CONGRESSIONAL PROCEEDINGS.

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

WASHINGTON, February 16. Semate.

Evening Session. Mr. SAULSBURY resumed the floor in opposi-tion to the bill. He reviewed its provisions in detail, and denied the assumption in the preamble that the State government of the south cannot be set up without the consent of Congress. They were set up without the consent of Congress. They were set up years ago; some of them before the oldest members of the Senate were born. He knew it was claimed that somehow or other the act of secession had destrayed these governments, but this had been directly and indirectly denied by Congressional legislation a hundred times. No later than has night the Senate voted down a proposition from Mr. Sumner that three-fourths of the represented States were sufficient for the ratification of the pending constitutional amendment, and to-day the pending constitutional amendment, and to-day the Chairman of the Judiciary Committee reported a bill reorganizing the southern States as judicial dis-

Referring to the allegation of the preamble that lawlessness and crime are encouraged in the south-ern States, he said it came from a class of mercenary men from the south, who were a disgrace to their own section, and would sell the cross upon which the Saviour died, to make fire wood out of, if they could make a little money out of it. He snew from what he had read and heard that there was no truth in such an assertion. The southern people were endeavoring to live in peace and quietness, and to repair as best they could the great wastes of the late war. It was now proposed to put the whole south under military control, to subct the entire people to the will and jurisdiction

ject the entire people to the will and jurisdiction of perty tyrants.

Mr. COWAN took the floor in opposition to the bill and the substitute of Mr. Sherman, characterizing the latter as a rehash of the military bill and the Bishne amendment.

Mr. BUCKALEW moved to amend the fourth section of the amendment by inserting after the words "the command of the district" the following "and when it affects life the approval also of the President of the United States." Disagreed to. Yess-Mesers, Bucksiew, Cowan, Davis, Doolittle, Foster, Grimes, Bendricks, Kirkwood, McDougall, Morgan, Nesmith, Norten, Patterson, and Saulsbury

-11.

Says-Messrs. Anthony, Brown, Cattell, Chandler, Conness, Cragin, Cresswell, Fogg, Frelinghuysen, Howard, Howe, Lane, Morrill, Poland, Fomeroy, Bamsey, Boss, Sherman, Stewart, Trumbull, Van Winkle, Wade, Willey, Williams, Wilson, and Yates Mr. SAULSBURY rose to what he said he might

call a question of privilege. He submitted that this was a diss non. It was nearly two o'clock on the Sabbath morning, and he moved to adjourn. The motion was disagreed to.
Mr. HENDRICKS moved to amend the fourth

section by adding the words: "and no punishment shall be inflicted which is not provided by law." Disagreed to—yeas 8, nays 28. Mr. HENDRICKS moved to amend the clause relating to suffrage by striking out the words "shall be enjoyed by all," and inserting in lieu thereof, "shall be denied to none." Disagreed to. Mr. HENDRICKS moved to amend the third section by inserting after the word "property" the words "as fixed by law." Disagreed to.
Mr. HENDRICKS moved so to amend the third

section as that all punishment under it shall be according to law. Disagreed to—yeas 8, nays 29. After further debate by Messrs. SHERMAN, COWAN and BUCKALEW,
Mr. NORTON moved to strike out the words "said rebel" before "States" in the first section.

Disagreed to.

After debate, the question was on the adoption of Mr. Sherman's proposition, as a substitute for the bili. It was adopted—yeas 32, nays 3—Messrs. Buckalew, Davis and Saulsbury only voting in

the negative.

At 5 A. M. Mr. McDOUGALL moved to amend
by providing that this act shall not enfanchise
persons made citizens by the Civil Rights bill
until they shall have been five years citizens. Dis-Mr. NORTON moved to strike out the preamble.

Disagreed to.
Mr. DOOLITTLE moved an additional section, that no sentence of death under this act shall be carried into execution without the approval of the resident. Agreed to—yeas 21, nays 16. Mr. McDOUGALL, at 5.45 A. M., took the floor and made a speech in opposition to the bill, and at 6.15 A. M. the bill as introduced by Mr. Sherman,

and smended by adding what is contained in Mr. Doolittle's amendment, was passed—yeas 29, nays Doolitie's amendment, was passed—yeas 29, nays
10; absent or not voting, 13.

