THE DAILY EVENING TELEGRAPH.-PHILADELPHIA, THURSDAY, FEBURARY 14, 1867.

111

CONGRESSIONAL PROCEEDINGS.

The following are the Congressional proceedings of yesterday, continued from our Fourth Edition :---WASHINGTON, February 13.

Bemate.

Mr. PATTERSON, of Tennessee, offered a reso-lution, which was adopted, calling upon the Se-cretary of War to report by whose authority a commission was appointed during the war to adjudi-cate the war claims of the loyal citizens of Ten-nessee, the names of the commissioners, and the amount and nature of the claims. ME. MORRILL reported, from the Committee on Milliers A fairs

Military Affairs, without amendment, the bill

to regulate the disposition of the unclaimed co-lored volunteer bounty fund, now in custody of the Freedmen's Bureau. Mr. WILSON reported, from the same commit-tee, the House hill providing for the payment of the additional bounties authorized by law to sol-disers who have best their discharge papers with diers who have lost their discharge papers, with an amendment which makes the bill provide that, in cases where the claimant's discharge certificate is alleged to be lost or destroyed, and where the claimant's application for arreats of pay and bounty prior to the passage of the act of July 28th, 1866, has already been actual by the Andilor means 1866, has already been settled by the Auditor upon proof of loss of discharge, claims for said addi-tional bounty may be settled by the Auditor upon proof of such loss as in other like cases of claims

proof of such loss as in other like cases of claims settled by him under regulations to be prescribed by the Secretary of the Treasury. Mr. WILSON also reported, without amend-ment, from the same committee, the House bill ex-tending to general officers and officers on the re-tired list the benefit of the additional ration for every five year's exclusion

every five years' service. Mr WILSON also reported, with amendment. Mr willson also reported, with amendment, the House bill crediting volunteer officers in the regular army with service in the volunteer service, &c., and giving to such officers the same rank by brevet in the regular army as they held by com-mission in the volunteer service. Mr. HOWARD reported from the same com-mittee, without amendment, the House joint reso-lution such or such as the service of Write aduetation.

lution authorizing the Secretary of War to adjust and settle the claim of D. Randolph Martin, as-signee of the Washington, Alexandria and George-

town Railroad Company, for the use and occupa-tion of the road of said company during the war. Mr. HOWARD also reported, from the same committee, without amendment, the bill author-izing the payment of the rewards offered for the capture of Leferson Davis

capture of Jefferson Davis. Mr. POLAND reported, from the Judiciary Committee, the bill providing that persons held upon mense process or execution issued from United States courts shall be entitled to discharge, in the same manner as if arrested upon similar pro-cess of the State courts in the same district.

Mr. ANTHONY reported, from the Committee on Printing, the House bill making the Superin-tendent of Public Printing elective by the House of Removementation of Representatives, with an amendment making such officer an officer of and elective by the

Senate. Mr. TRUMBULL, of Illinois, from the Judi-Mr. TRUMBULL, of Illinois, from the Judi-ciary Committee, reported adversely upon Mr. Anthony's bill regulating appointments to the civil service, and to promote the efficiency thereof, and the same was indefinitely postponed. Mr. WADE, of Ohio, presented the following telegraphic message, which was read: DENVER, COLORADO, Feb. 12, 1867.—To the Pre-sident of the United States Senate and Speaker of the House of Representatives: A large and enthu-sinstic mass meeting, held this evening, unani-

sinstic mass meeting, held this evening, unani-mously adopted the following preamble and reso-

Whereas, It has been falsely reported to Con-Whereas, it has been faisely reported to Con-gress by interested parties that a majority of the people of Colorado are opposed to State organiza-tion; and Whereas, The same unscrupulous persons have

misrepresented our territory and people in many other ways, by depreciating our wealth and pros-perity, and faisifying our actual population; now, therefore, we, the Union men of Arapaho county, and many from other portions of the territory, in mass convention assembled, do adopt the follow-ine:

ing: Resolved. That to our certain knowledge the people of Colorado are very largely in favor of

State organization. Resolved, That we most respectfully and earn-estly urge upon Congress the passage of the bill for our admission as a State, recently vetoed by the President

President . Resolved, That we pledge the faith of the great national Union party we represent for the prompt acceptance of its conditions, and the ratification of the constitutional amendment proposed by Con-

Resolved, That the President of the meeting telegraph these resolutions to the President of the Se-nate and Speaker of the House, with request to lay them before the respective Houses of Congress.

Signed, Amos STOCK, President. Mr. FOSTER, of Connecticut, resumed the floor in opposition, and continued his argument against the selection of League Island, on the ground that the location was unhealthy and the ground main-rious, that it was too far from the ocean, that the channel from it to the ocean was difficult of navi-miter and that the deeph of water but was not

House of Representatives. Evening

The House resumed its sessaion at half-past se-ven o'clock, with a pretty fall attendance of mem-bers, the galleries being crowded with spectators. On motion of Mr. MORRILL, of Vermont, the smendments of the Senate to the House joint resointion giving increased compensation to the civil employes of the government in Washington were taken from the Speaker's table, referred to the Committee of Ways and Means and ordered to be

Mr. HARDING, of Illinois, said he was opposed to the measure, and would not give assent to any-thing that would give it a better position. The SPEAKER quieted his fears in that respect by assuring him that Mr. Morrill's motion gave to

the measure no advantage. Mr. WHALEY, of West Virginia, introduced a bill to establish a mail route in West Virginia and Virginia, which was referred to the Post-office

Committee. The House, on motion of Mr. MORRILL, re-solved itself into Committee of the Whole on the State of the Union, Mr. Bontwell in the chair, and proceeded to the consideration of the bill reported from the Committee of Ways and Means on Feb-ruary II, to amend the existing laws relative to the totage of the set of

Mr. MORRILL, Chnirman of the Committee of Ways and Means, explained the bill, and submit-ted his views at length on the subject of internal

