THE DAILY EVENING TELEGRAPH .- PHILADELPHIA, WEDNESDAY, FEBURARY 27, 1867.

On and

DOINGS IN CONGRESS YESTERDAY.

Semate.

Under the act recently passed by Congress providing for the election of a Congressional printer, John D. Defrees 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 battery was passed. The bill establishing a department of education was taken up and discussed for some time, after which the Army Ampropriation bill time, after which the Army Appropriation bill was considered and finally passed. The amend-ments to the bill increasing the pay of civil em-ployes were concurred in. A bill was presented to amend certain acts in relation to the navy and to perfect its organization.

EVENING SESSION.

parts is may be determined upon during the year on the Omaha brauch of the Union Facilie Railroad, west of Fort McPherson, or from Fort Laramie. Dakotah Territory, to such posts or depots as are now or may be established in the Territory of Ne-braska, west of longitude 102 deg., in the Ferritory of Montana, south of latitude 40 deg., in the Territory of Idato, south of latitude 44 deg., and east of longitude 114 deg, and in the Territories of Utah and Colorado north of latitude 40 ueg., in-cluding, it necessary, Denver City. ROUTE No. 3. From Fort Riley, State of Kansas, or such points as may be determ ned upon during the year on the Union Pasific Railroad, E. D., to any posts or denote 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, or other depot the may be designated in that fer-ritory, and to any other point or points on the route. The Compound Interest Note bill was post-poned until Wednesday. The Civil Appropria-tion bill was reported from the Finance Committee. A committee of conference was ordered on the joint resolution prohibiting payments of certain claims to persons not known to be loyal, Several pension and other private bills were passed. A bill was passed investing military department commanders with enlarged power in reference to courts martial. A joint resolu-tion was passed providing for the exchange of public documents with other countries. A bill to allow the reissue of discharge papers to route. FOUTE 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 106 degrees. soldiers who have lost the original certificates, to enable them to collect their bounties, was called up, but during the discussion the Senate Bajourned.

House of Representatives.

A report was made on the alleged corrupt bargains 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 amend-ments to the bill prohibiting payment to Rebels for claims falling due before April, 1861, were taken up, but that requiring claimants to satis-factorily prove their loyalty was non-concurred in. A Committee of Conference was asked for. The bill giving civil employes of the Govern-ment 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 was passed. The bin for the temoval of the Naval Academy was taken up, and finally the resolation as reported from the Naval Commit-tee was rejected. The Senate amendments to the Tariff bill were then considered in Committee of the Whole.

EVENING SESSION.

The discussion was resumed, but no conclu-5i on was arrived at. Adjourned.

THE DOCTOB KNOWED WHAT HE'D GIVE HIM. -During the war one of those lovely ladies who devoted themselves to relieve the sufferings of the soldiers was going through a ward of a crowded hospital. There she found two con-valescent soldiers sawing and hammering, making such a noise that she felt it necessary to interfere in her gentle way, "Why," said she, "what is this? What are

you doing ?"

'What are we doin ? Makin' a coffin-that's what ?"

"A coffin, indeed, and who is it for ?" she asked

"Who for ? that fellow over there"-pointing behind him. The lady looked and saw a man lying on his

The right to reject any and all bids that may be offered is reserved. The contractors on each route must be in readi-ness ior service by the 1st day of April, 1867, and will be required to have a place of business or agency at which he may be communicated with promptly and readily for Route No. 1 at Omana, N. T.; tor Houte No 2 at Fort Riley, Kansas; tor Route No. 3 at Fort Union, New Mexico; for Route No. 4 at Saint Paul, Minnesota, or at such other point for each of the reveral routee as may be indicated as the starting point of the route. white bed, yet alive, and who seemed to be watching what was being done. "Why," said she in a low voice, "that man is not dead. He is alive, and perhaps, he won't

die. You had better not go on." "Go on. Yes we shall. The doctor, he told us. He said make the coffin, and I guess he know'd what he giv him."