Yeas—Messrs, Anthony, Brown, Cattell, Chandler,
Conness, Oragin, Oreswell, Fogg, Frelinghuyson,
Grimes, Howard, Howe, Kirkwood, Lane, Morgan,
Morrill, Poland, Pomeroy, Kamsey, Boss, Sherman,
Stewart, Trumbell, Van Winkle, Wade, Willoy, Williams, Wilson, Yates—29.

Nays—Buckalew, Cowan, Davis, Doolittle, Hendricks, McDougall, Nesmith, Norton, Patterson,
Baulsbury—10.

Saulsbury-10.
Absent or not voting—Dixon, Edmunds, Fessenden,
Foster, Fowler, Guthrie, Harris, Henderson, Johnson,
Nye, Riddle, Sumner, Sprague-13.
On motion of Mr. SHERMAN the title of the bill

An act for the more efficient government of the late insurrectionary States."
The Senate then, at 6.30 on Sunday morning, ad-

House of Representatives.

Mr. TAYLOR, of New York, presented resolu-tions expressive of sympathy for the Greeks now struggling for freedom. Referred to the Committee on Foreign Affairs.
Mr. McRUER, from the Committee on Public Lands, reported a bill granting lands to aid in the construction of a capal in California. Ordered to be printed and recommitted.

Mr. LAFLIN, from the Committee on Printing.

reported a resolution directing the clerk of the House to furnish to the publishers of the Globe at the end of each session of Congress a list of the members of the House, with their post-offices, &c., to be printed in the Congressional Globe. Adopted. The House proceeded to the consideration of the Senate bill for the relief of certain contractors for the construction of vessels of war and steam ma-

Mr. DELANO, Chairman of the Committee on Olaims, made a statement, and moved the post-ponement of the subject till next Friday.

Mr. INGERSOLL claimed that postponement meant death.

Mr. McKEE, from the minority of the Commit-

tee on Claims, presented a minority report.
Mr. SLOAN spoke in favor of the postponement,
and Mr. WOODBRIDGE against it. Mr. DELANO'S motion was agreed to, and the bill and amendments were postponed till Friday

next—yeas 77, nays 67.
Mr. JULIAN, from the Committee on Public Lands, reported back the House bill to quiet a title to land in the town of Santa Clara, California. Passed.
Mr INGERSOLL, from the Committee for the

District of Columbia, reported back the bill to amend the act incorporating the News Boys' Home, and for the relief of abandoned children in the Dis-Also, a bill appropriating \$170,000 for paving with the Nicholson pavement a portion of Pennsylvania avenue and Fitteenth street west. Re-

ferred to the Committee of the Whole on the Priwate Calendar.
Mr. INGERSOLL, on leave, introduced a bill providing for certain surveys in the District of Columbia, and a bill establishing a hospital in the District of Columbia for sick and disabled colored

District of Columbia for sick and disabled colored people. Referred to the District Committee.

Mr. MAYNARD, from the same committee, reported a bill refunding \$319 to Wm. B. Todd of Washington. Passed.

The bill to amend the act declaring the officer who shall act as President of the United States in case of vacancies in the office both of President and Vice President came up, and was passed without

Vice President came up, and was passed without The Committee on Commerce reported a large

The Committee on Commerce reported a large number of bills, which were acted on.

Also, the River and Harbor Appropriation bill, appropriating over \$4.500,000. The bill was passed.

The SPEAKER appointed Messrs. Wentworth, Ward of New York, and Glossbrenner of Pennsylvania, the Select Committee authorized this morning on Mr. Wentworth's resolution.

Mr. LONGYEAR, from the Committee on Commerce, reported a substitute for the bill to anthorized.

Mr. LONGYEAR, from the Committee on Commerce, reported a substitute for the bill to authorize the building of lighthouses. The substitute was agreed to, and the bill as amended passed. It provides for building lighthouses at the following points: Trowbridge Point, Thunder Bay, Michigan; Mendota, Lake Superior, Michigan; Santa Oruz, California; Braddock's Point, Georgia; Combabee Bank, Georgia; Tybee Island Kuolt, Georgia; Morris Island, South Carolina; Deep Water Shoais, James river, Virginia; Saint Simon's, Georgia. Rebuilding Wolf Island Beacon Lights, Georgia; Sapeolo Island Light, Georgia. Also, for building three light houses and buying steam tenders. The aubstitute differed from the original ders. The substitute differed from the original bill simply in striking out the words "the State of" when spplying to any of the States lately in

Mr. LONGYEAR also reported back the Senate bill to amend the twenty-first section of the act of July 18, 1866, further to prevent smuggling.