Mr. Chairman—The Committee of Ways and Means have sought to afford the greatest possible relief to the country consistent with a prudent re-gard to the public credit, and were led in the out-set to consider what would be the most feasible mode of accomplicities this object and leave at set to consider what would be the most feasible mode of accomplishing this object, and leave, at the same time, the fewest impediments in the way of general industry. If the tax on distilled spirits, tobacco and cigars were fully paid, the taxes on the major part of other manufactures could have been remitted. Unfortunately necessary changes in the law have proved that iwo dollars, whether above the price of whisky or not, is certainly above the price of those who make it. The tax betrays the fact that whoever is in the business somehow corruptly evades the payment

business somehow corruptly evades the payment of some part of the tax. Trusting that the amendments proposed will eventually secure more reve-nue from spirits, we are forced now to lean upon other articles, which will doubtless be released at no distant day. Either we must reduce a per centage of the tax on all manufactures or entirely exempt those articles having the strongest claims exempt those articles having the strongest claims to exemption, in consequence of inevitable dupli-cation of taxes, or of directly swelling the cost of living. From the first, and by intendment, very little revenue has been sought by any tax upon property as such, and therefore the agricultural and mining interests have been shielded; but com-merce, manufactures and the gains of realized capital have made by far the most bountiful con-tributions for the support of the nation. Licenses or special taxes are paid by the parties engaged in business, and they have to trust to their chances whether any portion of these sums are ever re-ceived. ceived.

In prosperous seasons, or when prices are ad-In prosperous seasons, or when prices are ad-vancing, the consumer pays his due proportion; but when prices are failing, losses by the producer are inevitable. The Committee of Ways and Means have adopted the second plan. It is certain that to reduce taxation from five to four per cent, would have afforded a very inconsiderable relief, and yet the same labor and expense of collecting and pay-ing the revenue would have been perpetiated.

ing the revenue would have beenperpetuated. By exempting entirely from taxes such articles as silk, clothing, leather, pottery ware, tin ware, and cooperage of all sorts, with a large number of other articles, upon which a tax was a petty an-noyance to the payer as well as to the government, the committee feel that they propose to distribute equal favor over the whole country, and by re-moving the tax from some of the common neces-saries of hife actually aid all branches of industry. The theory is well actied that all taxes in the ing the revenue would have beenperpetuated. The theory is well settled that all taxes in the end are distributed; and if the heavy taxation increases the cost of production of raw materials, or of manufactures, so a reduction of taxation di-minishes the cost in an equal ratio. Whatever lessens the cost of living is a palpable benefit to all branches of industry, as much so as whatever les-sens the cost of production. By pursuing the plan indicated, we shall soon reach the point where taxes may be levied only upon a very small num-ber of articles, and the cost, vexation and annoy-ance of revenue officers be removed.

Last year we liberated a number of articles, the benefit from which has just begun to operate, and now we shall have added to the number to the extent of surrendering an amount of revenue equal to nearly one-half of all we obtained in the first year of the operation of the Internal Revenue law. For what we have done in each case of exaw, for what we have have have the solut case of ex-emption, I trust satisfactory reasons and explana-tions, it required, will be at hand as the cases arise in the progress of the bill. But there are a few items which I shall attempt to explain in advance. I recognize the fact that our taxes for the past five years have been excessive, and nothing but the dancer which menaced the nation justified the the danger which menaced the nation justified the

heavy drain. Now, we can begin to reduce taxa-tion. But a little more than six months ago we gave relief to the extent of not less than seventy now we shall give stil lief. The boundary where we pause is the point at which we reach the amount which will pay our ordinary expenses, the interest on the public debt, and leave a snug balance for some diminution of the public debt. This is absolutely essential to the public credit.

NG TRILEGERAATH. THE A

All general debate on the bill was closed, and the Clerk proceeded to read the bill by sections for amendments. The bill, so far as passed upon by the committee, is

Clerk processed to read the bill by sections for amediments. The bill, so far as passed upon by the committee, is so follows: Sector 1. That all acts in relation to the assessment, return, collection and payment of the income tax, special tax and other annual taxes now by law re-quired to be performed in the month of Atay, shall be the performed in the month of and taxes, shall be the performed on the corresponding days in the onlicitin, return and payment of said taxes, shall be the performed in the month of said taxes, shall be the performed in the month of and taxes, shall be the performed in the month of and taxes, shall be the performed in the month of said taxes, shall be the performed in the month of said taxes, shall be the performed in the corresponding days of the collection, return and payment of said taxes, shall be the performed in the month of taxes, shall be the performed in the corresponding taxes of the month of A pril of each year. The performed in the same performed in the corresponding taxes of the code of \$2,600, shall be year in addition to the special tax need \$2,600, shall be year in addition to the special tax needs of whole said a the taxes on such excess of the cose of whole said calers. The form of all revenues and debts due and accrains to the cose of whole said of the United states is a party, and in all suits or proceedings against a collector of other officer of the kiternal revenue and accrains to the cose of shill hands and other property, which have been, or shall be assigned, set off, or conversed by pur-debt arising under the taxes in payment of debt arising under the taxes in the premises. The das are regulates by during in the premises. The das provides that if the manufacture of any who has been onitied to be paid, and to make an amp, in addition to the penalties now imposed by is w for such sale or removal. It shall be the duty of the proper assessor or as-latant assessor, upon such infor-mation as he can obtain. to estimate the amound of the proper assessor or as-lat

and productions. This section was passed over informally, without

final action upon it Section 6 authorizes the Commissioner of Internal

final action upon it Bection 6 authorizes the Commissioner of Internal Revenue whenever se shall deem it expedient, to de-signate one or more of the assistant assessors in any collection district for all such taxes as may be due upon any specified objects of taxation. Fection 7 authorizes the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, to pay such sums, not exceeding in the ag-gregate the smount appropriated therefor, as may in their judgment be deemed necessary for detecting and bringing to trial and punishment persons guilty of violating the Internal Revenue isws, or conniving at the same, in cases where such expenses are not other-wise provides by iaw, and it appropriates \$100,000 for that purpose. Bection 8 casets that hereafter for any failure to pay any internal revenue tax at the time and in the man-ner required by law, where such failure creates a liability to pay a ponality of ton per centum additional upon the amount of tax so due and unpaid, the person or persons so failing or neglecting to pay said tax, in-stead of ten per centum, is a created, shell pay a penalty of five per centum, together with interest at the rate of one per centum per month upon asid tax irom the time the same became due. Bection 9 amends the acts of June 30, 156t, and July 18, 1866, to provide internal revenue to support the government, to pay interest on the public debt, and for other purpose.

