. 328
N. WHARVES, Philadelphila.
J. B. DURT, Pier So. 32 North fliver, foot of DUANE Street, New York
Or at General Freight and Passenger Office, Philadelphia, No. 4H CHESNUT Street
WILLIAM N. CLAYTON,
Superindendent, Red Bank, N. J.
C. HASTY,
General Freight Agent, Red Bank, N. J.
T. BRENT SWEARINGER,
General Agent, Philadelphia,

RARITAN AND DELAWARE BAY RAIL.

ROAL. On and after December 13, 1863, trains
will run daily, Sundaye excepted from conser's Point.
Camden, opposite VINE Street Ferry as follows:—
11:30 A. M. Way freight for all stations; passenger ar attached 6-16 r M - Through Freight for New York; passen of 9 r M -Through Freight for New York; passen of 9 r M -Through Freight for New York; passen ser car attached.

Freight received in Philade phia at the Company's Warehouse No. 320 N. DELAWARE Avenue, until 8 warehouse No. 320 N. DELAWARE Avenue, until 8 o'clock P M. reachms New York early next morning Freight bost leaves Fier No. 32, North river, New York, 100t of DUAKE Street, daily, 'sundays excepted at 5 P M. reach as Philadelphia early next morning. The 9 A. M. train trem Philadelphia and the 11 A M train it om New York, are discontinued.

General Freight Agent Rec Bank N. J.

Supermitendent, Sed Bank, N. J.

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

RAILROAD LINES.

PHILADELPHIA, WH.MINGTON AND BALTI

DHILADELPHIA, WH.MINGTON AND BALTI

Trains will leave Dopot, corner Broad street and
Washington avolue, as follows:

Express Train at 415 A. M. (Mondays excepted), for
Baltimore and Washington, stopping at Chester, Wamington, Newsyk, Eleton, Northeast, Porryville,
Havre-de-Grace, Aberdeen, Perryman's, Edgewood,
Way-Mail Train at 8-5 A. M. (Sundays excepted),
for Baltimore, stopping at all regular stations. Connecting with the Deliaware Baltroad at Wilmington
Express Train at 14-5 A. M. (Sundays excepted), for
Baltimore and Washington,
Express Train at 14-5 A. M. (Sundays excepted), for
Baltimore and Washington, toppins at Chester, Truelow, Linwood, Claymont, Wilmington, Newsyk, Elkton, Northeast, Perryville, Havra-de-tirace, Aberdeen, Perryman's, Edgewood, Magnolia Chase's and
Stemmer's Hun.

Night Express at 11 (dally) P. M. for Baltimore and
Washington, Connects at Wilmington, with Delaware R. R. Line (Saturdays excepted), stopping at
Middletown, Smyrina, Dover, Harrington, Sasford,
Sallspury, Princess Anne, and connecting at Cristiats
with boat for Nortolk, Portsmouth and the South,
Passengers by boat from Baltimore for Fortress
Monroe and Nortolk, Portsmouth and the South,
Passengers by boat from Baltimore for Fortress
Monroe and Nortolk, Portsmouth and the South,
Stopping at all stations between Philadelphia and
Wilmington.

Leave Philadelphia at 12-20, 4, 6 and 11-30 (dally)
P. M. The 4 P. M. train connects with the Delaware

Vilmington.
Leave Philadelphia at 12:30, 4, 8 and 11:30 (daily).
M. The 4 P. M. train connects with the Deinware alifond for Milford and intermediate stations. The P. M. Train runs to New Costle.
Leave Wilmington 7:15 and 8:30 A. M., 5 and 6:30 leave Wilmington 7:15 and 8:30 A. M., 5 a Only P. M. FROM BALTIMORE TO PHILADELPHIA. Leave Balthore at 725 A. M. Way Mail: 935 A. M. Express: 170 P. M., Express: 635 P. M., Express: 526 Express; Plo P. M., Express; 625 P. M., Express, 9-8, P. M., Express, From Fattimore to Havre-de-Grace and intermediate Stations at 4 P. M.