Also, the House bill to authorize the entry and clearance of vessels at the ports of Booth's Bay and St. George's Bay, Maine Passed. Also, the House bill to amend the act granting

the right of way over the military reservation at Fort Gratiot, Michigan. Passed.

Mr. Dodge, from the Committee on Commerce, reported a bill to refund to the Wincom and St. Peters Railway Company \$3424 in gold for additional duties paid on railroad iron. Referred to the

Committee on Claims.

Also, the Senate bill relative to collection districts in North Carolina, establishing four collection districts at Albemarle, with the port of entry at Plymouth; Pamlico, with the port of entry at Newbern; Beaufort, with the port of entry at Beaufort, e Secretary of the Treasury being authorized to the Secretary of the Treasury being authorized to change it to Moorbead city, and Wilmington, N. C. with the port of entry at Wilmington, Passed, Mr. ELIOT reported back adversely the Senate bill repealing certain provisions of the law of June 28, 1864, comcerning seamen on board public and private vessels of the United States. Laid on the

Also, a bill to authorize changes in the location of Also, a bill to authorize changes in the location of lights and other sids to navigation on the southern coast of the United States. Passed.

Also, the Senate bill to change certain collection districts in Maryland and Virginia. Passed with

Mr. O'NEILL reported a bill annexing the port Camden, N. J., to the collection district of Phi-delphia, with an Assistant Collector, to reside in amden. Passed.

Also, adversely abili to facilitate the establish-

Also, adversely abilito facilitate the establishment of a naval and marine depot on the eastern shore of New Jersey. Laid on the table.

Mr. EGGLESTON, from the same committee, reported the River and Harbor Appropriation bill.

The aggregate amount appropriated in the bill is

over \$4,500,000.

Several members appealed to Mr. Eggleston to let them offer amendments, but he declined, and the bill was passed under the previous question and without a division.

[The Pennsylvania delegation requests the reporter to sixte that they would be a sixted of the control of t

porter to state that they voted yesterday against the Bounty bill on the same ground as that on which the New York members based their action, the delegations from other States pursuing that urse generally, and without regard to their political complexion. The reporter is also requested to state that the Committee of Ways and Means tend to report the Tariff bill next Monday morn-

Mr. O'NEILL presented the petition of the officers of the "Athensoum," of Philadelphia, ask-ing that books, &c., intended for libraries be coninued on the free list.

The House, at half-past four, took a recess till half-past seven, when a session is to be held for debate on the President's message. Evening Session.

The House resumed its session at 7.30 P. M., Mr.

Senjamin in the chair, as the Speaker pro tem. The proceedings were confined to debate on the resident's annual message. Mr. MERCUR, of Pennsylvania, addressed the louse in defence of the action of Congress on the subject of reconstruction.

Mr. DUMONT, of Indiana, followed Mr. Mercur, sending up to the Clerk's desk and having read as the text of his discourse the following news-

paper paragraph:
"An old hotel-keeper in Washington once pasted on his dining-room door the following notice: Members of Congress will go to the table first, and then the gentlemen. Rowdles and blackguards

must not mix with the congressmen, as it is hard to tell one from another.'''

Referring to the decision of the Supreme Court in the Indiana conspiracy case, and on the ques-tion of the constitutionality of the "iron-ciad" bath, he characterized it as the "Pope's bull against the comet, and related a number of amusing an-ecdotes calculated to show that the holding of a udicial office does not necessarily prevent the idge from being an ignoramus and an ass. A man who had received a commission as a justice of the peace went to the clerk of the court and said he ame to file his official bond and become qualified.
Hold up your hand," said the gruff old clerk,
and I'll swear you (laughter); all hell couldn't

qualify you."
Mr. TAYLOR, of Tennessee, next addressed the House on the question of reconstruction, claiming that the course of the President was consistent with truth, consistent with patriotism and consistent with the former policy of the Republican party. The bill passed by the House the other day would plant over one-third of the republic a military despotism as crushing as any that the victorious Alexander ever planted on any of his conquered provinces. It would be an iniquity and an outrage, burying forever all hope of republican government on the earth.

On the earth.

He was ready and anxious to co-operate with every member of the House in going to the very verge of the Constitution in the effort to protect the Union men of the south in their persons and property and rights, but there was no warrant anywhere for breaking down the local civil gov-ernments of the south, and substituting for them a military despotism. He paid an eloquent tribute to the patriotism of the Union men of Tennessee, and upbraided the House for its neglect of their

The House, at 10.30 P. M., adjourned.

