DONGS IN CONGRESS YESTERDAY.

Senate.

The Finance Committee recommended nonconcurrence in the House amendment to the Compound-interest Funding bill. A report was made on the statement that discharged soldiers and sailors had been discriminated against in the employment of workmen at the covernthe employment of workmen at the covernment Printing Office. The report says that the statement was not borne out by the facts. Mr. Patterson, of Tennessee, presented the resolution of the Legislature of that State requesting him to resign his seat, and remarked that he declined to accede. The credentials of James W. Nye. Senator from Nevada for six years from the fourth of March next, were presented. The bill organizing the government of Montana Territory was debated and passed. The House bill fixing the compensation of the officers of the revenue cutter service was passed. The joint resolution extending the time that the The joint resolution extending the time that the Secretary of the Navy may authorize the employment, by quarantine authorities, of certain United States vessels as cholera hospitals was passed. A bill was introduced, to be acted upon at the next session, for the consolidation of the national debt, and providing for its payment. It authorizes the issue or six per cent. bonds for the redemption of securities held in this country, and five per cent. bonds to be exchanged for securities held abroad. The bill to regulate the disposition of fines and penalties collected under the operation of the customs laws was passed. A bill was introduced to authorize the creation of a board of survey for the navy. The bill authorizing Captain John A. Webster, of the steamer Mahening, to accept a gold medal from the British Government for relief extended by him to a British vessel in distress, was passed. A conference committee was ordered on the bill for the relief of contractors for the building of certain iron-clads. The River and Harbor Appropriation bill was discussed.

EVENING SESSION.

The report of the Conference Committee on the Military Academy bill was agreed to, as was also that on the Diplomatic Appropriation bill. The consideration of the River and Harbor Ap propriation bill was resumed, and it was finally passed. The bill repealing all laws allowing goods brought from the British provinces to be carried into the interior of the country without inspection, was passed. The bill authorizing the construction of certain light-houses was The Niagara Ship-canal bill was discussed without result.

House of Representatives.

A bill was introduced to establish a National School of Science. The joint resolutions of the Wiscon-in Legislature, ratifying the Constitu-tional amendment, were presented. A resolu-tion was offered instructing the Ways and Means Committee to inquire into the expediency of providing for the issue of five per cent. bonds to the amount of five hundred million dollars, principal and interest payable at such places as the Secretary of the Treasury may prescribe, to be disposed of only in exchange for United States six per cent. bonds held in Europe. A resolution was adopted directing the select committee on the alleged corrupt bargsins with the President to report any evidence in its possession, and also requesting Mr. Wentworth to present the newspaper paragraph on which his resolution ordering the investiga-tion was based. A resolution was offered in-structing the Committee on the District of Columbia to report the bill conferring the elective franchise on certain foreigners in the District of Columbia. A resolution declaring that the surviving soldiers and sailors of the war of 1812 ought to be placed on the pension rolls by Congress was adopted. Leave was asked to introduce a resolution expressing concurrence with the views of the Secretary of the Treasury in reference to the necessity for the contraction of the currency, with a view to an early resumption of specie payments.

Many objections were made, and the resolution was not received. The Committee of
Ways and Means, through Mr. Morrill, asked to be discharged from the consideration of the Tariff bill, and moved the reference of the bill and amendments to a Conterence Committee. The motion required a suspension of the rules, which was refused—yeas, 85; nays, 86. The Tay bill was considered in Committee of the Whole, The Conference Committee on the Diplomatic Appropriation bill made a report, which was agreed to, in which it is provided that no money shall be paid to the present Minister to Portugal out of any fund whatever. A similar report in relation to the Military Academy bill was agreed to, providing that after the com-mencement of the current year no money shall be expended for the pay or subsistence of cadets from the Rebel States, until the said States are restored to their original relation to the Umon. A recess was then taken.

EVENING SESSION.

At the evening session the discussion of the Tax bill was resumed, and it was finally passed, The Fortification Appropriation bill was then taken up, and after debate was recommitted.

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA. CLERK'S OFFICE, PHILADELPHIA, February 22, 1867. In pursuance of the annexed Resolution, the following bill, entitled "AN ORDINANCE

"AN ORDINANCE Creating a Loan to pay certain deficiencies, for the Purchase of the Lansdowne Estate, and for other purposes," is hereby published in accord-ance with the act of Assembly, for public in-JOHN ECKSTEIN,

Clerk of Common Council.

AN ORDINANCE CREATING A LOAN TO PAY CERTAIN DEFICIENCIES, FOR THE PURCHASE OF THE LANSDOWNE ESTATE, AND FOR OTHER

of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow, at not less than par, on the credit of the city, from time to time, one million eight hundred thousand dollars, to be applied as follows, viz.:—
First. To pay deficiencies, one million five hundred thousand dollars.

Second, For the purchase of the Lansdowne Estate, and improvement of the same, one hundred thousand dollars. Third. For a House of Correction, one hundred

thousand dollars.

Fourth. To pay the increase in the School Teachers' and House Cleaners' salaries, one hundred thousand dollars—for which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly, on the first days of January and July, at the office

the first days of January and July, at the office of the City Treasurer.

The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificate therefor, in the usual form of the certificates of City Loan, shall be issued in such amounts as the lenders may

thereof; and the certificate therefor, in the usual form of the certificates of City Loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the ioan therein mentioned, and the interest thereof, are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates, and from the sum raised by taxation, a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued shall be appropriated quarterly out of said income and taxes to a sinking fund; which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RE-OLUTION TO PUBLISH A LOAN BILL.

Resolved, That the tilerk be authorized to publish, in two daily newspapers of this city, daily, for four weeks, the Ordinance presented to the Common Council on Thursday, February 21, 1867, entitled

"An Ordinance Creating a Loan to pay certain deficiencies, for the purchase of the Lansdowne Estate, and for other purposes."