From Estimore to Havre-de-Grace and Intermediate stations at 4 P. M.

Trains for Baltimore leave 'Chester at 449 and 912 A.

M., and 538 P. M.

Trains for Baltimore leave Wilmington at 523 and 10 A. M., and 47-P. M.

SUNDAY TRAINS FROM BALTIMORE.

Leave Baltimore at 825 P. M., stopping at Havre-de-Grace, Perryville and Wilmington, Also, stops at Elkion and Newark (to take passengers for Philadelphis, and leave passengers from Washington or Baltimore's and at Chester to leave passengers from Baltimore's party and the state of the continental Hotel, Persons purchasing lickets at this Office can have their baggage Express.

H. F. KENNEY, Sup'l.

The NNSYLVANIA CENTRAI, RAILBOAD.

PENNSYLVANIA CENTRAL RAILBOAD, WINTER ARRANGEMENT.

The trains of the Penus Ivania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars on the Market Street Pa senger Railway. Those of the Ches not and Wainut Street Railway run within one square of it.

On Sundays the Market street cars leave Front and Market streets is minutes before the departure of each train. each train.

Mann's Baggage Express will call for and deliver baggage at the depot. Orders left at the Office, No. 53 Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ-

Philadelphia Express leaves daily. All other trains

ally, except Sunday. Passengers by Mail Trian go to Williamsport with-it change of cars, and arrive at Lock Haven at 818 sengers by Mail Train go to Carlisle and Cham-

sume any risk for baggage. except for wearing apparel, and limit their responsibility to one hundred dollars in value. All baggare exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
For further information, apply to
For further information, apply to
No. 631 CHRSNUT Street.
SAMUEL H. WALLACE,
Ticket Agent, at the Depot.
An Emigrant Train runs duly, except Sunday. For
ill particulars as to are and accommodations, apply
FRANCIS FUNK, No. 137 DOCK Street.

FOR NEW YORK, -CAMDEN AND AMBOY AND Philadelphia and Trenton Railroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave as college from WALNUT Street Wharf, will leave as

At 10 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, Brimingham and Vincennown, and
at 8 A. M. and 6 P. M., for Mount Holly only,
At 8 A. M. and 2 P. M., for Freehold.
At 8 and 10 A. M., 1, 4, 5, 6 and 11 30 P. M. for
Fish House, Paimyra, Riverton, Progress, Detanco,
Beverly, Edgewater, Burlington, Florence, Bordentown, &c. The 10 A. M. and 4 P. M. lines runs direct
through to Trenton.
The 1 P. M. Market line will leave from foot of Marker street, numer ferry.

ket street, apper ferry.
LINES FROM KENSINGTON DEPOT LINES FROM RELATION FOR MAIN WILL leave as follows:—
At II A. M., van cas PM, and 12 P. M. (Night) via
Kensington and Jersey City Express Lines, Fare \$200.
The 645 P. M. line will run daily. All others Sundays excepted.

At 7:30 and 11 A. M., 2, 3:30, 4:30, 5, 6:45 P. M., and 13 Midnight, for Bristol, Trenton, &c., and at 10:15 A. M. of Bristol. At 7:30 and 10:15 A. M., 3, 4:30, 5 and 12 P. M. for Schencks,
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
Cornwells, Torrisdale, Holmesburg, Tacony, Bridesburg and Frankford, and at 8 P. M. for Holmesburg At 10 15 A. M., 3, 4, 5, 6, 8 and 12 P. M. for Wissing-

BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes, dafly, Sundays excepted, from Kensington Depot as ollows:— At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, anandaigus, Elmira, fthaca, Owego, Rochester linghamton, Oswego, Syracuse, Great Bend, Montose, Wilkesbarre, Scranton, Stroudsburg, Water Gap. At 770 A. M. and 230 P. M. for Belvidere, Easton, Lambertville, Flemington, &c. The 230 P. M. Jane connects direct with the Train leaving Easton for Mauch Chunk, Allestown, Beiliehem. &c. At S P. M. for Lambertville and intermediate Sta-tions. WM. H. GATZMER, Agent. DHILADELPHIA, GERMANTOWN AND NOR-

Pistown Ratiroad.
TIME TABLE.
On and after Thursday, November I, 1896, until fur-On and after Thursday, November I, 1806, until further notice,

FOR GERMANTOWN,

Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A, M., 1, 2, 276, 346, 4, 5, 5, 45, 10, 7, 8, 8, 10, 11, 12 P, M.

