

DOINGS IN CONGRESS YESTERDAY.

Senate. Under the act recently passed by Congress providing for the election of a Congressional printer, John D. DeFeas has been chosen to that position. The joint resolution authorizing the Secretary of the Navy to furnish two guns for the trial of a new revolving rifle was passed. The bill establishing a department of education was taken up and discussed for some time, after which the Army Appropriation bill was considered and finally passed. The amendments to the bill increasing the pay of army employees were concurred in. A bill was presented to amend certain acts in relation to the navy and to perfect its organization.

House of Representatives. A report was made on the alleged corrupt bribes reported to have been made between members of Congress and the President, saying that no reliable information had been obtained. The Committee was then discharged and the subject laid on the table. The Senate's amendments to the bill prohibiting payment to rebels for claims falling due before April, 1861, were taken up, but that requiring claimants to satisfactorily prove their loyalty was non-concurred in. A Committee of Conference was asked for. The bill giving civil employes of the Government twenty per cent additional compensation was reported with some amendments, which were adopted, and the bill sent back to the Senate. The Fortification Appropriation bill was passed. The bill for the removal of the Naval Academy was reported from the Naval Committee and the Senate amendments to the tariff bill were then considered in Committee of the Whole.

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PROPOSALS.

PHILADELPHIA DEPOT ASSISTANT QUARTERMASTER'S OFFICE. Proposals will be received at this office until 12 o'clock M., on THURSDAY, FEBRUARY 28, 1887, for the transportation of Military Supplies, during the year commencing April 1, 1887, and ending March 31, 1888, on the following routes:—

ROUTE 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, to the Omaha branch of the Union Pacific Railroad, or from Fort Laramie, Dakota Territory, to such posts or depots as are now or may be established in the Territory of Nebraska, in the Territory of Montana, south of latitude 40 deg., in the Territory of Dakota, west of longitude 104 deg., in the Territory of Idaho, south of latitude 44 deg., and in the Territories of Utah and Colorado north of latitude 40 deg., including, if necessary, Denver City.

ROUTE No. 2. From Fort Riley, State of Kansas, or such points as may be determined upon during the year on the Union Pacific Railroad, to the State of Minnesota, 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, 40 degrees north, and to Fort Union, N. Mex. Territory, and to any other point or points on the route.

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 now or may be established in that Territory and in the Territories of Arizona, and in the State of Texas west of longitude 104 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 Dakota Territory lying east of the Missouri river.

ROUTE No. 5. The weight to be transported during the year will be as follows: On Route No. 1, 30,000,000 pounds; on Route No. 2, 20,000,000 pounds; on Route No. 3, 5,000,000 pounds; and on Route No. 4, 3,500,000 pounds.

Proposals will be made for each route separately. Bidders will state the rate per 100 pounds for 100 miles, at which they will transport the stores in accordance with the requirements of this advertisement.

Proposals will be received at this office until 12 o'clock M., on THURSDAY, FEBRUARY 28, 1887, 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, 1887, and ending August 31, 1887, inclusive, viz.:—

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RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDLAND ROUTE.—Shortest and most direct line between Philadelphia and New York City, via White Haven, Wilkes-Barre, Mahanoy City, and all points in the Lehigh and Wyoming valleys, and all points in the Lehigh and Wyoming valleys, and all points in the Lehigh and Wyoming valleys.

On and after THURSDAY, January 1, 1887, Passenger trains leave Philadelphia at 11 P. M. for New York City, via White Haven, Wilkes-Barre, Mahanoy City, and all points in the Lehigh and Wyoming valleys, and all points in the Lehigh and Wyoming valleys.

On and after THURSDAY, January 1, 1887, Passenger trains leave Philadelphia at 11 P. M. for New York City, via White Haven, Wilkes-Barre, Mahanoy City, and all points in the Lehigh and Wyoming valleys, and all points in the Lehigh and Wyoming valleys.

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RAILROAD LINES.

ANNAPOLIS ROUTE.—CARRYING THE UNITED STATES MAIL.—THE SHORTEST LINE TO ALL POINTS SOUTH AND SOUTHWEST.

PASSENGERS FOR ANNAPOLIS ROUTE.—On and after THURSDAY, January 1, 1887, Passenger trains leave Philadelphia at 11 P. M. for Annapolis, via Washington, Baltimore, and Annapolis.

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RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing Monday, December 24, 1886, Trains will leave Depot, corner Broad Street and Washington Avenue, as follows:—

Express Train No. 1. Leaves Philadelphia at 11:00 A. M. for Baltimore, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Pocomoke, Havre-de-Grace, Aberdeen, Perryman, and Baltimore. Arrives Baltimore at 11:00 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Delaware Railroad at Wilmington for Philadelphia and intermediate stations.

Express Train No. 2. Leaves Philadelphia at 11:00 A. M. for Baltimore, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Pocomoke, Havre-de-Grace, Aberdeen, Perryman, and Baltimore. Arrives Baltimore at 11:00 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Delaware Railroad at Wilmington for Philadelphia and intermediate stations.

Express Train No. 3. Leaves Philadelphia at 11:00 A. M. for Baltimore, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Pocomoke, Havre-de-Grace, Aberdeen, Perryman, and Baltimore. Arrives Baltimore at 11:00 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Delaware Railroad at Wilmington for Philadelphia and intermediate stations.

Express Train No. 4. Leaves Philadelphia at 11:00 A. M. for Baltimore, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Pocomoke, Havre-de-Grace, Aberdeen, Perryman, and Baltimore. Arrives Baltimore at 11:00 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Delaware Railroad at Wilmington for Philadelphia and intermediate stations.

Express Train No. 5. Leaves Philadelphia at 11:00 A. M. for Baltimore, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Pocomoke, Havre-de-Grace, Aberdeen, Perryman, and Baltimore. Arrives Baltimore at 11:00 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Delaware Railroad at Wilmington for Philadelphia and intermediate stations.

Express Train No. 6. Leaves Philadelphia at 11:00 A. M. for Baltimore, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Pocomoke, Havre-de-Grace, Aberdeen, Perryman, and Baltimore. Arrives Baltimore at 11:00 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Delaware Railroad at Wilmington for Philadelphia and intermediate stations.

Express Train No. 7. Leaves Philadelphia at 11:00 A. M. for Baltimore, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Pocomoke, Havre-de-Grace, Aberdeen, Perryman, and Baltimore. Arrives Baltimore at 11:00 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Delaware Railroad at Wilmington for Philadelphia and intermediate stations.