"An Ordinance Creating a Loan to pay certain deficiencies, for the purchase of the Lansdowne Estate, and for other purposes."
And the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made.

223 24t

CITY ORDINANCES.

CITY ORDINANCES.

A N OR DINANCES.

Section I. The Select and Common Sewers.
Section I. The Select and Common Councils of the City of Philadelphia de ordain, That any manufacturer, brewer, distilier, or the like, permitting any substance to flow into any sewer, drain, or inlet, which shall form a deposit that tends to fill and obstruct said sewer, drain, or inlet, shall be subject to a fine of one hundred dollars for each offense.
Section 2. No butcher's offal or garbage, dead animals, or obstructions of any kind whatever, shall be placed, thrown, or deposited in any inlet or sewer; and any person so offending, or causing any such obstructions or substance to be placed so as to be carried into such inlet or sewer, shall be subject to a penalty of twenty dollars for each offense.

Section 3. Any person injuring, breaking, or removing any portion of any inlet, manhole, or sewer ventillator, or any part of any sewer or drain, or obstructing the mouth of any sewer or drain, shall be subject to a penalty of forty dollars for each offense.

Section 4. All connections with sewers or drains for the purpose of carrying off animal refuse from water closets or otherwise, and slops of kitchens, shall have flutures for a sufficiency of water supply, to be so applied as properly to carry off such matter, under a penalty of ten dollars for each day the same

are permitted to remain without such water supply.

Section 5. That any person or persons violat-

ing any of the provisions of this ordinance cified for the offense committed, to be re-covered as penalties of like amount are by law recoverable.

JOSEPH F. MARCER, President of Common Council.

JOHN ECKSTEIN. JOHN ECKSTRIN,
Clerk of Common Council
JOSHUA SPERING,
President of Select Council,
Approved this twenty-third day of February,
Anno Domini one thousand eight hundred and
sixty-seven (A. D. 1837).
MORTON McMICHAEL,
2251t Mayor of Philadelphia.

A N ORDINANCE To Prevent the Salting of the Streets by the Passenger Railroad and Railway Com-

panies.

Section 1, The Select and Common Councils of the City of Philadelphia do ordain, That from and after the passage of this ordinance, it shall be unlawful for any Railroad and Railway Company to salt the tracks, under a penalty of seventy-five dollars for each and every offense; to be collected as other fines and penalties are by law now collected.

JOSEPH F. MARCER,

President of Common Council.

President of Common Council. JOHN ECKSPEIN,

Clerk of common Council.

Clerk of common Council.

JOSHUA SPERING,

President of Select Council.

Approved this twenty-third day of February,

Anno Domini one thousand eight hundred and sixty-seven (A. D. 1867).

MORTON MCMICHAEL,

A N ORDINANCE
Supplementary to "An Ordinance to Provide for the Care and Management of the Penrose Ferry Bridge," approved May 2, 1863.
Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Chief Commissioner of Highways be and he is hereby authorized and directed to appoint an additional watchman on Penrose Ferry Bridge, subject to the provisions of the ordinance of which this is a supplement.

which this is a supplement. Section 2. The sum of six hundred dollars be and the same is hereby appropriated to the Department of Highways, to pay the saiary of the additional watchman created by this

JOSEPH F. MARCER, President of Common Council.

John Eckstein, Cierk of Common Council. Approved this twenty-third day of February,
Anno Domini one thousand eight hundred and
sixty-seven (A. D. 1867).

MORTON McMICHAEL,
2 26 1t
Mayor of Philadelphia,

RESOLUTION
Of Instruction to the Chief Commissioner
Highways.
Resolved, By the Select and Common Coun-

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Commissioner of Highways be and he is hereby authorized and directed to draw warrants, chargeable to Item 20, for the construction of branch culverts, as specified in the annual appropriation to the Department of Highways, Bridges, Sewers, etc., for the cost of building branch sewers across the street intersections, and for legal deductions when said sewer has been constructed in compliance with the ordiseen constructed in compliance with the ordi nance approved May 12, 1866: Provided, that such cost shall not exceed three hundred dollars

(\$300) for any block or square. JOSEPH F. MARCER, President of Common Council, ABRAHAM STEWART.

ABRAHAM STEWART,
Assistant Clerk of Common Council.
JOSHUA SPERING,
President of Select Council.
Approved this twenty-third day of February,
Anno Domini one thousand eight hundred and
sixty-seven (A. D. 1867).
MORTON McMICHAEL,

RESOLUTION
Granting Permission to Citizens to Paint the Names of Streets and Number of House Adjoining, upon the Gas Lamps at the Street

Corners.

Resolved, By the Select and Common Councils of the City of Philadelphia, That permission be and is hereby granted to citizens who may so desire, to have painted upon the gas lamps at the corners of the streets the names of the streets upon which the lamps are situated, and the number of the house adjacent: Provided,
That the expense shall be borne by the parties
themselves, and provided further, that the
work shall be done under the supervision of
the Trustees of the Gas Works,

JOSEPH F. MARCER,

President of Common Connell.

President of Common Council.

ABRAHAM STEWART, ABRAHAM STEWART,
Assistant Clerk of Common Council,
JOSHUA SPERING,
President of Select Council.
Approved this twenty-third day of February,
Anno Domini one thousand eight hundred and
sixty-seven (A. D. 1867).
MORTON McMICHAEL,

PESOLUTION
Place a Telegraph Wire on the Poles of the Police and Fire Alarm Telegraph.
Resolved, By the Select and Common Councils of the City of Philadelphia, That permission be and is hereby granted Baeder & Adamson to place a telegraph wire on the poles of the Police and Fire Alarm Telegraph along Richmond, Laurei, Second, and Market streets: Provided the said Baeder & Adamson shall renew such poles on the line of said route as are in a dangerous condition; and provided that the said gerous condition; and provided that the said Baeder & Adamson keep their portion of the poles in order.