LUMBER.

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AND PLANK.
4-4, 5-4, 5-4, 5-4, 2, 2/5, 3, and 4 inch
CHOICE PANEL AND 151 COMMON, 16 feet long,
4-4, 5-4, 6-4, 2, 2/5, 5, and 4-inch
WHITE PINE, PANEL PATTERN PLANK,
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1867. LUMBER FOR UNDERTAKERS!
RED CEDAR, WALNUT, AND PINE.
RED CEDAR, WALNUT, AND PINE.

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"Messies. Hougher & Co. —
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WINTER ARRANGEMENT.
Min. Dally Thannay 1, 1867, Passenge trains leave the New Lepot corner Berks and American Streets, daily (Sundays excepted, as ion, we: — At 746 A. M.—Mornicg Express for Bethlehem and Principal Stations on North Pennsylvania Railroad connecting at Bethlehem with Lebigh Talles national direction. Catasanqua, Siatington Mauch Chunk, Weikherly, Jeanesylile, Hazeron. White Haven, Wilkesbarre, Kingston, P traton and all points in Lebigh and Wyoming valleys; also, in connection with Lebigh and Mahanoy Fallroad for Mahanoy City and with Catawissa nairroad, for Rupert, Danville, Mitton, and Williamsport. Arrive at Manch Chunk at 12-05 A. M.; at Wikesbarre at 3 P. M.; as Mahanoy City at 2 P. M. Passengers by this train can take the Lebigh Valley train, passing Setblehom at 12-55 P. M., for Easton and points on New Jersey Central Hailroad to New York.

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

M. Fassengers by this train can take the Lehigh Valley train, passing Beiblehem at 12 55 P. M., for Baston and points on New Jersey Central Railroad to New York.

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

At 10 15 A. M.— Accommodation for Doylestown, stopping at all intermediate stations.

At 2 35 F. M.— Accommodation for Doylestown, stopping at all intermediate stations.

At 3 45 F. M.— Accommodation for Doylestown, stopping at all intermediate stations. Passengers take Stage at Loylestown for New Ope.

At 3 45 F. M.— Evening fixoress for Beiblehem and principal stations on the North Fennsylvania Railroad making close connection at Bethiehem with Lehigh Valley train for Ea ton, reaching there at 645 F. M. Passengers for Phinfield. Somerville, and other points on New Jersey Central Railroad, take New Jersey, Central train at Easton, which arrives in New York at 10 45 F. M. Passengers for Summevtown take stage at North Wales, and for Nazareth at Bethiehem, and for Greenville at Quakertown.

At 4 28 F. M.—Accommodation, for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro', and Haraville take stage at Abington; for Lumberville at Doylestown.

At 5 20 F. M.—Through accommodation, for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethiehem with Lehigh Valley Evening Train for Allentown, Mauch Chunk, etc.

At 6 20 F. M.—Accommodation for Fort Washington.

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From Bethlehem at 9 35 A. M., 2 36 and 8 40 F. M.

2 30 F. M.—Accommodation for Lansdale, stopping tall intermediate stations.

At 13 6 F. M.—Accommodation in Financial at 13 6 F. M.

From Doylestown at 8 35 A. M., 5 15, and 7 65 F. M.

From Doylestown at 8 35 A. M., 5 15, and 7 65 F. M.

From Doylestown at 8 35 A. M., 5 15, and 7 65 F. M.

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Freights delivered at the Depot of P. W. and B. R. R.

CAROLINA, forwarded at as low rates as by any other Line.
Freights delivered at the Depot of P. W. and B. R. R. BROAD and FRIME Streets, before FIVE P. M., will reach Noriolk TWENTY-FOUR HOURS IN ADVANCE OF ANY OTHER ROUTE. This UNPRECEDENTED DESPATCH gives the shipper of SOUTHERN FREIGHTS from Philadelphia ADVANTAGES NOT BEFORE OFFERED BY ANY OTHER LINE. For further information apply to CHARLES E. DILKES, Agent Virginia and Tennessee Air Line Railway, No. 411 CHESNUT Street. S. P. WILTBANK, General Eastern Agent Southern Inland Navigation and Delaware Railroad Companies.
No. 628 CHESNUT Street.

DITTSBURG, COLUMBUS, AND CINCIN NAIT RAILROAD COMPANY.
THE PAN HANDLE ROUTE WESTWARD.
Owing to the great distance saved by THIS R TUTE, the Government has assigned to it the carrying of the United States Mail to the principal cities of the West United States Mail to the principal cities of the West and Southwest
HERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNATI AND BUT TWO TO ST LOUIS.