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

Creating a Loan to pay certain deficiencies, for the Furchase of the Lansdowne Estate, and for other purposes," is hereby published in accordwith the act of Assembly, for public inance formation.

JOHN ECKSTEIN,

PROPOSALS. DROPOSALS FOR ARMY TRANSPORTA.

PROPOSALS

QUARTREMASTRE-GREERAL'S OFFICE,

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 weight to be transported during the vear will not exceed, on Route No. 1, 30,000 000 pounds; on Route No. 2, 20,000,000 pounds; on Route No 3, 5000,000 pounds; and on Route No. 4, 3,500,000

Proposals will be made for each route separately

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 fully comply with the requirements of this ad-

The party to whom an award is made must be pre-

pared to execute the contract at once, and to give the required bonds for the faithful performance of

The right to reject any and all bids that may be

TION.

degrees.

required.

Grantine ASTRE-GRIEFAL's OFFICE, WASHINGTON, D. C., January 15, 1867. Scaled Froposals will be received at this office until 12 o'clock M., on the 28th of February, 1867, for the transportation of Miftary Supplies, during the year commencing April 1, 1867, and ending March 31, 1868, on the following routes:--ROUTE NO. 1. From Fort McPherson, Robraska Territory, or such parts as may be determined upon during the year on the Omaha brauch of the Union Pacific Builroad, weat of Fort McPherson, or from Fort Latamic.

PHILADELPHIA DEPOT Assistant QUARTERASTRE'S OFFICE, No.1139 Girard street, February 25, 1887. Proposals will be received at this Office until 12 o'clock M., MONDAY, March 4, 1887, for im-mediate delivery at the United States Store-house, Hanover Street Wharf, properly packed and ready for shipment, of the following de-scribed Quartermaster's Stores, viz.:-Two (2) doz. Iron Bolts, square neck, 6 Inch. Two (2) doz. Iron Bolts, square neck, 6 Inch. Two (2) doz. Iron Bolts, square neck, 7 Inch. Fity (60) sides Bridle Leather. Four (4) doz. Brass Case Locks-2 doz. 1½x5½, 2 dox. 1½x3 Inch.

doz. 114x3 inch. Two (2) hundred lbs, Nails, finishing, 1 and

Two (2) doz. Assorted Scissors—½ doz. 8, ½ Two (2) doz. 6, ½ doz. 6 inch blade. One thousand (1009) feet Glass, best American,

Four (4) doz. Brass Drawer Tumbler Locks-2 Joz. 2, 2 doz. 3/4-Inch. Fitteen thousand (15,000) lbs, Cut Natis-5000

ad, 5000 8d, 5000 10d.
 Four hundred (400) gross Screws-200 gross, 1%
 No. 12, 100 gross 1% No. 11, 100 gross 1% No.

All of the above-named articles to be of the pest quality, and to be subject to inspection

Samples of the articles bid for must be de-livered at the office, No. 1139 GIRARD Street, wenty-four (24) hours previous to the opening of the blds Each bid must be guaranteed by two respon-

Each bid must be guaranteed by two respon-sible persons, whose signatures must be ap-pended to the bid, and certified to as being good and sufficient securities for the amount in-volved, by the United States District Judge, Attorney, or Collector, or other public officer. Blank forms for bids can be had on applica-tion at this office. The right is reserved to reject any bid deemed too high, and no bid from a defaulting contrac-tor will be received.

Endorse envelopes, "Proposals for Quarteror will be received. By order of

By order of Brevet Brig.-Gen. G. H. CROSMAN, Assistant Quartermaster-General U.S. A. HENRY W. JANES, 22561] Capt. and A. Q. M., Bvt. Maj. U.S. A.

O FFICE PENNSYLVANIA RAILROAD COM-

Proposals 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 woll 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 accord-ance with the terms of this advertisement. The contractor will be required to give bonds the following amounts:-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 satisfac-tory proposal should be received and accepted pre-viously), from responsible parties desiring to contract with said Company for the establishment of a direct Line of Steamships between Philadelphia and Liver-peol.