JOSEPH F. MARCER,

President of Common Council.

ABRAHAM STEWART.

ABRAHAM STEWART,
Assistant Clerk of Common Council,
JOSHUA SPERING,
President of Select Council,
Approved this twenty-third day of February,
Anno Domini one thousand eight hundred and
sixty-seven (A. D. 1867).
MORTON McMICHAEL,
2261t Mayor of Philadelphia,

RESOLUTION
Authorizing the Department of Surveys to prepare Certain Plans,
Resolved, By the Select and Common Councils of the City of Philadelphia, That the Department of Surveys be and is hereby authorized and directed to prepare plans in duplicate of the Street Lines and Grades of so much of

the Twenty-seventh Ward as iles between Mill Creek and Flfty-third street and Darby avenue, and the river Schuylkill, JOSEPH F. MARCER,

President of Common Council

Attest—
ABBAHAM STEWART.
Assistant Clerk of Common Council,
JOSHUA SPERING,
President of Select Council,
Approved this twenty-third day of February,
Anno Domini one thousand eight hundred and
sixty-seven (A. D. 1867).
MORTON McMICHAEL,
Mayor of Philadelphia. Mayor of Philadelphia.

CITY ORDINANCES.

A N O R D I N A N C E

Church to Erect a Wooden Building adjoining their Church Edifice.

Section I. The Select and Common Councils of the City of Philadelphia do ordain, That permission is hereby granted to Siloam M. E. Church, to erect a wooden building adjoining their Church edifice, on Otisstreet, above Girard avenue, in the Eignteenth Ward; Provided, That said Siloam M. E. Church shall remove the same on or before the first day of January, 1898, or whenever required to do so by Councils, and that they shall also pay to the City Treasurer for the use of the city the sum of twenty-five dollars, to defray the expenses incurred in the publication of this ordinance, all ordinances or parts of ordinances to the concurred in the publication of this ordinance, all ordinances or parts of ordinances to the con-

trary notwithstanding
JOSEPH F. MARCER,
President of Common Council.

At test—
John Eckstein,
Clerk of Common Council.
JOSHUA SPERING,
President of Select Council.
Approved this third day of February, Anno
Domini one thousand eight hundred and sixty-

seven (A. D. 1867). MORTON McMICHAEL, Mayor of Philadelphia.

PROPOSALS PROPOSALS FOR ARMY TRANSPORTA QUARTERMASTER-GENERAL'S OFFICE,

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., January 15, 1867.
Scaled Frojosals will be received at this office
until 12 o'clock M., on the 28th of February, 1807.
for the transportation of Mintary Supplies, during
the year commencing April 1, 1867, and ending
March 31, 1868, on the following routes:

ROUIE No. 1.

From Fort McPherson, Nebraska Territory, or such
parts as may be determined upon during the year
on the Omaha branch of the Union Pacific Railroad,
west of Fort McPherson, or from Fort Latamie,
Dakotah Territory, to such posts or depots as are
now or may be established in the Territory of Nebraska, west of longitude 102 deg., in the lerritory
of Montana, south of latitude 40 deg., in the
Territory of Idaho, south of latitude 44 deg., and
east of longitude 114 deg., and in the Territories of
Ulah and Colorado north of latitude 40 deg., including, if necessary, Denver City.

From Fort Riley, State of Kansas, or such points
as may be determined upon during the year on the
Union Pacific Railroad, E. D., to any posts or depots
that are now or may be established in the State of
Kansas or in the Territory of Colorado, south of 40
degrees north, and to Fort Union, New Mexico, of
other depot; that may be designated in that ferritory, and to any other point or points on the
route.

ROUTE No. 3.

ROUTE No. 3. From Fort Union or such other depot as may be established in the Territory of New Mexico, to any posts or stations that are or may be established in that Territory, and to such posts or stations as may be designated in the Territory of Arizona, and in the State of Texas west of longitude 105 degrees.

ROUTE No. 4. From St. Paul, Minnesota, to such posts as are now or may be established in the State of Minnesota, and in that portion of Dakotah Territory lying east of

the Missouri river.

The weight to be transported during the year will not exceed, on Route No. 1, 30,000,000 pounds; on Route No. 2, 20,000,000 pounds; on Route No. 3, 8 (00,000 pounds; and on House No. 4, 8,500,000 Proposals will be made for each route separately

Froposals will be made for each route separately Bidders will state the rate per 100 pounds per 100 miles, at which they will transport the stores in each month of the year, beginning April 1, 1867, and ending March 31, 1868.

Bidders should give their names in full, as well as their places of residence, and each proposal should be accompanied by a bond in the sum of ten thousand (\$10,000) dollars, signed by two or more responsible persons, guaranteeing that in case a contract is awarded for the route mentioned in the proposal to the party proposing, the contract will be accepted and entered into, and goed and sufficient security furnished by said party in accordance with the terms of this advertisement.

The contractor will be required to give bonds the following amounts:—

the following amounts:—
On Route No. 1, \$250,000.
On Route No. 2, \$200,000.
On Route No. 3, \$100,000.
On Route No. 4, \$50,000.
Satisfactory evidence of the loyalty and solvency of each budder and person offered as security will be required.

required.

Proposals must be endorsed "Proposals for Army Transportation on Route No. 1, 2, 3, or 4," as the case may be, and none will be entertained unless they fuely comply with the requirements of this advertisements.

The party to whom an award is made must be prepared to execute the contract at once, and to give the required bonds for the faithful performance of the contract.