15,1866, to provide internal revenue to support the government, to pay interest on the public debt, and for other purposes, in the following particulars: To make the pay of assistant assessors \$5 a day, without any allowance for office rent; this amendment to take effect upon compensation for the month of March, 1947.

BAILROAD LINES. ANNAMESSIC ROUTE! THE SHORTEST LINE TO ALL POINTS SOUTH AND SOUTHWEST. PASSENGERS FOR Kingsville, Savannab, Angusta, Atianta, Macon. West Point, Montgomery Mobile, Sewbern, hariotte. Charleston, TO AVOID DELAY (THE POTOMAC BEING CLUSED BY IUE), SHOULD BUY 1ICKETS

CLOSED BY ICE). SHOULD BUY TICKETS BY THE NEW AND SHORT ANNAMESSIC BOUTE Trains leave Depot. PHILADELPHIA, WILMINGTON, AND BALTIMORE EAILBOAD, BROAD Street and WASHINGTON Avenue, DAILY (Esturday excepted). at II F. M., Arriving in Noticik at I F. M. the following day, FIVE HOURS SOOKET THAN BY ANY OTHER LINE, and making close connections for all points SOUTH AND SOUTH WEST!

For Tickets and all other information, apply at 6 office of the Company, No. 529 CHASNUT Street, at the Ticket Office of the Philadelphia, Wilmingto and Baltimore Ratirond, No. 528 CHESNUT Street. S. P. WILTHANK.

GENERAL AGENT.

Valley, and Schuylkill and Susquehanas, trains for Northumberiand. Williamsnort, York. Chambersburg, Pinegrove, &: AFTERNOON EXPRESS
Leaves Philadelphia at 230 P. M. for Reading, Potta-ville, Harrisburg, &c., connecting with Reading and Columbia Ballroad trains for Columbia, &c.
READING ACCOMMODATION READING ACCOMMODATION Reading at 2:30 A. M., stopping at all way stations: arrives in Philadelphia at 9:30 A. M.
Reading at 7:30 P. M.
Trains for Philadelphia leaves Harrisburg at 8:10 A. M., and Pottaville at 8:36 A. M., arriving in Philadel-phia at 1 P. M. Atternoon trains leave Harrisburg at 8:10 A. M., and Pottaville at 8:36 P. M. arriving in Philadelphia at 6:35 P. M.
Trains for Philadelphia leaves Harrisburg at 8:10 A. M., and Pottaville at 8:46 A. M., arriving in Philadel-phia at 1 P. M. Atternoon trains leave Harrisburg at 7:0 P. M., and Pottaville at 2:35 P. M. arriving in Philadelphia at 6:45 P. M.
Harrisburg Accommodation leaves Reading at 7:30 A. M., and Harrisburg at 6:10 P. M. Connecting at 6:30 P. M., arriving in Philadelphia at 9:10 P. M.
Market train, with a passonger car attached, leavee Philadelphia at 12:45 noon, for Reading and all way stations, leaves Reading at 17:30, and Downlingtown at 12:30 P. M., for Philadelphia and all way stations.
All the above trains run daily. Sundays excepted. Sunday trains leave Pottaville at 8 A. M., and Phila-delphia at 15 P. M. Leaves Philadelphia for Reading at 8 A. M. Rearies Philadelphia and all way finding the 4:56 P. M. CENERAL AGENT. Wilkesbarre, Kingston, P tiston and all points in le-high and Wyoming valleys; also, in connection with Lehigh and Mahanoy Kailrond for Mahanov City, and with Catawissa saliroad, for supert, Panville Milion, and Wilkesbarre at 3 P. M. : at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Val-ley train, passing Bethlehem at 12 55 P. M., for kaston and points on New Jersey Central Railroad to New York.

And points of New Scher Contact Points and Strain S

 from Philadelphia, returning from Downingtown at 7 A. M. and 1250 noon.
 NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
 Leaves New York at 7 and 9 A. M. and 8 P. M., passing Reading at 165 and 1153 A. M., and 186 P. M., and connecting at Harrisburg with Pennsylvania and Northern Control Rairoad Express Trains for Pitts-burg, Chicago, Williamsport, Eimira, Baltimore, &c. Returning, Express train leaves Harrisburg on ar-rival of Pennsylvania Express from Pittsburg, at 3 and 905 A. M., and 245 P. M., passing Reading at 49 york at 10 A. M. and 245 P. M. Sleeping cars accom-pany these trains through between Jersey City and Pittsburg without change.
 A Mail train for Harrisburg leaves New York at 10 p. M. Mail train for Harrisburg leaves New York at 12 noon. At 23 F M.-Accommodation for Doviestown, stopping at all intermediate stations. Fassengers take Stage at Loy estown for New sope.
 At 346 F. M.-Evening Express for Bethlehem and principal stations on the North Fennsylvania Railroad making close connection at Bethlehem with Lehigh Valley train for Ea ton, reaching there at 645 P M.
 Passengers for Flainfield Somerville, and other points on New Jersey Central Bailroad take New Jersey Central Bailroad take New Jersey Central train the Somerville, and other points on New Jersey Central Bailroad, take New Jersey Central train the Somerville, and other points on New Jersey Central Bailroad, take New Jersey Central train the Somerville, and Order Points P. M. Passengers for Sumneytown, take stage at North Wales, and for Nazareth at Bothlehem, and for Greenville at Order Doylestown stopping at all intermediate stations. Fassengers for Wilow Grove, Hatboro', and Hartsville take stage at Abington, for Lumberville at Doylestown.
 At 520 F. M.-Accommodation, for Doylestown stopping at all intermediate stations. Assengers tor Wilow Grove, Hatboro', and Hartsville take stage at Abington, for Jumberville at Doylestown.
 At 520 F. M.-Accommodation, for Bethlehem and all stations on main line of North Pennsylvania Railroad, competing at Bethlehem with Lehigh Valley Evening Train for Allentown, Mauen Chunk, etc.
 At 520 F. M.-Accommodation, for Fort Washington, TRAINS ARHIYE IN PHILADEL/PHIA
 From Bethlehem at 915 A. M., 250 and 840 P. M.
 20 P. M. train makes direct connection with Lehigh Valley trains from Easton, Wilkesbarre, Mabanoy City, and Hazleton. 2 10 P. M. Mail train for Harrisburg leaves New York at 12 noon.
BCHUYLKILL VALLEY RAILROAD.
Trains leave Potsville at 7 and 11 30 A. M., and 711 P. M., returning from Tamaqua at 736 A. M. and 140 and 415 P. M.
BCHUYLKILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 750 A. M. for Pinegrove and Harrisburg, and at 156 P. M. for Pinegrove and Tre-mont. Returning from Harrisburg at 320 P. M. and from Tremontat 735 A. M. and 525 P. M.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