Blank forms of proposals, with detailed informa-tion, will be furnished upon application to 27 15 1 EDMUND SMITH, Secretary,

OUARTERMASTER-GENERAL'S OFFICE.

Q WASHINGTON, D. C., FEBRUARY 22, 1867. FOSTPONEMENT OF OPENING OF BIDS FOR ARMY TRANSPORTATION. The time for the opening of the proposals for army transportation, invited by the advertise-

ment from this office of January 15, 1867, is hereby extended to 12 M. of THURSDAY, the eventh day of March, 1867.

By order of the Quartermaster-General. 2259t] ALEXANDER BLISS, Brevet Col. and Assist, Quartermaster U. S. A.

AMERICAN LEAD PENCIL COMPANY,

NEW YORK.

Factory, Hudson City, N. J.

WHOLESALE SALESROOM,

No. 34 JOHN Street, N. Y. All styles and grades of Lead Pencils of superior quality are manufactured, and offered at fair terms to the Trade. The public are invited to give the AMERI-

Percent routes as may be indicated as the starting point of the route. Blank forms showing the conditions of the con-tract to be entered into for each route can be had on application at this office, or at the office of the Quar-termaster at New York, Saint Louis, Fort Leaven-worth, Omaha, Santa Fe, and Fort Snelling, and must accompany and be a part of the proposal. By order of the Quarcmaster-General. CAN LEAD PENCIL the preference. The Pencils are to be had of all the principal Sta-

tioners and Notion Dealers. ASK FOR THE "AMERICAN LEAD PENCIL." By order of the Quariermaster-General. 1 19tF28] ALEXANDER BLISS, Brevet Colonel and Assistant Quartermaster, U.S.A.

[TESTIMONIAL.] SHEFFIELD SCIENTIFIC SCHOOL,

SHEFFIELD SCIENTIFIC SCHOOL. Example 20 Section 20 Sec

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

BAILROAD LINES.

PASSENGERS FOR Kingsville, Savanuala, Attanta, Attanta,

READING RAILROAD

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

NORTH, NORTHWEST AND THE CANADAS.

S. P. WILTBANK.

GENERAL AGENT.

	On and siter i UESDAY, January I. 1867, Famenge- trains leave the New I cpot corner Borks and Ameri- cans steats, daily (Sundass excepted), as follows:- At 7 45 A AMorning Express for Bothlehom and Principal Stations on North Pennsylvania Railroad connecting at Bethlehom with Lebih Valley Kaliroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Welkesbarre Kinsston, Fusion, White Haven, Wilkesbarre Kinsston, Fusion and all points in Lo-	Norfolk Weidon Raleigh, Newbern, Charlotte, Witmington Columbia, Charleston,	Kingsville, Savannak, Angusta, Attabla, Macon. West Point, Manigomeers, Mobile, and
	high and Wyoning valleys; also, in connection with Lehigh and Malanoy insiroad for Mahanoy City, and with Catawisan sairoad, for Rupert, Danville, Milton, and Withermann, Astrona, March Chunk at 1200 A.	NEW ORLEANS. TO AVOID DELAY ASK FOR TICKETS BY THE	
	M. ; at Wilkesbare at 3 P. M. ; at Mahanoy City at 2 P.	NEW AND SHORT A	INNAMESSIC ROUTE.

and Williamsport Arrive at Mauch Chunk at 1205 A. M. 1 at Wilkesbarre at 3 P. M. 1 at Mahanoy City at 2 P. M. Passengers by this train can take the Lebish Val-ley train, passing Bethlehem at 1255 P. M., for F aston and pumis on New Jorsey Central Railroad to New York. Trains leave Depot of PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD, BROAD Street and WASHINGTON Aveous, DAILY (Saturday excepted) at 11 P. M., Arriving in Norfolk at 1 P. M. the following day. FIVE HOURS ROONER THAN BY ANY OTHER LINE, and making close connections for all points At9 A. M.- Accommodation for Doylestown, stopping

SOUTH AND SOUTHWEST!