The right to reject any and all bids that may be The contractors on each route must be in readi-The contractors on each route must be in readiness for service by the 1st day of April, 1867, and will be required to have a piace of business or agency at which he may be communicated with promptly and readily for Route No. 1 at Omaha, N. T.; for Route No. 2 at Fort Riley, Kansas; for Route No. 3 at Fort Union, New Mexico; for Route No. 4 at saint Faut, Minnesota, or at such other point for each of the several routes as may be indicated as the starting point of the route.

point of the route.

Blank forms showing the conditions of the contract to be entered into for each route can be had on application at this office, or at the office of the Quartermaster at New York, Saint Louis, Fort Leavenworth, Omaha, Santa Fe, and Fort Snelling, and must accompany and be a part of the proposal Ry order of the Oner cruaster-tenerar.

By order of the Quartermaster-General.
1 19tF28] ALEXANDER BLISS,
Brevet Colonel and Assistant Quartermaster, U.S.A.

PHILADELPHIA DEPOT,
ASSISTANT QUARTERMASTER'S OFFICE,
No. 1139 GIBARD STREET,
FEBRUARY 19, 1867.
Proposals will be received at this office until

12 o'clock M.,
THURSDAY, FEBRUARY 28, 1867,
for furnishing the Quartermaster's Department, at this Depot, with the following named
articles of STATIONERY, for a period of six
months, commencing March 1, 1867, and ending

months, commencing March 1, 1867, and ending August 31, 1867, inclusive, viz.:—
Folio Post Paper, to weigh not less than 38 pounds to ream. Legal Cap Paper, to weigh not less than 14 pounds to ream. Cap Paper, Plain and Ruled, to weigh not less than 12 pounds to ream. Letter Paper, Plain and Ruled, to weigh not less than 19 pounds to ream. Letter Paper, Plain, as per sample. Note Paper, Plain and Ruled, to weigh not less than 5 pounds to ream. Envelope Paper, to weigh not less than 35 pounds to ream. General Order Paper, as per sample, Common Frinting Paper, Wrapping Paper, White Blotting Board, size 19x24, to weigh not less than 100 pounds to ream.

Common Printing Paper. Wrapping Paper. White Blotting Board, size 19x24, to weigh not less than 100 pounds to ream.

White Envelopes, size 3½x8¼, 4x9, 4½x10½, 6½x9½, as per sample. Letter Envelopes, White, size, 3½x5½, Government pattern, as per sample. White Envelopes, note size, as per sample. Letter Copying Books, size, 9x11, 500 pages. Cap Copying Books, size, 16x14, 500 pages. Cap Copying Books, size, 16x14, 500 pages. Blank Books, 8 to 12 quires, demi, half-bound, patent backs, Russian corners. Blank Books, 2 to 6 quires, 9x13½, half roan, 20 sheets to quire, Memorandum Books, demi, 8vo., flush, 56 leaves. Elack Ink, "Arnold's," quart, pint, and half-pint bottles, writing and copying. Black Ink, "David's." Carmine Ink, "David's." 2oz. bottles, glass stoppers. Inkstands, "Academic and Mechanic." Fenholders, assorted. Steel Pens, "Gillott's." 303, 404, 604. Steel Pens, "Harrison and Bradford's," 505. Quills. Lead Pencils, "Guttknecht's." Paper Fasteners, "Hamilton's." Office Tape, pleces, No. 23, 3½ yards to plece. Office Tape, pleces, No. 2; 50 to 100 yards to roll. Order Files, assorted, as per sample. Sealing Wax, "Best Specie Bank." Wafers, 4oz. boxes. India Rubber, "Faber's Improved Artist's." Rubber, Ink Eraser, "Faber's." Muciliage, 2oz., Soz., and quart bottles. Office Twine, Gum Bands, assorted sizes.

All of the above-named articles to be of the best quality, and to be subject to inspection. best quality, and to be subject to inspection.
Samples of the articles bid for (except those

marked "as per sample") must be delivered at this office, No. 1139 Girard street, twenty-four (24) hours previous to the opening of the bids. Each bid must be guaranteed by two respon Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the bid, and certified to as being good and sufficient securities for the amount involved, by the United States District Judge, Attorney, or Collector, or other public officer.

Blank forms for bids can be had on application at this office.

The right is reserved to reject any bid deemed too high, and no bid from a defaulting contractor will be received.

Endorse Envelopes.

Endorse Envelopes,

Endorse Envelopes,
"Proposals for Stationery,"
By order of
Byt, Brigadier-Gen, G. H. CROSMAN,
Assistant Quartermaster-Gen, U. S. Army,
HENRY W. JANES,
2208tj Capt, and A. Q. M., Byt, Major U. S. A.

PHILADELPHIA DEPOT
ASSISTANT QUARTERMASTER'S OFFICE,
No. 1139 Girard street, February 25, 1867.
Proposals will be received at this Office until
12 o'clock M., MONDAY, March 4, 1867, for immediate delivery at the United States Storehouse, Hanover Street Wharf, properly packed and ready for shipment, of the following described Quartermaster's Stores, viz.:

Two (2) doz. Iron Bolts, square neck, 5 inch.
Two (2) doz. Iron Bolts, square neck, 5 inch.
Two (2) doz. Iron Bolts, square neck, 6 inch.
Two (2) doz. Iron Bolts, square neck, 7 inch.
Fifty (50) sides Bridie Leather.
Four (4) doz. Brass Case Locks—2 doz. 11/4×2/4. dos. 1943 inch. Two (2) hundred lbs. Nails, finishing, I and

Two (2) doz. Assorted Scissors—1/4 doz. 3, 1/4 doz. 4, % doz. 5, % doz. 6 inch blade. One (housand (1990) feet Glass, best American,

10x12.
Four (4) doz. Brass Drawer Tumbler Locks—2 doz. 2, 2 doz. 234-inch.
Filteen thousand (15,000) lbs. Cut Nails—5000 5d, 5000 8d, 5000 10d. 5d, 5000 8d, 5000 10d. Four hundred (400) gross Screws—200 gross, 13, No. 12, 100 gross 13, No. 11, 100 gross 13, No All of the above-named articles to be of the best quality, and to be subject to inspec-

Samples of the articles bid for must be de-livered at the office, No. 1139 GIRARD Street, twenty-four (24) hours previous to the opening Each bid must be guaranteed by two respon-Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the bid, and certified to as being good and sufficient securities for the amount involved, by the United States District Juage, Attorney, or Collector, or other public officer.