all the principal Points in the North and West and Canadas. The following tickets are obtainable, only at the office of S. BRADFORD, Treasurer, No. 27 S. FOURTH Street, Philadelphia, or of G. A. MICOLLS, General Superintendent, Reading. Superintendent, Reading. At 25 per cent. discount, between any points desired for families and firms. MILEAGE TICKETS. Good for 2000 miles, between all points, at \$250 each, for families and firms. For three, six, nine or tweive months, for holders only, to all points, at reduced rates. Residing on the line of the road will be furnished with cards entiling themselves and wives to tickets at half price. EXCURSION TICKETS.

and Hazleton. Passengers leave Wilkesbarre at 1 39 P. M. connect at Bethlehem at 6 15 P. M., and arrive in Philadephia at

Passengers loave wilkerbarre at 1.9" F. M. connect at 840 F. M.
 Bethiehem at 615 F. M., and arrive in Philadephia at 840 F. M.
 From Doylestown at 835 A. M., 5'15, and 765 P. M.
 From Fort Washington at 11 50 A. M., and 3 65 P. M.
 ON SUNDAYS.
 Philadelphia for Bethlehem at 930 A. M.
 Philadelphia for Bethlehem at 930 A. M.
 Philadelphia for Bethlehem at 930 A. M.
 Bethlehem to Philadelphia at 720 A.
 Bethlehem to Philadelphia at 720 A.
 Bethlehem to Philadelphia at 4 P. M.
 Bethlehem to Philadelphia at 5 20 A.
 Bethlehem to Philadelphia at 720 A.

MISCELLANEOUS.

FREIGHT LINES FOR NEW YORK AND connecting Hailroads. INCREASED DESPATCH. THE CAMDEN AND AMBOY BAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES MONUMENTS, TOMBS,

CRAVE-STONES, ETC. Just completed, a beautiful variety of ITALIAN MARBLE MONUMENTS, TOMES AND GRAVE-STONES Will be sold cheap for cash. Work sent to any part of the United States. HENRY S. TARR.

BAILROAD LINES. READING RAILROAD.

R GREAT TRUNK LINE FROM PHILADELPHIA, TO THE INTERIOR OF FENNSYLVANIA, THE SCHUYLKILL, SUSJUEHANNA, CUMBERLAND AND WYOMING VALLEYS,

NORTH, NORTHWEST AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGEE TRAINS, OUTOBER 8, 1866, Leaving the Company's depot at Thirteenth and Cal-low hill streets, Fhiladelphia, at the following hours -MORNING ACCOMMODATION. At 730 A. M. for Reading and all Intermediate Sta-tions.

At 7:00 A. M. for Reading and all intermediate Sta-tions. Returning, teaves Reading at 6:30 P M. Arrivesia Philadelphia at 9:10 P. M. MOENING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Potta-ville, Pine Grove, Tamaqua Eunhury, Williamsport, Empira, Rochester, Ningara Faits, Buffaio, Allentowa, Wilkesbarre, Pittston, York, Carilsie Chambersburg, Hagerstowp, & This train connects at READING with East Penn-sylvania Buiroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, dc., at PORT (LINTON with the Catawissa Railread trains for Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with Northern Central, Cumberiand Valley, and Schuyikill and Susquehanna trains for Northumberiand, Williamsport, York, Chambersburg, Pinegrove, & AFTERNOON EXPRESS

Passengers for Downingtown and intermediate points take the 730 and 815 A. M. and 420 P. M. trains from Philadelphia, returning from Downingtown at A M. and 1900 more than the second s

RAILROAD LINES. DRILADELPHIA, WILMINGTON AND BALTE

PHILADELPHIA, WILMINGTON AND BALTS more scaling of the transformer states and Commencing Monday, Docember St. 1998, Trains will leave Depot, corner Broad street and manifed and Weathington, stopping at Chester, Wil-mington, Neware, Eleton, Northeast, Perryville, Havrede Grace, Aberdeen, Perryman's, Edgewood, Marnolis, Chese and Statemmer's Rat. "May Mail Train at 475 A. M. (Sondays excepted), far mington, Neware, Eleton, Northeast, Perryville, Marnolis, Chese and Statemmer's Rat. "A symbolic train at 475 A. M. (Sondays excepted), far for Baltimore, stopping at Chester, Ord-nor child and Intermediate stations. "Express Train at 145 A. M. (Sondays excepted), far mechag with the Delaware Railrond at Wilmington for childed and Intermediate stations." Express Train at 145 A. M. (Sondays excepted), far mechag with the Delaware Railrond at Wilmington for childed and Intermediate stations. "Express Train at 145 A. M. (Sondays excepted), far mechag with the Delaware Railrond at Wilmington for childed and Unstrained and Stations." Typess Train at 145 A. M. (Sondays excepted), far mechag with the Delaware Railrond at Wilmington for childed and Unstrained and the second for the statistic statistic

Wilmington, Leave Philadelphia at 12'80, 4, 6 and 11'30 (daily) P. M. The 4 P. M. train connects with the Delaware Railroad for Milford and Intermediate stations. The 5 P. M. Train numsto New Chaile. Leave Wilmington 7'15 and 8'30 A. M. 3 and 6'39 (daily) P. M.