1.211

at all intermediate stations. Passengers for Willow Grove. Hintoro' and Haruville, by this train, take the Stage at Old York road. At 10:15 A.M. - Accommodation for Fort Washington, stopping at intermediate stations. At 2 35 P.M. - Accommodation for Doviestown, stou-ping at all intermediate stations. Passengers take Stage at Loyiestown for New Hope. For Tickets and all other information, apply at the Office of the Company, No.620 CHESNUT Street, or at the Ticket Office of the Philadelphia, Wilmington, and Baltimore Railrond, No.828 CHESNUT Street,

BAILROAD LINES.

ping at all intermediate stations. Passengers take Stage at Logicestown to New idee. At 3:45 P. M.—Evening Express for Bethiehem and principal stations on the North rennsylvania Railroad making close connection at Bethiehem with Lehigh Valley train for Ea ton, reaching there at 6:45 P. M. Passengers for Plainfield, Somerville, and other points on New Jersey Canta it Baitroad, take New Jersey Cen-tial train at Easton, which arrives in New York at 19:45 P. M. Passengers for Rum nevtown take stage at North Wales, and for Nazareth at Bethiehem, and for Green-ville at Quakertown.

P. M. Passengers for Sum nevtown take stage at North Wales, and for Nazarath at Bethlehem, and for Greenville at Quakertown.
At 20 P. a. - Accommodation, for Doylestown stopping at all intermediate stations. Passengers for Willow Grove, elhatbord, and Barcsville take stage at Abington; for LumberTville at Doylestown.
At 52 P. M. - Accommodation for Doylestown stopping at all intermediate stations. Passengers for Willow Grove, elhatbord, and Barcsville take stage at Abington; for LumberTville at Doylestown.
At 52 P. M. - Accommodation for Bethlebem with Lehigh Valley & vening Train for Allentown, Matten Chunk, etc.
At 620 P. M. - Accommodation for Fort Washington.
Tha Iwa Zhuke Ki N FHILADELFHA.
From Bethlehem at 915 A. M., 200 and 840 P. M.
260 P. M. - Accommodation, for Fort Washington.
Tasares Reki VE IN FHILADELFHA.
From Bethlehem at 915 A. M., 200 and 840 P. M.
260 P. M. Train makes direct connection with Lehigh Valley trains iron Easton. Wilkesbarre at 130 P. M. connect at Bethlehem at 615 P. M., and arrive in Philadelphia at 840 P. M.
From Doylestown at 835 A. M., 515, and 705 P. M., From Lonsdale at 730 A. M.
From Lonsdale at 730 A. M.
Philadelphia for Bethlehem at 2.25 P. M.
Doylestown to Philadelphia at 4.20 A. M.
Bethlehem to Philadelphia at 4.20 A.
Bethlehem to Philadelphia at 4.20 A. WINTER ARRANGEMENT OF PASSENGER TRAINS, OCTOBER 5, 1866, Leaving the Company's depot at Thirteenth and Cal-lowhill streets, Philadelphia, at the following hours -MORNING ACCOMMODATION. At 730 A. M. for Reading and all intermediate Sta-tions.

At 730 A. M. for Reading and all Intermediate Sta-tions. Returning, leaves Reading at 630 P M. Arrivesia Philadelphia at 610 P. M. MORNING EXPRESS. At 615 A.M. for Reading Lebanon, Harrisburg, Potta-ville, Pine Grove, Tamaqua, Sonbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle Chambersburg. Hagerstown, &c. This train connects at READING with East Penn-sylvania Rullroad 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 Schuylkill and Susquehanna trains for Northumberland, Williamsport York, Chambersburg, Pinegrove, &c.