Blank forms for bids can be had on application at this office.

The right is reserved to reject any bid deemed too hick and no hid from a defaulting contract.

and no bid from a defaulting contrac-Endorse envelopes, "Proposals for Quartermasters' Stores."

By order of

Brevet Brig.-Gen. G. H. CROSMAN.

Assistant Quartermaster-General U.S. A. HENRY W. JANES, 2 256t) Capt. and A. Q. M., Byt. Maj. U.S. A.

GOVERNMENT SALE. The property known as the GOVERNMENT TANNERY AND STEAM SAW MILL, with seventy-five acres of land, near SAN ANTONIO

Texas.

Sealed proposals, in duplicate, will be received up to the first day of Marca, 1867, for the purchase of 75 acres of sao, more or less, together with the buildings erected thereon, and the appurtenance, appertanting, that is to say:

One Tannery, containing twelve stone lime vata of tanning 15,000 bides per annum.

One Steam Saw Mill, capable of sawing 3000 fee

One Steam Saw and, capacie of sawing 3000 tee of lumber daily.

One small Stone Building.

The above property is situated about two miles above San Antonio, on the San Antonio river, and the water is conducted to the establishment by a race of hown stone, laid in cement.

The land was purchased and improvements made to the late we called to endeder the foreground and The land was purchased and improvements made by the late so called confederate Government, and are estimated to have cost \$150 000 in gold.

The property has been under lease for the year 1866, as a monthly rent of \$500, payable in advance A secured title in fee simple will be given by the United States Government.

Fropesals will be marked, "Proposals for Government Tannery and Saw Mill," and addressed to J. B. KIDDOO,

B. t. Maj.-Gen. Asst Com'n, Bureau R. F. and alvesion. Icxas.

. alveston, Texas,

OFFICE PENNSYLVANIA BAILROAD COM-

PANY.

PHILADELPHIA, February 4, 1867.

Proposals will be received at the Office of the Pennsylvania Railroad Company, Philadelphia, until the first day of May, 1867, inclusive (unless a satisfactory proposal should be received and accepted previously), from responsible parties desiring to contract with said Company for the establishment of a direct Line of Steamships between Philadelphia and Liverseol. peol.

Blank forms of proposals, with detailed information, will be furnished upon application to 27 to 1

EDBUND SMITH, Secretary.

QUARTERMASTER-GENERAL'S OFFICE WASHINGTON, D. C., February 22, 1867. POSTPONEMENT OF OPENING OF BIDS

TOR ARMY TRANSPORTATION.

The time for the opening of the proposals for army transportation, invited by the advertisement from this office of January 15, 1867, is hereby extended to 12 M. of THURSDAY, the seventh day of March, 1867.

By order of the Quartermaster-General.

2 25 9t]

ALEXANDER BLISS, Brevet Col. and Assist, Quartermaster U. S. A.

RAILROAD LINES.

RAILROAD LINES.

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Allentown, Manch Chunk, Hazieton. White Haven, Wikesbarre, Mahanoy City, and an points in the Lehigh and W voming coal regions. Passenger Depot in Philadelphia, N. W. corner of BERES and AMERICAN Streets.

WINTER ARRANGEMENT.

On and after TUESDAY, January 1, 1887, Passenge trains leave the New Lepot corner Berks and American sieve the New Lehigh Valley Stations on North Pennsylvania Rallroad cornecting at Bethlehem with Lehigh Valley Milkesbarre, Kingston, Pitaton, and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Wyoming valleys; also, in connection with Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City and with Catawissa Maliroad for Aupert, Danville, Milton, and Williamsoort Arrive at Mauch Chunk at 12'05 A. M.; as Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M.; as tambanoy City at 2 P. M.; as tambanoy City at 2 P. M.; as tambanoy City at 2 P. M.; for 8 aston and points on New Jersey Central Railroad to New York.

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

M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P.
M. rassengers by this train can take the Lehigh Valley train nasing Bethlehem at 12 55 P. M.; for 8 aston and points on New Jersey Central Railroad to New York.

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

At 10 10 A. M.— Accommodation for Fort Washington, stopping at mitermediate stations.

At 25 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 24 5 P. M.—Evening Papress 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 Plainfield, Somerville, and other points on New Jersey Central Hailroad, take New Jersey Gentral train at Easton, which arrives in New York at 10 45 P. M. Passengers for Sum neytown take stage at North Wales, and for Nazareth at Bethlehem, and for Greenville at Quakertown.

At 42 P. M.—Accommodation, for Doylestown stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Haravville take stage at Abington; for Lumb rillie at Doylestown.

At 520 P. M.—Through accommodation, for Bethlehem and for Allentown, Mauch Chunk, etc.

At 620 P. M.—Accommodation for Landale, stopping tall intermediate stations.

At 11 is P. M.—Accommodation, for Fort Washington.

Thains Arrived as the Philadelphia at 10 the Immediate stations.

At 11 is P. M.—Accommodation, for Philadelphia at 10 the Immediate stations.