PASSENGERS BY THIS ROUTE WILL ARRIVE IN CINCINNATI, INDIANAPOLIS, CAIRO, AND ST LOUIS, ONE TRAIN IN ADVANCE OF ANY OTH-R INNE HERE MET AND AND ST LOUIS ONE TRAIN IN ADVANCE OF ANY OTH-R INNE Past line at 12 60 M. Passengers by this train take supper at Aitoona; can take state room seeping cars passengers are not suoject to change at Pittsburg, but ron through to Coshocton, affording an unoroken night's rest. night's rest.

Night From the Cosmocion, affording an unoroken light From the Cosmocion and the Siegoing cars through to Unclimati with but one coange; by this line ou have the advantage of comors, and plea sure particularly to ladies travelling alone, and families with children, by this rout- between Fhindelphia and all the principal points West and South.

Re sure to purchase tickets "VIA STEUBEN-VILLE "B". NASYLVANIA RALLEGAD.

Be sure to purchase Beacts via SIEUBEN.

VILLE P. NNSYLVANIA RALEGAD OFFICE,
Corner of THIRTIETH and MARKET streets.

Philadelphia.
S. F. SCULL
Gereral Ticket Agent Steubenvine, O.
JOHN H. MILLER,
So. 505 Broadway, New York.

JOHD DURAND, General Superintendent.
Pennsylvania Bailroad Office No 631 Chemut street and Thirtieth and Market streets. West Philadelphia.

G LOBE EXPRESS COMPANY, OFFICE, NO. C 10BE EAFRESS COMPANI, OFFICE, NO. 1866.—The Globe Express Company will tals day open its first line between New York, Philadelphia, Baltimore, and Washington for HEAVY FREIGHT AND PACKAGES.
They will call for and deliver promptly at the follow

ng fales:—

gor heavy freights to and from New Yors, 40c, per 100
hs.; Bart more, 50c, per 100 lbs.; Washingtor, 80c, per
100 lbs.; Georgetown, 90c, per 100 lbs.; Alexandria, 81 20 iso he : Georgetown, sec. per 100 ibs ; Alexandria, &I 20 per 10 ibs.

Packages and valuables will be taken at as reasonable raiss as by any other gestionable Company.

The Company is arrameting to rapidly onen its offices at all important points through the South and Southwest as a tall Express.

This Company are prepared to pay promptly for any loss of damage that may occur.

Orders may be left at the above Office.

S. W. WILSON, Superintendent.

STUALT GWYNN,

Of New York, President.

E. C. PECHIN.

Of Philadelphia, Treasurer.

BAILROAD LINES.

EADING RAILROAD. 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, 1866,
Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:

At 7:30 A. M. for Reading and all intermediate Stations.

lowhill streets, Philadelphia, at the following hours—
MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate Stations.

Returning, leaves Reading at 6:30 P. M. Arrivesin Philadelphia at 9:30 P. M.

MONNING EXPRESS.

At 8:15 A. M. for Reading Lebanon, Harrisburg, Polistille, Philadelphia at 9:30 P. M.

MINING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Polistille, Philadelphia, at 9:30 P. M.

Wilkesbarre, Pilaston, York, Caribile Chambersburg, Hagerstown, &c.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c., at PORT CILINTON with the Calawissa Railroad trains for Williamsport, Lock Haven, Elmirs, &c.; at HARRISBURG will Northern Central, Cumberland Valley, and Schuyikül and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrova, &c., FTERNOON EXPRESS

Leaves Philadelphia at 3:30 P. M. for Reading, Pottaville, Harrisburg, &c., connecting with Reading and Columbia Railroad trains for Columbia, &c.

READING ACCOMMODATION

Leaves Reading at 6:30 A. M., stopping at all way stations; servives in Philadelphia at 4:30 P. M.; arrives in Reading at 7:30 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia in Philadelphia at 1:40 A. M., and Pottsville at 8:45 P. M.