(aliv) P. M. FROM BALTIMORE TO PHILADELPHIA. Leave Baltimore at 725 A. M. Way Mall: 936 A. M. Express: 130 P. M., Express: 635 P. M., Express, 855 M. Express. Leave Baltimore at 7.25 A. M., Way Mall: 9.35 A. M. Express: 1.79 P. M., Express: 6.75 P. M., Express: 6.75 P. M., Express. From Estimore to Havre-de-Grace and interme-diate stations at 4 P. M. Trains for Baltimore leave Chester at 4.49 and 9.12 A. M., and 2.38 P. M. Trains tor Baltimore leave Wilmington at 5.23 and 10 A. M., and 4.15 P. M. SUNDAY TRAINS FROM HAITIMORE. Leave Baltimore at 5.25 P. M., stopping at Havre-de-Grace, Perryville and Wilmington. Also, stops at Ekkton and Newark to take passengers for Philadel-phia, and leave passengers from Washington or Bal-phins, and leave passengers from Balti-more or Washington.

timore) and at Chester to leave passengers from Batt-more or Washington. Torough Tickets to all points West. South and Southwest, may be procured at the Ticket Office, No. 528 CHESN UT Street, under the Continental Hotel, Persons purchasing lickets at this Office can have their bargage checked at their residence by Graham's Basgage Express. H. F. KENNEY, Sup't, PENNSYLVANIA CENTRAL RAILBOAD.-

PARAMETLY ANIA CENTRAL RAILROAD.-WINTER ARRANGEMENT. The trains of the Pennsylvania Central Railroad leave the Depot at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars on the Market Street Fastenger Railway. Those of the Chen nut and Walnut Street Railway run within one square of it. On Sundays the Market street cars leave Front and Market streets 35 minutes before the departure of each train.

and Market stress will call for and deliver mann's Baggage Express will call for and deliver baggage at the depot. Orders left at the Office, No. 62 Chesnut street, will receive attention. TRAINS LEAVE DEPOT. VIZ:-

 Mail Train
 at 200 A. M.

 Paol Accom., Nos I and 2, 1000 A. M. and 11.20 P. M.

 Fast Line and Eric Express
 at 1200 M.

 Parksburg Train
 at 1200 M.

 Parksburg Accommodation
 at 220 P. M.

 Harrisburg and Eric Express
 at 200 P. M.

 Parksburg Accommodation
 at 900 P. M.

 Philaburg and Eric Mail
 at 900 P. M.

 Philaburg and Eric Mail
 excout Saturdation

 Philaburg and Eric Mail leaves daily, excout Saturday.

day. Philadelphia Express leaves daily. All other trains

Philadelphia Express tenves daily. Attornet with-daily, except Sunday. Passengers by Mail Trian go to Williamsport with-out change of cars, and arrive at Lock Haven at S10 P. M. Passengers by Mail Train go to Carlisle and Chang-bersburg without change of cars. Sizeping Car Tickets can be had on application at Sizeping Car Tickets can be had on application at the Ticket Office, No. 611 Chemut street. TRAINS & ARRIVE AT DEPOT, VIZ-TRAINS & ARRIVE AT DEPOT, VIZ-at 12'30 A. M.

For further information, apply to JOHN C. ALLEN, Ticket Agent,

Som C. ALLEN, FICKET Agent, No. 631 CHESNUT Street. SAMUEL H. WALLACE, Ticket Agent, at the Depot. An Emigrant Train runs daily, except Sunday. For il.particulars as to iare and accommodations, apply FRANCIS FUNK, No. 187 DOCK Street.

FOR NEW YORK,-CAMDEN AND AMBOY AND

L'Philadelphia and Trenton Railroad Company's Lines, from Philadelphis to New York and Way Places, from WALNUT Street Wharf, will leave an follows viz:-

ket sireet, upper ferry. LINES FROM KENSINGTON DEPOT

At 7'30 and 10'15 A. M., 5. 4'30, 5 and 12 P. M. foe

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, Brides-burg and Frankford, and at s P. M. for Holmesburg and intermediate stations. At 10'15 A. M., 3, 4, 5, 6, 8 and 12 P. M. for Wissino-ming.

At 10'10 A. al., of a by the NARE RAILROAD, ming, BELVIDERE DELAWARE RAILROAD, For the Delaware River Valley, Northern Pennagi-vania, and New York State, and the Great Lakes, daily, Sundays excepted, from Kensington Depot an column

follows:-At 770 A, M. for Niagara Falls, Buffalo, Dunkirk, Canardaigus, Eimira, Ithaca, Owego, Rochester Binghamton, Oswego, Syracuse, Great Bend, Most-rose, Wilkesbarre, Scranton, Stroudsburg, Water Gap.

ALT 30 A. M. and 3:30 P. M. for Belvidere, Easton,

Lambertville, Flemington, &c. The 3'30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Ailentown, Bethle-

at 5 P. M. for Lambertville and intermediate Sta-long, WM, H. GATZMER, Agent,

PHILADELPHIA. GERMANTOWN AND NOB-ristown Bhilirond.

ristown Ballroad. TIME TABLE. On and after Thursday, November 1, 1866, until fur-

On and after Thursday, November 1, 1866, until fur-ther notice, FOR GERMANTOWN, Leave Philadelphia, 5, 7, 8, 8, 10, 11, 12 A. M., 1, 2, 215, 295, 4, 5, 545, 616, 7, 5, 8, 10, 11, 12 P. M. Leave Germantown, 6, 7, 738, 5, 8720, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 436, 6, 630, 7, 8, 9, 10, 11, 12 P. M. The 820 down train aufit 245 and 545 up trains will not stop on the Germantown branch. ON SUNDAYS. Leave Germantown at 815 A. M., 2, 7, 1045 P. M. Leave Germantown at 815 A. M., 2, 7, 1045 P. M. Leave Germantown at 815 A. M., 2, 7, 1045 P. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 5, 10, 12 A. M., 2, 845, 545, Pand 11 P. M. Leave Chesnut Hill at 710, 5, 940, 140 A. M., 140, 340, 540, 640, 840 and 1030 P. M. ON SUNDAYS. Leave Philadelphia at 915 A. M. 2, 2 and 7 P. M. Leave Chesnut Hill at 7130 A. M. 1240, 540 and 925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN.

hickon, Manayunk, Spring Mills and Conshonockess only. ON SUNDAYS.
Leave Philadelphia at 9 A. M., 200 and 645 P. M. Leave Norristown at 7 A. M., 5 and 850 P. M. FOR MANAYUNK.
Leave Philadelphia at 6, 655, 1105 A. M., 120, 5, 476, 50, 615, 800 and 1120 P. M. Leave Manayunk at 610, 730, 820, 930, 1130 A. M. 3, t 545 and 830 P. M. ON SUNDAYS.
Leave Philadelphia at 9 A. M., 530 and 645 P. M. Leave Philadelphia at 9 A. M., 530 and 645 P. M.
Leave Philadelphia at 9 A. M., 530 and 645 P. M.
Leave Manayunk at 710 A. M., 530 and 645 P. M.
Leave Manayunk at 730 A. M., 530 and 645 P. M.
Leave Manayunk at 730 A. M., 530 and 645 P. M.
Leave Manayunk at 700 A. M., 530 and 645 P. M.
Leave Manayunk at 700 A. M., 530 and 645 P. M.