At 11 is P. M.—Accommodation, for County Passengers for Willow Caley trains from Easton, Wilkesbarre, Mahanoy City, and Hazileton.

Passengers leave Wilkesbarre at 130 P. M. connect at Bethlehem at 615 P. M., and arrive in Philadelphia at 80 A. M., 515, and 765 P. M.

From Doylestown at 835 A. M., 515, and 765 P. M.

Doylestown to Philadelphia at 720 A. M.

From Port Washington at 11 30 A. M., and 3 65 P. M.

Doylestown to Ph

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

6 P. M. — Freight Pow Jones and Jointe Stoff of East.

11 A. M — Way Freight.
Goods delivered at company's Depot, No. 220 N.
WHAKVES, Philadelphia, by 5 P. M., will be forwarded by this line, and arrive in New York at 5 o'clock next morning.
Freight received at Pier No. 32 North River, N. Y., by 4:36 P. M., will be ready for delivery in Philadelphia carly the following morning.

by 4:30 P. M., will be ready for delivery in Philadelphia carly the following morning:
FARE TO NEW YORK, TWO DOLLARS,
Ticket Office, Vine Street Ferry.
For further information, apply to Company's Agents R. H. HIPMAN, Frenght Office and Depot, No. 320 N. WHARVES, Philadelphia.
J. B. BURT. 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,
Superindeadent, Red Bank, N. J.
General Freight Agent, Red Bank, N. J.
T. BRENT SWEARINGEN,
General Agent, Philadelphia.

BAILROAD LINES.

ANNAMESSIC ROUTE CARRYING THE UNITED STATES MAIL THE SHORTEST LINE TO ALL POINTS

SOUTH AND SOUTHWEST. PASSENGERS FOR Kingaville, Savanuah, Augusta, Atlanta, Macon. West Point, Montgomery Mobile, and Weidon Italeigh, Newbern, Charlotte, Wilmington

NEW ORLEANS. TO AVOID DELAY ASK FOR TICKETS BY THE NEW AND SHORT ANNAMESSIC ROUTE,

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,
BROAD Street and WASHINGTON Avenue,
DAILY (Saturday excepted) at 11 P. M.,
Arriving in Norfelk at 1 P. M. the following day,
FIVE HOURS SOONER THAN BY ANY OTHER
LINE, and making close connections for all points SOUTH AND SOUTHWEST!

For Tickets and all other information, apply at the Office of the Company. No. 622 CHESNUT Street, or at the Ticket Office of the Philadelphia, Wilmington, and Baltimore Railroad, No. 818 CHESNUT Street.

S. P. WILTBANK, GENERAL AGENT. READING BAILBOAD

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 TRAIN'S, OCTOBER 8, 1866,
Leaving the Company's denot av Thirteenth and Callowhill streets, Philadelphia, at the following hours—MORNING ACCOMMODATION.
At 7:30 A. M. for Reading and all intermediate Stations.

At 730 A. M. for Reading and all intermediate Stations.

Returning, leaves Reading at 630 P M. Arrivesta Philadelphia at 940 P. M.

BOUNING EXPRESS.

At 815 A.M. for Reading, Lebanon, Harrisburg, Pottaville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Ruffalo, Allentown, Wilkesbarre, Pittston, York, Carilale 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 CLINTON with the Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyiklit and Susquehanna trains for Northumberland, Williamsport York, Chambersburg, Pinegrove, &c.

Valley, and Schnylkill and Susquehama trains for Northumberland, Williamsport York, Chambersburg, Pinegrove, &c. AFTERNOON EXPRESS
Leaves Philadelphia at 5:30 P. M. for Reading, Pottsville, 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; arrives in Philadelphia at 9:40 A. M., Returning, leaves Philadelphia at 9:40 A. M., arrives in Reading at 7:35 P. M.
Trains for Philadelphia leaves Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2:10 P. M., and Pottsville at 2:45 P. M. arriving in Philadelphia at 6:40 P. M., and Pottsville at 2:45 P. M. arriving in Philadelphia at 6:30 P. M., arriving in Philadelphia at 8:10 P. M., Connecting at 8:30 P. M., arriving in Philadelphia at 8:10 P. M. Markettrain, with a passenger car attached, leaves Philadelphia at 12:45 noon, for Reading and all way stations, leaves Reading at 11:30, and Downingtown at 12:30 P. M., for Philadelphia and all way stations, leaves Reading at 11:30, and Downingtown at 12:30 P. M., for Philadelphia and all way stations, leaves Reading at 11:30, and Downingtown at 12:30 P. M., for Philadelphia and all way stations, leaves trains ron daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:5 P. M. Leaves Philadelphia for Reading at 4:25 P. M. CHESTER VALLEY RAILBOAD.

Passengers for Downingtown and intermediate points take the 7:30 and 8:15 A. M. and 4:20 P. M. trains

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

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 7 and 9.A. M., and 1-38 P. M., passing Reading at 1-05 and 11-53 A. M., and 1-38 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Eimira, Baltimore, &c.

Returning, Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, at 3 and 9-35 A. M., and 9-15 P. M., passing Reading at 4-49 and 10-51 A. M. and 1-30 P. M., and arriving at New 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 2-10 P. M. Mail train for Harrisburg leaves New York at 12 noon.

2 D. P. M. Mail train for Harrisburg leaves New York at 12 noon.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Potaville at 7 and 11 D. A. M., and 7 H. P. M., returning from Tamaqua at 7 B A. M. and 1 40 and 4 15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7 D A. M., for Pinegrove and Harrisburg, and at 1 50 P. M. for Pinegrove and Tremont. Returning from Harrisburg at 3 D P. M., and from Tremont at 7 D A. M., and 5 D P. M. TICKETS.