Leave Germantown 6, 7, 73, 8, 8, 20, 8, 10, 11, 12 A, M., 1, 2, 4, 4, 45, 6, 620, 7, 8, 9, 10, 11 F, M.

The 820 down train and 345 and 545 up trains will not stop on the Germantown branch.

ON SUNDAYS,

Leave Philadelphia at 975 A, M., 2, 7, 1045 P, M.

Leave Philadelphia at 975 A, M., 1, 8, 945 P, M.

Leave Philadelphia at 8, 8, 10, 12 A, 26, 2, 3, 48, 5, 46, 5, 540, 540, 640, 830 and 1040 P, M.

Leave Chesnut Hill at 7, 10, 8, 840, 136 A, M., 143, 240, 540, 640, 830 and 1040 P, M.

Leave Chesnut Hillat 7, 50, 8, 18, 2, 2, 3, 6, 46, 640, 540, 640, 830 and 1040 P, M.

Leave Chesnut Hillat 7, 50 A, M., 2, 2, 3, 6, 3, 6, 46, 540, 540, 640, 830 and 1240 P, M.

Leave Chesnut Hillat 7, 50 A, M., 2, 50, 640 and 925 P, M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Chesnut Hillat 750 A. M. 1240, 540 and 925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 825, 11705 A. M., 120, 3, 423, 120, 540 and 11730 P. M.
Leave Norristown at 640, 7, 750, 9, 11 A. M., 120, 420, 615 and 8 P. M.
The 5-30 P. M. train will stop at School Lane, Wissahickon, Manayank, Spring Mills and Conshohocken only.

ON SUNDAYS.

nickon, Manayanas, Spring Minis and Conshohockersonly.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 230 and 645 P. M.

Leave Philadelphia at 9 A. M., 5 and 830 P. M.

Leave Philadelphia at 9. 835, 11 05 A. M., 130, 3, 438, 5 50, 615, 805 and 11 30 P. M.

Leave Manayanak at 610, 730, 820, 930, 1150 A. M. 2, 5,645 and 830 P. M.

ON SUNDAYS,

Leave Philadelphia at 9 A. M., 230 and 645 P. M.

Leave Manayanak at 730 A. M., 530 and 9 P. M.

W. N. WILSON, General Superintendent,

Depot. NINTH and GREEN Superintendent,

W EST JERSEY RAILROAD LINES, FROM

VEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Forry).
LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millville, and all intermediate stations, at S.A. M. Mail., 3:30 P. M., Fassenger.
For Woodbury, S.A. M., S.30 and S.P. M., Fassenger.
Woodbury at 3:30 P. M.
RETURNING TRAINS LEAVE
Woodbury at 7:15 and 8:40 A. M., and 4:50 P. M.
Bridgeton at 7:05 A. M. and 8:30 P. M. Freight, 6:30 P. M.
Millville at 6:55 A. M. and 8:00 P. M. Freight, 6:45 P. M.
Millville at 6:55 A. M., and 8:00 P. M. Freight, 6:10 P. M.
Cape May at 11:45 A. M., Passenger and Freight.
Yreight will be received at First Covered Wharf above Walmit street, from 0:00 A. M. mill 5:00 P. M.
That received before 7:00 A. M. will so through the same day
Freight Delivery. No. 228 S. DELAWARE Avenue.
111 WILLIAM J. SEWELL, Superintendent.