Benot, NINTH and GREEN Streets. W EST JERSEY BAILROAD LINES, FROM foot of MARKET Street (Upper Forry). LEAVE PHILADELPHIA AS FOLLOWS --For Bridgeton, Salem, Milville, and all intermediate stations, at 8 A. M. Mall., 2'80 P. M., Passenger. For Woodbury, 8 A. M., 3'80 and 6 T. M. For Cape May, at 3'80 F. M. ESTUBRING TRAINS LEAVE Woodbury at 7'16 and 8'40 A. M., and 4'64 F. M. Bridgeton at 7'16 and 8'40 A. M. Preight, 5'40 F. M. Milville at 6'50 A. M. and 3'00 F. M. Freight, 5'40 F. M. Cape May at 11'46 A. M., Passenger and Freight. Freight will be received at First Covered What Theirselfore Toto A. M. will pollicough the same day Milliam Delivery, No. 728 S. DELAW ANS Avenue. Bid WILLIAM J. ESWELL, Emeridant

gation, and that the depth of water to it was not

Mr. GRIMES, of Iowa, replied to Mr. Foster, opposing the proposition of Mr. Sumner for the appointment of a commission to select a location

for the new naval depot. Mr. CATTELL, of New Jersey, spoke at con-siderable length in favor of League Island. Pending the consideration of the subject the Senate went into Executive session, and soon after took a receas ull seven P. M.

Evening Session.

Mr. DIXON presented the credentials of Orris S. Ferry, Senator elect from Connecticut, which were ordered to be filled. Mr. WILSON called up the bill to amend the mact incorporating the National Sailors and Soldiers' Orphans' Home," which was passed. It changes the names of the corporators, who in the original act were General Grant and other officers original act were chain at the substitutes in their stead resident citizens of the District of Columbia. The bill to extend the time for collecting the direct tax in the State of West Virginia until the first of June, 1667, was passed. The Senate then proceeded to consider the busi-ness from the Committee on the District of Colum-

ness from the Committee on the District of Colum-bia, and passed bills with the following titles: Ex-tending the time for the completion of certain street railways; to amend the act incorporating the Na-tional Theological Institute of Washington. At 7.30 P.M. the Clerk of the House announced the passage by the House of the bill to provide for the more efficient government of the insurrection-ery States.

ary States.

It was read the first time, and Mr. SUMNER moved to proceed to its consideration, but Mr. McDOUGALL, of California, objected, and

it went over. The consideration of District bills was resumed, and the following were passed: To protect the rights of married women in the District; to amend the charter of Washington gity. This bill makes certain changes in the cost and mode of issuing licenses.

city. This bill makes certain changes in the cost and mode of issuing licenses. Mr. MORGAN, of New York, by unanimous con-sent, introduced a bill amending the law fixing the salaries of collectors of customs, so as to make the salary of the general appraiser at New York \$3000 and of the assistant appraiser at New York \$3000 and of the assistant appraiser at Portland, Boston, Philadelphia, New Orleans and San Francisco at \$3500 from the ist of July, 1886. Referred to the Committee on Commerce. A bill appropriating \$15,000 for the temporary relief of the destitute colored people of the District of Columbia, to be distributed under the superin-tendence of the Freedmen's Bureau, was intro-duced.

Mr. MORRILL, of Maine, said there were bemr. monstriki, or maine, said there were be-tween 21,000 and 22,000 colored people in the Dis-trict, many of whom were in a state of great des-titution. \$25,000 was appropriated for relief last year, but whites as well as blacks were included, and the whites received more than the blacks, This appropriation was designed for the blacks alone, to whom all the charities were denied.

alone, to whom all the charitles were conied. Mr. WADE said there was a great deal of suffer-ing here now among the freedmen. The winter had been a very hard one, and few knew how much actual destitution there had been among the poor. He moved to amend the bill by increasing the amount \$20,000. The amendment was adopted, and the bill was

The bill supplementary to the act incorporating the Newsboys' Home was taken up and discussed, and laid over. Mr. WILSON called up a bill directing the Se-

Mr. WILSON called up a bill directing the Se-cretary of the Treasury to pay to the officers and men of the Signal Corps under Admiral Farragut at Mobile Bay the same amount of prize money paid to the officers and men of the navy who par-uicipated in that engagement. Passed. Mr. WILSON called up the resolution directing the Secretary of War to purchase for \$38,000 Da-vid's Island, in Long Island sound. Passed. An soit to a mid the laws of the District of Uo-iumbia in relation to the judicial proceedings there in was passed. An act to regulate proceedings before justces of the peace in the District of Columbia, and an act for the punchment of larceny in the District, were passed.

Mr. WILSON called up the House bill authorising the Secretary of War to purchase certain lots of ground adjoining the United States Arsenal at ittaburg, Pa., which was passed. The Sanate then, at 10 o'clock, adjourned.

DANS PUBLICATION 33

The estimate of the receipts for the next fiscal year, ending June 30, 1868, as recently revised by the Treasury Department and the Commissioner of Internal Revenue, reduce the estimates from the sums estimated ninety days ago to the fol-

	From customs, -			\$130,000,000
Orris	From internal revenue,		 	240,000,000
hich	From lands, -	¥		1,000,000
MIGH	From miscellaneous sou	urces,		20,000,000
d the	and the second sec			

The committee have ventured to use up the entire surplus or margin in various reductions of taxes and exemptions, believing that we have secured such an increase of revenue as will leave something to apply on the public debt. The committee have feit willing for the coming.

year to give the largest possible amount of relief to the business interests of the country, and have also been willing to reduce the revenue that no large balance would remain in the Treasury to tempt any one to disregard the wisdom of

economy. Having gone in the line of reduction as far as it is prudent to go, it follows that, if any other re-ductions should be proposed, it will be our duty at once to seek something of equal amount to be re-stored to the list of taxable articles. If there are any gentlemen who disbelieve the recitals con-monomial dia factories formers for propose and four conomy. any gentlemen who disbelieve the recitals con-cerning idle factories, forges, furnaces and foun-dries, and who think we are still on the top wave of prosperity, and so may venture a deeper cut into our revenues. I invite them to look at the com-parative returns of some of our principal rail-roads, to the present state of our navigation inte-rests, to the decline in the commerce of our canals, to our diminished export trade in cattle, horses, hogs, beef, butter, cotton and manufactures of cot-ton, iron, copper and brass, together with nume-rous other articles. This is an exposition of which I have the details, but which I shall not, unless compelled to do so, pince upon the record.