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

Canadas.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. MICOLLS, General Philadelphia of Street, Philadelphia of G. A. MICOLLS, General Superintendent, Reading, COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired for families and firms.
MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52.50 each, for families and firms. SEASON TICKETS,

For three, six, nine or twelve months, for holders only, to alt points, at reduced rates.

CLERGYMEN

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 Callowhill streets.

lowhill 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, Potts-ville, 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 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 TRASSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

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

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

Freight for Trenton, Princeton, Kingston, New Branswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delsware, and Fismington, the New Jersey, the Freehold and Jameaburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad, connects at Phillipsburg with the Lenigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna and Western Railroad, forwarding to Syracuse, Buffalo and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Railroad.

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

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Forticth street, near the Drove Yard, or at Pies nov. 1, North River, as the shippers may designate at the time of shipment. For terms, or other intermation, apply to WALTER FREEMAN, Freight Agent,

1867 -PHILADELPHIA AND ERIE RAIL.

ern and Northwest Commes of Pennsylvania to the City of Erie on Lake Erie, and is the most direct route to the great Oil 1 egions of Pennsylvania. It has been leased and ir operated by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express Train, 1-20 P. M.; Elmira Mail, 5-40 P. M.; Erie Express Train, 12 M.; Elmira Mail, 8-40 P. M.; Erie Express Train, 12 M.; Elmira Mail, 8-00 A. M.

Fassenger cars run throughon the Erie Mail and Express trains without change both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

and Erie.

NEW YORK CONNECTION.

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

Leave New York at 5 00 P. M., arrive at Erie 7 15 F. M.

Leave Erie at 5 30 P. M., arrive at Erie 7 15 F. M.

Leave Erie at 5 30 P. M., arrive at New York 4 40 P. M.

Leave Erie at 10 25 A. M., arrive at New York 10 10. A. M.

Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at corner THIETIETH and MARKET Streets, Phila.

And or freight business, of the Company's Agonts, S. B., Ringston. Jr., corner Thirteenth and Market streets, Philadelphia; J. W. Revnolds, Erie; William Brown, Agent N. C. E. B., Baltimore.

Agent N. C. R. B., Baltimore.

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

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

1 15 A. L. TYLER, General Sup., Erie.

THE ADAMS EXPRESS COMPANY, OFFICE. THE ADAMS EATARDS COMPANY, OFFICE, No. 230 CHESNUT Street, forwards Parcles, Packages, Merchandise, Bank Rotes, and Specie, either by its own lines, or in connection with other Express Companies, to all the principal towns and cittes in the United States. RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTE

PHILADELPHIA, WILMINGTON AND BALTI more Railroad.

TIME TABLE,

Commencing Monday, December 24, 1885.

Trains will leave Depot, corner Broad sirest and Washington avenue, as follows:

Express Train at 475 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington. Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman'a, Edgewood, Magnolla, Chase s and Stemmer's Run.

Way-Mail Train at 8:50 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Delaware Railroad at Wilmington for Crafield and intermediate stations.

Express Train at 11-45 A. M. (Sundays excepted), for Baltimore and Washington, Stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia Chase's and Stemmer's Run.

Night Express at II (daily) M. for Baltimore and Washington, Connects at Wilmington with Delaware R. R. Line (Saiurdays excepted) stopping at Middletown, Smyrna, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisheld with boat for Nortolik, Portamouth and the South, Passengers by boat from Baltimore for Fortrea Monroe and Norfolk will take the II-46 A. M. train, Wilmington,

Leave Philadelphia at 12-30, 4, 6 and II-30 (daily) P. M. The 4 P. M. train connects with the Delaware Wilmington.
Leave Philadelphia at 12°30, 4, 6 and 11°30 (daity)
P. M. The 4 P. M. train connects with the Delaware
Railroad for Miliford and intermediate stations. The
6 P. M. Train runs to New Castle.
Leave Wilmington 715 and 8°30 A. M., 3 and 6°36
(daily) P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baitimore at 7°25 A. M. Way Mail: 9°35 A. M.
Express; 1°10 P. M., Express: 8°35 P. M., Express; 8°36
P. M., Express; 8°36

Leave Baitimore at 725 A. M. Way Mail: 9'55 A. M. Express; 1'10 P. M., Express; 8'25 P. M., and 8'25 P. M.

Trains for Baitimore leave Chester at 4'48 and 9'12 A. M., and 8'25 P. M.

Trains for Baitimore leave Wilmington at 5'25 and 16 A. M., and 4'15 P. M.

SUNDAY TRAINS FROM BALTIMORE.

Leave Baitimore at 5'25 P. M., stopping at Havre-deGrace, Perryville and Wilmington, Also, stops at
Elkton and Newark (to take passengers for Philadelphia, and leave passengers from Washington or Baltimore) and at Chester to leave passengers from Baitimore or Washington.

Through Tickets to all points West, South and
Southwest, may be procured at the Ticket Office, No.
5'28 CHESNUT Street, under the Continental Hotel,
Persons purchasing tickets at this Office can have
the'r baggage checked at their residence by Grabam's
Baggage Express.

H. F. KENNEY, Sup't.

DENNSYLVANIA CENTRAL BAILROAD.

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 ou the Market Street Passenger Railway. Those of the Ches nut and Walnut Street Railway run within one square of it. of it. On Sundays the Market street cars leave Front and Market streets 35 minutes before the departure of

and Market streets 35 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. Philadelphia Express leaves daily. All other trains

Philadelphia Express leaves daily. All other trains daily, except Sunday.

Passengers by Mail Trian go to Williamsport without change of cars, and arrive at Lock Haven at 810 P. M.

Passengers by Mail Train go to Carlisle and Chambersburg without change of cars.

Sleeping Car Tickets can be had on application at the Ticket Office, No. 631 Chesunt street.