Trains for Philadelphia leaves Harrisburg at 8:10 A. M., and Pottsville at 8:45 P. M. deriving in Philadelphia at 1:20 P. M., and Pottsville at 8:45 P. M. deriving in Philadelphia at 1:20 P. M., and Pottsville at 8:45 P. M. deriving in Philadelphia at 1:20 P. M., and Pottsville at 8:45 P. M. deriving in Philadelphia at 1:20 P. M., and Pottsville at 8:45 P. M. deriving in Philadelphia at 1:20 P. M., and Pottsville at 8:45 P. M. deriving in Philadelphia at 1:20 P. M., and Pottsville at 8:45 P. M. deriving in Philadelphia at 1:20 P. M., and Pottsville at 8:45 P. M. deriving at Reading at 1:20 P. M., and Reading at 1:20 P. M

at 12 noon.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7 and 11 30 A. M., and 7 11
P. M., returning from Tamaqua at 7 36 A. M. and 1 40 and 415 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD SCHUYLKILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 750 A. M., for Pinegrove and Harrisburg, and at 156 P. M. for Pinegrove and Tremont. Returning from Harrisburg at 320 P. M., and from Tremont at 735 A. M. and 525 P. M.

Tick ETS.

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. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading.
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired for families and firms.
MILEAGE TICKETS,
Good for 2009 miles, between all points, at \$52 59 each, for families and firms.
SEASON TICKETS,
For three, six, nine or twelve months, for holders only, to all points, at reduced rates.
Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets 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 Callowbill streets.

FREIGHT.

had only at the Ticket office, at Thirteenth and Callowhill streets.

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

FREIGHT TRAINS

Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 P. M. for Reading, Lebanon, Harrisburg, Pottaville, Port 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 2:15 P. M.

FREIGHT LINES FOR NEW YORK AND A sil the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH, THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 44 o'clock, to be forfor New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

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

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

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

The Beividere Delaware Railroad, sond at Manunkacumk with all points on the Delaware, Lackswanna, and Western Bahroad, forwarding to Byracutes, Buffallo and other points in Western New York.

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

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

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

1 15 No. 726 S. DELAWAEE Avenue, Philadelphia.

1 18 No. 226 S. DELAWARE Avenue, Philadelphia.

1 67 -PHILADEL PHIA AND ERIE RAILerin and Northwest Connents of Pennsylvania it the City of Erie on Lake Erie, and is the most direct route to the great Oil Regions of Pennsylvania. It has been leased and if operate by the Pennsylvania Kaliroad Company.

PIME OF PASSENGER TRAINS AT PHILADELPHIA Arrive Eastward—Erie Mail Train, 7.4. M.; Erie Express Train, 1:29 P. M.; Elmira Mail, 5:07 P. M.; Erie Express Train, 1:29 M.; Elmira Mail, 5:00 A. M.

Passenger cars run through on the Erie Mail and Express trains without change both ways between Philadelphia and Erie.

trains without change both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Erie 10:00 A. M., Leave New York at 9 A. M., arrive at Erie 10:00 A. M., Leave Erie at 5:00 P. M., arrive at New York 10:10 F. M., Leave Erie at 5:00 P. M., arrive at New York 10:10 A. M., Liegant Sieeping Cars on all the might trains.

For information respecting passenger businesse, apply at corner ThireTiETH and MARKET Streets, Phila.

And for freight business, of the Company's Agents, S. B. Kingston, Jr., corner Thirteenth and Market streets, Philadelphia; J. W. Reynolds, Eriet William Brown, Agent N. C. R. B., Baltimore.

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

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

1:5 A. L. TYLEE, General Sup., Erie.

FOR NEW YORK, VIA RABITAN AND DELA-WARE BAY BAILEOADS, - From Ferry foot o VINE Street, Philadelphia.
61'. M.-Freight for New York. and points North or

East. M — Way Freight.
Goods delivered at company's Depot. No 320 N.
WHARVES, Philadelphia, by 5 P. M., will be forwarded by this line, and arrive in New York at 5 clock next morning.

Preight received at Pier No. 32 North River, N. Y., y 4:30 P. M., will be ready for delivery in Philadelphia FARE TO NEW YORK, TWO DOLLARS.

FARE TO NEW YORK, TWO DOLLARS.
Ticket Office, Vine Street Ferry.
For jurther information apply to Company's Agents
E. B. (UH IT MAN, Freight Office and Depot, No. 320
K. WHARVES, Philadelphia.
J. E. BUET, Pier No. 32 North River, foot of DUANE
Street, New York
Or at General Freight and Passenger Office, Philadelphia, No. 411 CHESNUT Street.

WILLIAM N. CLAYTON,
Superindendent, Red Bank, N. J.
5. C. HASTY, General Freight Agent, Red Bank, N. J.
T. BEENT SWEARINGEN
General Agent, Philadelphia.