I have the details, but which I shall hol, unless compelled to do so, piace upon the record. Depression is no greater, perhaps not yet so great, as might be expected to follow the recent exhanst-ive struggle of the country. Nor is it at all equal to what has been the experience of Great Britain to what has been the experience of Great Britain to what has been the experience of Great Britain for the past year, where choiera, cattle plagae, cotton famine, bad harvests and a commercial crisis have all successively culminated; where the bank rate of interest was for three months kept at 10 per cent., and where thousands of workmen are now only kept from starvation by daily chari-ties from the Queen, as well as from those who are hard pushed even to pay their poor rates. But I am by no means despondent of the future. The people of the south will ere long, it may be hoped, return to loyalty and the Union. Know-ing that it is "fixed as fate or foreknowledge ab-

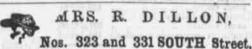
noped, return to loyalty and the Union. Know-ing that it is "fixed as fate or foreknowledge ab-solute" that this is to be their and our common country and government forever-a country and government as formidable in war as beneficent in peace-they will speedily find how much more "apidly will be their growth with free institutions inan when linked to one of the last relics of bar-barism.

barism. They will then have, as we have now, a just ride in all that contributes to the prosperity of the nation, the grandeur of its position, and the splendors of its history. Our facilities for the development of wealth and power can only re-ceive temporary checks, and the load we bear of taxation to-day, with some weariness, will ere long become light, and is a little more than thirty years, when our people will number one hundred millions, there will not be more than enough left of our public debt to remind our children of the honor of the legacy.

"The committee then rose, and at ten minutes after 10 ck adjourned

MILLINERY, TRIMMINGS, ETC.

SPLENDID OPENING OF FALL AND SPLENDID OPENING OF FALL AND WINTER STYLES.-MES. M. A. BINDER, No 1631 CHESNUT Street, Philadeiphia, IMFORTER OF LADLES' DRESS AND CLOAK TRIMMINGS. Also, an elegant stock of imported Paper Patterns for Ladles' and Children's Dress. Farisian Dress and Cloak Making in all its varieties. Ladles' unrihaling their rich and costly waterisis may rely on being artistically fitted, and their work finished in the most prompt and effi-cient manner, at the lowest possible prices at eventy-four hours' notice. Cutting and basting. Patterns in sets, or by the single piece, for murchania and dress-makers, now ready. 929 6m



Has a handsome assortment of MILLINERY.

Also, Silk Velvets, Crapes, Rinbons, Feathers, Flowers Frames, etc. Ladies who make their own Bonnets supplied with the materials. 7 185

LEGAL NOTICES.

COMMON PLEAS, IN DIVORCE, SEPTEM-HER TERM, A. D. 1898, No. 58, ANNA K. PARKHILL, by her next friend, etc., vs. CHARLES HOWARD PARKHILL

CHARLES HOWARD PARKHILL Sir;--Piease notice rule this day granted on you, in the above case, to show cause why a divorce a vinculo matrimonii abould not be decreed therein, returnable on the 16th inst., at 10 o'clock A. M. N. H. SHARPLESS, Attorney for Libellant, To Charles Howard Parkhill, respondent, February 7, 1867. 28 istuth4t*

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of CHARLES L. CHAPPELL, deceased. The Auditor appointed by the Court to audit, settle and adjust the account of WILLIAM F. CHAPPELL, demissator of the setate of CHARLES L. CHAP-FELL, deceased, and to report distribution of the balance in the hands of the Accountant, will meet the parties interested for the Durpose of his appoint-ment, on MONDAY, February 15, 1867, at 2 o'clock P. M., at his Office, No. 21 S. THILRD Street, In the city of Philadelphia. 27 thstu5t E. H. THARP, Auditor.

The second	0	
HOUSE-FURNISHING GOODS.		
EXCELLENT OFFORTUNITY TO SECURE BARGAINS.	M to.	
To elo the estate of the late	A	
JOHN A. MURPHEY.		
Importer and Dealer in	ALE	
HOUSE-FURNISHING GOODS, No. 922 CHESNUT STREET.	(
Between Ninth and Tenth, South Side, Phila.	12	
His Administrators now offer the whole stock at prices below the ordinary rates charged. This slock at prices every thing wanted in a well-ordered household : Plain The Ware, Brushes, Wooden Ware, Baskess, Plated Ware, Cutlery, Iron Ware, Japanned Ware, and Cook- ing Utensis of every description.	Energia State	

A great variety of SHARLE GOODS, BIRD-CAGES, otc. etc., can be obtained on the most remonable terms GEN UINE ARCTIC BEFAIGERATOHS and WATER COOLEBS A fibe assortiment of PAPIER MACHE GOODS. This is the largest relial establishment in this line in Philadelpl. is, and citizen and strangers will find it to their advanage to examine our stock before purchasing Note s-Our friends in the country may order by mail, and groupt attention will be given. III 1 thatui

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Manilla and Tarred Cordage, Cords, Twines, Etc.

No. 23 North WATER Street, and No. 22 North DELAWARE Avenue, PHILADELPHIA. EDWIN H. FITLER, MICHAEL WEAVER, CONEAD F. CLOTHIER. 2145

912 ARCH STREET. - GAS FIXTURES, PARCH STREET. - GAS FIXTURES, CHANDELIERS, BRONZE STATUARY, Ero -VANKIEK & CC. would respectually direct the intro on their triends, and the public generally, to their large and elegant assortiment of GAS FIXTURES CHANDELLERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before purchasing else-where.

where. N. B.-Solied or tarnished fixtures refinished with special care and at reasonable prices. \$46m VANKIRE & C

C O B N E X C H A N G E BAG MANUFACTORY. JOHN T. BAILEY & CO., EKMOVED TO N. E. conter of MARKET and WATER Streets

DEALERS IN BAGS AND BAGGING

Grain, Flour, Salt, Super-Fheepkate of Lime, Bone Large and small GUNNY BAGS constantly on hand. 2-225) Also, WOOL SACES. JOENT BAILEY JAMES CASCADEN.