TRAINS ARRIVE AT DEPOT, VIZ:—
Cincinnati Express.

\$\frac{1}{2}\$ 1250 A. M.
Philadelphia Express.

\$\frac{1}{2}\$ 10 A. M.
Paoli Accom., Nos. 1 and 2...\$\frac{5}{2}\$ 10 A. M. and 7:10 P. M.
Parksburg Train.

\$\frac{1}{2}\$ 12 40 P. M.
Past Line.

\$\frac{1}{2}\$ 130 P. M.

Parksburg Train.

\$\frac{1}{2}\$ 12 50 P. M.

Philadelphia Express arrives daily, except Monday.
Cincinnati Express arrives daily, All other trains daily, except Sunday.

Pussengers leaving Lock Haven at 7 A. M., and Williamsport at \$40 A. M., reach Philadelphia, without change of cars, from Williamsport, by Day Express, et 550 P. M.

The Pennsylvania Raliroad Company will not assume any risk for baggage, except for wearing apparel, and limit their responsibility to one hundred dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by spectal contract.

For further intermation, apply to

value will be at the risk of the value, the special contract.

For further information, apply to

JOHN C. ALLEN, Ticket Agent,
No. 631 CHESNUT Street.

SAMUEL H. WALLACE,
Ticket Agent, at the Depot.
An Emigrant Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to

FRANCIS FUNK, No. 187 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 follows viz:—

ket sireet, upper ferry. LINES FROM KENSINGTON DEPOT Will leave as (ollows:—At III A, M., 420 640 PM., and 12 P. M. (Night) via Kensington and Jersey City Express Lines, Fare \$300. The 646 P. M. line will run daily. All others Sundays excepted. At 7:30 and 11 A. M., 3, 3:30, 4:30, 5, 6:45 P. M., and 12 Midnight, for Bristol, Trenton, &c., and at 10:15 A. M. for 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 and intermediate stations.

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

BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes, daily, Sundays excepted, from Kensington Depot as follows: follows:—
At 7:30 A. M., for Niagara Falls, Buffalo, Dunkirk, Canandaigua. Eimira, Itbaca, Owego, Rochester Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap. At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, ambertville, Flemington, &c. The 3:30 P. M. Jane connects direct with the Train eaving Easton for Musch Chunk, Allentown, Bethiehem, &c. At 5 P. M. for Lambertville and intermediate Sta-tions. W.M. H. GATZMER, Agent. PHILADELPHIA, GERMANTOWN AND NORristown Railroad.
TIME TABLE.
On and after Thursday, November 1, 1866, until fur-

On and after Thursday, November 1, 1868, until further notice,
FOR GERMANTOWN,
Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3°15, 2°45, 4, 5, 5°45, 6°10, 7, 5, 9, 10, 11, 12 P. M.
Leave Germantown, 8, 7, 7°30, 8, 8°20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 4'36, 6, 5'20, 7, 8, 9, 10, 11 P. M.
The 8°21 down train and 3°45 and 5°45 up trains will not stop on the Germantown branch.
ON SUNDAYS.
Leave Philadelphia at 9°15 A. M., 2, 7, 10°45 P. M.
Leave Chesnut Hill at 7°10, 8, 9°40, 1°40 A. M., 1°40, 5°40, 6°40, 8°40 and 10°40 P. M.
Leave Chesnut Hill at 7°10, 8, 9°40, 1°40 A. M., 1°40, 5°40, 6°40, 8°40 and 10°40 P. M.
Leave Philadelphia at 9°15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7°50 A. M., 1°40, 5°40 and 9°28 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Chesnut Hill at 7:50 A. M. 12:40, 5:40 and 9:28 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 8:35, 11:03 A. M., 1:30, 8, 4:32, 5:30, 8:15, 5:05 and 11:30 P. M.
Leave Norristown at 5:40, 7, 7:50, 9, 11 A. M., 1:30, 4:30, 6:15 and 8 P. M. train will stop at School Laue, Wissahlekon, Manayunk, Spring Mills and Conshohocken only.

hickon, Manayunk, Spring anis and Conshohockessonly.

Leave Philadelphia at 9 A. M., 730 and 645 P. M.,
Leave Philadelphia at 6, 8'35, 11'05 A. M., 1'30, 3, 4'36, 5 50, 6'15, 8'65 and 11'30 P. M.,
Leave Manayunk at 5'10, 7'30, 8'20, 9'30, 11'30 A. M., 2, 15'45 and 8'30 P. M.

Leave Manayunk at 5'10, 7'30, 8'20, 9'30, 11'30 A. M., 2, 15'45 and 8'30 P. M.

Leave Philadelphia at 9 A. M., 3'30 and 6'45 P. M.
Leave Manayunk at 7'30 A. M., 5'30 and 9 P. M.

W. S. WILSON, General Superintendent,
Depot. NINTH and GREEN Streets.

Depot. NINTH and GREEN Streets.

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

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Miliville, and all intermediate stations, at 8 A. M. Mail., 3:30 p. M., Passenger.
For Woodbury, 8 A. M., 3:30 and 8 P. M.
For Cape May, at 3:30 P. M.

RETURNING TRAINS LEAVE

Woodbury at 7:16 and 8:06 P. M. Freight, 5:06 P. M.

Bridgeton at 7:06 A. M. and 3:06 P. M. Freight, 5:06 P. M.

Galem at 6:50 A. M. and 3:06 P. M. Freight, 6:20 P. M.

Cape May at 11:45 A. M., Passenger and Freight.

Freight will be received at First Covered Whant shove Walnut street, from 9:00 A. M. until 5:00 P. M.

That received before 7:00 A. M. will go through the same day

Freight Delivery, No. 228 S. DELLAWARE Avanue.

1 15 WILLIAM J. SEWELL, Separation.