PARITAN AND DELAWARE BAY RAILwill run daily. On and after December 13, 1865, trains
will run daily. Sundays excepted from Cooper's Point.
Camden, opposite VINE Street Ferry as follows:

11:36 & M. Way Preight for all stations; passenger cer stracked ... Through Freight for New York; passen Gle P. M.—Through Freight for New York; passen ger car attached.

Breight received in Philade phia at the Company's warshouse No. 750 N. DELAW BE Avenue, until a o'clock P. M., reaching New York early next morning Evelut host leaves Pier No. 32. North river, New York, Boot of DUANE Street, daily, Sundays excepted at F. M., leach ng Phila leibh in early next morning Ti o A. M. train from Philadelphia and the li A. M. train from New York, are discontinued.

General Freight Agent, Red Bank N. J.

Superintendent, Red Bank, N. J.

R. H. CHIPMAN, Agent,

Pa. 210 N. DELAWARE Avenue, Philadelphis RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTE

PHILA DELPHIA, WILMINGTON AND PARTY IN THE TABLE,

Trains will leave Depot, corner Broad street and Washington avenue, as follows:—
Express Train at 415 A. M. (Mondays excepted), for Ballimore and Washington, stopping at Chester, Wilmington, Newark, Efston, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Maguella, Chase s and Stemmer's Run.

Way-Mail Train at 8:00 A. M. (Sundays excepted), for Ballimore, stopping at all regular stations. Connecting with the Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 11:35 A. M. (Sundays excepted), for Ballimore and Washington.

Express Train at 3 P. M. (Sundays excepted), for Ballimore and Washington. Express Train at 11% A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P. M. (Sundays excepted, for Balfimore and Washington, stopping at Chester, Thurlow, I inwood, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perrynan's, Edgewood, Magnolia Chase's and Stemmer's Bun.

Night Express at II (Jally) P. M. for Baltimore and Washington, Connects at Wilmington with Delawaie R. H. Line (Saturdays excepted.) stopping at Middletown, Emyrna, Bover, Harrington, Seaford, Salisoury, Princess Anne, and Counciling at Crisficial with boat for Norfolk, Portsmouth and the South, Passengers by boat from Baltimore for Fortress Monroe and Norfolk will take the 11% A. M. train, Stopping at all stations between Philadelphia and Wilmington. gton. Philadelphia at 12:30, 4, 6 and 11:39 (dally) Leave Philadelphia at 12:30, 4, 5 and 11:39 (dally). M. The 4 P. M. train connects with the Delaware allroad for Milford and intermediate stations. The P. M. Train runseto New Costle.
Leave Wilmington 7:15 and 8:30 A. M., 3 and 6:38 M. BALTIMORE TO PHILADELPHIA. M. Banimore at 7-25 A. M. Way Mail: 9-25 A. M. 110 P. M., Express: 6-25 P. M., Express, 5-26

Express: 119 P. M., Express: 635 P. M., Express.

A. Express.

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

Trains for Baltimore leave Chester at 449 and 911 A.

L., and 535 P. M.

Trains for Baltimore leave Wilmington at 523 and

Trains for Baltimore leave Wilmington at 523 and Trains for Ballimore leave withington as 0.28 to 0.4 M., and 478 P. M.
SUNDAY TRAINS PROM BALTIMORE,
Leave Baltimore as 2.5 P. M., stopping at Havre-degrace, Perryville and Wilmington, Also, stops se
Eikton and Newark (to take passengers for Philadelphia, and leave passengers from Washington or Battimore) and at Chester to leave passengers from Baittimore) and at Chester to leave passengers from Batte-more or Washington.

Through Tickets to all points West. South and Southwest, may be procured at the Ticket Office. No. ESS CHESNUT Street, under the Continental Hotel. Persons purchasing tickets at this Office can have their baggage checked at their residence by Graham's. Baggage Express.

H. P. KENNEY, Sup't.

DENNSYLVANIA CENTRAL BAILBOAD, WINTER ARRANGEMENT.

The trains of the Pennsylvania Central Radiroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars on the Market Street Presenger Railway. Those of the Chesnut and Walnut Street Railway run within one square of it. of it.
On Sundays the Market street cars leave Front and Market streets 55 minutes before the departure of

and Market streets 55 minutes before the departure of each train.

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.

Mail Train.

Mail Train.

Paoli Accom. Nos 1 and 2, 1000 A. M. and 11.20 P. M. Fast Line and Eric Express.

Parksburg Train.