O flice, No. 113 South THIRD Street. 115

 trains for Williamsport, Lock Haven, Eimira, &c., at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport York, Chambersburg, Pinegrove, & AFTERNOON EXPRESS
 Teaves Philadelphia at 300 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Rairoad trains for Columbia, &c., ELDING 4.CCOMMODATION
 Leaves Reading at 6:30 A. M., stopping at all way stations: arrives in Philadelphia at 9:30 P. M.; arriving in Philadelphia at 9:30 P. M.; arrives in Reading at 7:35 P. M.
 Trains for Philadelphia leaves Harrisburg at 8:10 A.
 M., and Pottaville at 2:45 P. M. arriving in Philadelphia at 9:40 P. M.; connecting at 7:30 P. M.; arriving in Philadelphia at 9:40 P. M. Connecting at 8:40 P. M.; arriving in Philadelphia at 9:40 P. M. Connecting at 8:40 P. M.; and Harrisburg at 4:40 P. M. Connecting at 8:40 P. M.; and Harrisburg at 9:10 P. M. Connecting at 8:40 P. M.; and Harrisburg at 9:10 P. M. Connecting at 8:40 P. M.; and Harrisburg at 9:10 P. M. Connecting at 8:40 P. M.; arriving in Philadelphia at 9:10 P. M.
 Maket train, with a passenger car attached, leaves Philadelphia at 9:45 p. Outley 10:10 P. M.; and Poltaville at 2:45 P. M.; and Poltaville at 2:50 P. M.; and Poltaville at 8:40 P. M.; Connecting at 1:20 P. M.; for Philadelphia at 19:10 P. M.
 Market trains from Caeding at 4:20 P. M.; and 19:87 M.
 All the above trains run dally, sundays excepted.
 Sunday trains leave Poltaville at 8:20 P. M.; and 19:10 P. M.
 Market frain science Poltaville at 8:20 P. M.; trains from Philadelphia, areturning from Downingtown at 12:00 P. M.; and 11:50 P. M.
 Leaves Poltaville at 8:20 P. M.; trains from Philadelphia, areturning from Downingtown at 12:00 P. M.; and 11:50 P. M.; and 11:50 P. M.; and 12:50 P. M.; and 12:50 P. M.; and 12:50 P. M.; and 11:50 P. M.; and 11:50 P. M.; and 11:50 P. M.; and 11:50 P. DITTSBURG, COLUMBUS, AND CINCIN THE PAS HANDLE BOUIE WESTWARD. Owing to the great distance saved by THIS R JUTE, the Government has assigned to it the carrying of the United States Mail to the principal cities of the West and Southwest

United States Mail to the principal clues of the west and Southwest THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNATI AND BUT TWO TO ST. LOUIS. PASSENGERS BY THIS BOUTE WILL ARRIVE IN CINCINNATI. INDIANAPOLIS, CAIRO, AND ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY OTH B LINE. Fast line at 12 00 M. Passengers by this train take supper at Altoona; can take state room sleeping cars Passengers are not subject to change at Pittsburg, but run through to Coshocton, affording an usuroken night's rest.

Night Fxbress 11 F. M. Passengers can take sleeping cars through to Cincinnati with but one change; by this line you have the advantage of comfort and plea sure particularly for isdies travelling alone, and iamilies with chloren, by this route between Fhiladelphia and all the princi pal points West and South. Be sure to purchase tickets "VIA STEUBEN-VILLE "at PANNSYLVANIA BAU POAD COMPANY Night's rest. Night Fxpress 11 P. M. Passengers can take sleeping

Be sure to purchase tickets "VIA STEUBEN-VILLE "at: P NNSYLVANIA RAILROAD OFFICE, Corner of THIRTIE'IH and MARKET streets. B. F. SOULL General Ticket Agent Steubenville, O, JOBN H. MILLER, General Eastern 'assenger Agent, No. 526 Broadway, New York. JOHN DURAND, Genera' Superintendent. Penpsy.vania Ballroad Office, No 531 Chesnut street, and Thirtietn and Market streets. West Philadelphia.