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COTION AND FLAX, SAIL DUCK AND CANVAS, Of all numbers and ba

Of all numbers and brands. Tent. Awning, Trank, and Wagon cover Duck. Also, Paper Manuacturets Drier Feits, from oue to seven teet wids; Paulins, Boling, Sai Twine otc. JOHN W. EVERMAN & CO., 3.65 BO 103 JONES Alley.

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HARD RUBBER ARTIFICIAL

HARD RUBBER ARTIFICIAL LIMBS, Arms, Legs, Appliances for Deformity, etc of these Limbs are transferred from like in form and fit; are the lightest, most durable, comfort-able, perfect, and artistic substitutes yet invanted They are approved and adopted by the United States Govern-and our principal Surgeons. Patented August 18 May 23, 1865; May 1, 1865; Address KIMBALL & CO. No. 639 ARCH Street, Philadelphile. aphlets free.

Panyabersites. 977 cm PhillaDeLPHIA SUBGEONS BANDAGE INSTITUTE, No. 14 H. NINTH Street, above Market.-B. C. PALEBETT, a visibility years' practical experiences putarantees the shiring adjustment of his Prestices patient Graduating Pressure Trues, and a variety of others Supporters, Elastic Stockings, Shoulder Braces, acted by 8 Lady.

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. FREICHUS

Ind only at the licket office, at Thirteenth and Callowhill streets. FREIGHT,
 Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Bread and Willow streets.
 Icave Philadelphis daily at 5:30 A. M., 12:45 noon, and 6 P. M. for Reading, Lebanon, Harrisburg, Potteville, Fort Clinton, and all points beyond.
 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 215 P. M.

THE CAMDEN AND AMBOY BAILBOAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted). Freight must be delivered before 45% o'clock, to be for-warded the same day. Esturning, the above lines will leave New York at 19 noon, and 4 and 6 P. M. Freight for Trenton, Princeton, Kingston, New Bruns-wick, and all points on the Camden and Amboy Bailroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Bur-lington and Mount Holly Bailroad, received and for-warded up to 1 P. M. The Belvidere Delaware Railroad, and at Manun-kachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to Syracuse, Bufalo and other points in the Delaware. Lackawanna, and ther points in the Delaware, Lackawanna, and ther points on the Delaware, Lackawanna, and ther points on the Delaware, and at Manun-kachunk with all points on the Delaware, Lackawanna, and other points in Western New Yorz. The New Jersey Bailroad connects at Elizabeth with the New Jersey Central Enlinead, and at Newark. with the New Jersey Central Enlinead, and at Newark. with the New Jersey Central Enlinead, and at Newark. with the New Jersey Central Enlinead, and at Newark. with the Morris and Cooks or no receipt will be given. M. B.-Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, or at Pier No. 1, North Hiver, as the ahlppers may designate at the time of shipment. For terms, or other information, apply to WallYEE FREEMAN, Freight Agrent, 113 No. 226 8. DELAWARE Avenue, Philadelphia. **1267 -PHILADELPHIA AND ERIE RAILs**

LINES PROM A BARANCE IN MARKEN IN THE STATE AND A STATES excepted. A1730 and 11 A. M., 3, 530, 430, 5, 645 P. M., and M. Midnight, for Bristol, Trenton, &c., and at 1015 A. M.

trains without change both ways between Philadelphis and Erie. NEW YORE CONNECTION. Leave New York at 5 A. M., arrive at Erie 10 00 A. M. Leave New York at 5 00 P. M., arrive at Erie 7 15 F. M. Leave Erie at 5 30 P. M., arrive at New York 6 40 P. M. Leave[Erie at 10 20 A. M., arrive at New York 6 40 P. M. Leave[Erie at 10 20 A. M., arrive at New York 6 40 P. M. Leave[Erie at 10 20 A. M., arrive at New York 6 40 P. M. Leave[Erie at 10 20 A. M., arrive at New York 10 10. A.M. Elegant Sleeping Cars on all the night trains. For information respecting passenger business, apply at corner THIRTIETH and MARKET Sureets, Phila. And for freight business, of the Company's Agonts, S. B. Kingston, Jr., corner Thirteenth and Market streets, Philadelphia; J. W. Reynolds, Erie; William Brown, Agent N. C. & R., Baltimore. H. H. HOUSTON, General Freight Agent, Phila. H. W. GWY NNER, General Sup., Erie.

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

YINE Street, Finitational for a set of the set

Leave Chesnut Hill at 730 A. M. 180, 500 and 523
 P. M.
 FOR CONSHOHOCKEN AND NORRISTOWN.
 Leave Philadelphia at 6, 655, 1105 A. M., 150, 3, 450, 530, e15, 500 and 1150 P. M.
 Leave Norristown at 540, 7, 750, 9, 11 A. M., 150, 450, 615 and 8 P. M.
 The 550 P. M. train will stop at School Lane, Wissa-hickon, Manayunk, Spring Mills and Conshohockem only.
 ON SUNDAYS.

General Agent, Philadelphia. RARITAN AND DELLAWARE BAY RAIL-READAD.-On and after Decamber 13, 1865, traina will run daity. Sunday accoupted from 'ooper's Point Camden, oppette VINE Street Ferry as tollows:--11300 A. M. Way Freight for all stations; passenger car stacened. 6-10 P. M. -Through Freight for New York; passen er car attached. Ber car attached. Preight feectived in Philade phis at the Company's warehouse No.' 320 N. DECAW ARE Avenue, until 5 o'clock F. M., reaching New York arity next morning. Preight boat leaves Fier No. 22, North river, New York, foot of DUANE Street, daily Sindays excepted, at 5 P. M., trach from Philadeiphia, and the 11 A. M. train itom New York, are discontinued. Ber C. HASTY. General Freicht Avent Heed Baes N.'s

a irom New York, are discontinued. B. C. HASTY, General Freight Agent, Red Bang N. J. W. N. CLAYTON, Superniondent, Red Bang, N. J. R. H. CHIPMAN, Agent, No. 229 E DEDAWABE Avenue Thiodelphis