Bat 1000 M. Parksburg Train.

At 230 P. M. Lancaster Accommodation.

At 230 P. M. Pittsburg and Eric Mail.

Philadelphia, Express.

At 1100 P. M. Pittsburg and Eric Mail.

Pittsburg and Eric Mail.

At 900 P. M. Pittsburg and Eric Mail. Philadelphia Express leaves daily. All other trains iaily, except Sunday.
Passengers by Mail Trian go to Williamsport with-out change of cars, and arrive at Lock Haven at \$18

value will be at the risk of the owner, unless taken by special contract.

For further information, apply to JOHN C. ALLEN, Ticket Agent, No. 531 CHISNUT Street.

SAMUEL H. WALLACE, Ticket Agent, at the Depot. Ticket Agent, at the Depot. An Emigrant Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, No. 127 DOCK Street. FOR NEW YORK.-CAMDEN AND AMBOY AND At 6 A. M., via Camden and Amboy, Accom....

ket sireet, upper ferry. LINES FROM KENSINGTON DEPOT Will leave as follows:—
At 11 A, M., 4'30 6'45 PM, and 12 P, M. (Night) via
Kensington and Jersey City Express Lines, Fare 32'00.
The 6'45 P. M, line will run daily. All others Sundays

excepted.
At 7:30 and 11 A. M., 3, 8:30, 4:30, 5, 6:45 P. M., and 12
Midnight, for Bristol, Trenton, &c., and at 10:15 A. M. 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
and Intermediate stations.

At 10 15 A. M., 3, 4, 5, 6, 8 and 12 P. M. for Wiscinoming. BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Pennagivania, and New York State, and the Great Lakes, daily, Sundays excepted, from Kensington Depot as

follows:— At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elmira, Itbaca, Owego, Rochester Binghamten, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Strov Isburg, Water Gap. At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, &c.

The 330 P. M. Lave connects direct with the Train leaving Easton for Mauch Chunk, Allestown, Bethlehem, &c.
At 5 P. M. for Lambertville and intermediate Sta-WM, H, GATZMER, Agent. PHILADELPHIA GERMANTOWN AND NORristown Railroad. On and after Thursday, November 1, 1866, until fur-

Sand 11 P. M.
Leave Chosnut Hill at 7:10. 8, 9:40, 1:40 A. M., 1:42, 3:40, 5:40, 6:40, 8:40 and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9:13 A. M., 2 and 7 P. M.,
Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40 and 9:23 P. M.
POR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 8-25, 11 45 A. M., 1 20, 5, 4 24, 5 25, 6 15, 8 05 and 11 30 P. M.
Leave Norristown at 5-36, 7, 7 30, 9, 11 A. M., 1 30, 4 30, 6 15 and 8 P. M.
The 5-30 P. M. train will stop at School Laue, Wissablekon, Manayunk, Spring Mills and Conshohocked only.

hlckon, Manayunk, Spring Mills and Conshonockes
only.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 230 and 645 P. M.
Leave Norristown at 7 A. M., 5 and 630 P. M.
FOR MANAYUNK.

Leave Philadelphia at 6, 835, 11 05 A. M., 130, 3, 430,
550, 515, 896 and 11 30 P. M.
Leave Manayunk at 610, 730, 820, 930, 11 30 A. M. 2,
1645 and 630 P. M.
ON SUNDAYS.

Leave Philadelphia at 9 A. M., 230 and 645 P. M.
Leave Philadelphia at 9 A. M., 230 and 9 P. M.
W. S. WILSON, General Superintendent,
Depot. NINTH and GREEN Streets.

W EST JERSEY RAILROAD LINES, FROM

VEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry).

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem. Millville, and all intermediate stations, at 8 A. M. Mall., 330 P. M., Passenger.
For Woodbury, 8 A. M., 330 sand 6 P. M.
For Cape May, at 530 P. M.
For Cape May, at 530 P. M.

RETURNING TRAINS LEAVE
Woodbury at 795 and 840 A. M., and 454 P. M.
Bridgeton at 705 A. M. and 350 P. M. Freight, 545 P. M.
Salem at 650 A. M. and 550 P. M. Freight, 545 P. M.
Cape May at 1145 A. M., Passenger and Freight, 610 P. M.
Cape May at 1145 A. M., Passenger and Freight, 610 P. M.
That received before 700 A. M. will 30 through the same day
Freight Delivery, No. 228 6. DELAWARE Avenus.

1 19 WILLIAM J. SEWELL, Superntundant.