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

11 A. M -- Way Freight Goods delivered at .ompany's Depot. No 320 N. WHARVES, Philadelphia, by 5 P. M. will be for-warded by this line, and arrive in New York at 5 e'clock next morning.

BAILROAD LINES,

PHILADELPHIA, WILMINGTON AND BALTT more Ballroad. TIME TABLE.

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Wilmington. Leave Philadelphia at 12'20, 4, 6 and 11'30 (daily) P. M. The 4 P. M. train connects with the Delaward Railroad for Milford and Intermediate stations. The 6 P. M. Train tuns to New Challe. Leave Wilmington 7'15 and 5'30 A. M., 3 and 5'30 Collect P. M. Relifored for Millford and Intermediate stations. The e.F. M. Train turns to New Chaile.
 Leave Wilmington 7:15 and 5:30 A. M., 3 and 5:30 (adv) P. M.
 FROM BALTIMORE TO PHILADELPHIA.
 Leave Battimore at 7:25 A. M. Way Mail: 9:35 A. M., 5:20 (adv) P. M., Express: 6:35 P. M., Express: 9:35 P. M., Express: 9:36 P. M., Express: 9:37 P. M., Express: 9:37 P. M., Express: 9:38 P. M., Express: 9:38 P. M., Express: 9:39 P. M., Express: 9:30 P. M., Express: 9:39 P. M., Express: 9:39 P. M., Express: 9:30 P. M., Express: 9:39 P. M., Express: 9:30 P. M.,

WINTER ARRANGEMENT, The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the carn on the Market Street Passenger Railway. Those of the Chon nut and Walnut Street Railway run within one square

or IL. On Sundays the Market street cars leave From and Market streets 35 minutes before the departure of

and Antres are express will call for and deliver Mann's Bagage Express will call for and deliver bagage at the depot. Orders left at the Office, No. 6 Chesnut street, will receive attention, TRAINS LEAVE DEPOT, VIZ:-at 800 A. M.

Mali Train. Mali Train. Paoli Accom. Nos I and 2, 1000 A. M. and 11.20 P. M. Fast Line and Eric Express. Parksburg Train. Harrisburg Accommodation. Harrisburg Accommodation. Philadelphia, Express. Philadelphia, Express. Bat 1100 P. M. Philadelphia, Express. Sat 1100 P. M.

Philadelphia Express leaves daily. All other trains

daily, except Sunday. Passengers by Mail Trian go to Williamsport with-out change of cars, and arrive at Lock Haven at \$10

M. Passengers by Mail Train go to Carlisle and Cham-

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, 631 CHESNUT Street. SAMUEL H. WALLACE, An Emigrant Train runs daily, except Sunday, For full particulars as to fare and accommodations, apply to FRANCIS FUNK, No, 137 DOCK Street.

TO FRANCIS FUNK, NO. 13 DOCK SITES. 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:-

Cierk of Common Council.

AN ORDINANCE CREATING A LOAN TO PAY CER-TAIN DEFICIENCIES, FOR THE PURCHASE OF THE LANSDOWNE ESTATE, AND FOR OTHER PURPOSES. Section 1. The Select and Common Councils

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 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 pay-able 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 thereior, in the usual form of the certificates of City Loan, shall be issued in such amounts as the londers much tles, glass stoppers. Inkstands, "Academic and Mechanic." Penholders, assorted. Steel Pens, "Gillott's." 303, 404, 604. Steel Pens, "Harrison and Bradford's." 505. Quilis. Lead Pencils, "Faber's, No. 2 and 3." Red and Blue Pencils, "Gutkinecht's." Paper Fasteners, "Hamil-ton's." Office Tape, pieces, No. 23, 534 yards to piece. Office Tape, tolis. No. 23; 50 to 100 yards to roll. Order Flies, assorted, as per sample. Sealing Wax, "Best Specce Bank." Wafers, 402. boxes, India Rubber, "Faber's Improved Art-ist's." Rubber, Ink Eraser, "Faber's." Muci-iege, 202., 802., and quart bottles. Office Twine, Gum Bands, assorted sizes. form of the certificates of thy Loan, shall be issued in such amounts as the lenders may re-quire, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred er one thousand dollars; and it shall be expressed in said certificates that the loan therein mentioned, and the interest thereof,

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 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 in-come and taxes to a sinking fund; which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates. BESOLUTION TO FUBLISH A LOAN BILL. Resolved, That the Clerk 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

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

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 pre-sent to this Council one of each of said news-papers for every day in which the same shall have been made. 223 24t

DYEING, SCOURING, ETC. FRENCH STEAM SCOURING ESTABLISHMENT,

No. 510 RACE Street.

We beg investo draw your particular attention to our new French Steam Scouring Establishment, the first and only one of its kind in this city. We do not dye, but by a chemical process restore Ladies', Gentimen's, and Children's Garments to their original states, without injaring them in the least, while great experience and the best machinery from France enable us to warrant period satisfaction to all who may favor us with their particut selling them France enables to be arrant period satisfaction to all who may favor us with their with or without Trimmings, are cleaned and finished without being taken apart, whether the color be genuine of not

or not Opera Cloaks and Manifias. Ourtains, Table Covers, Carpets, Velvet, Elbhous, Eld Clores, etc., cleaned and remished in the best manner. Gentlemen's Summer and Winter Clothing cleaned to perfection without in-jury to the stuff. Also Flags and Banners. All kinds of stains removed without cleaning the whole. All orders are executed under our immediate supervision, and satisfar ton guaranteed in every matance. A call kand examination of our process is respectivily solicited.

Accession Department	ALBEDYLL & MARX,
\$ 10 m was	No. 510 BACE Stree

Proposals will be received at this office until 12 o'clock M., THURSDAY, FEBRUARY 28, 1867, for furnishing the Quartermaster's Depart-ment, at this Depot, with the following named articles of STATIONERY, for a period of six months, commencing March 1, 1867, and ending August 31, 1867, inclusive, viz.:--Follo Post Paper, to weigh not less than 38

PHILADELPHIA DEPOT, ASSISTANT QUARTERMASTER'S OFFICE, No. 1139 GIRARD STREET, FEBRUARY 19, 1867.

Proposals will be received at this office until

Gum Bands, assorted sizes. All of the above-named articles to be of the 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-sible persons, whose signatures must be ap-pended 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 applica-The right is reserved to reject any bid deemed too high, and no bid from a defaulting con-tractor will be received.

"Proposals for Stationery." Ey order of Byt. Brigadier-Gen. G. H. CROSMAN,

GOVERNMENT TANNERY AND STEAM SAW with seventy-five acres of land, near SAN ANTONIO

with seventy-five acres of fand, near SAN ANTONIO Texas. Scaled proposals, in duplicate, will be received up to the first day of Marca, 1867, for the purchase o 75 acres of fand, more or less, together with the buildings erected thereon, and the appurtenance, appertanting, that is to say:--One Tannery, containing twelve stone lime vate filty-two wooden vate, seven stone pools, and capable of tanning 16,000 hides per annum. One Steam Saw Mill, capable of sawing 8000 fea of humber daily.

One Steam Saw Mill, capable of sawing 2000 fee 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 hewn stone, laid in cement. The land was purchased and improvements made by the late so-called Confederate Government, and are estimated to have cost 2150 000 in geld. The property has been under lease for the year 1866, at a monthly rent of 2500, payable in advance A secured title in fee simple will be given by the United States Government. Propeals will be marked, "Proposals for Gover ment Tannery and Saw Mill," and addressed to J B. KIDDOO, B. Maj.-Gen. Asst Cc^{III}'n, Bureau E. F. and alveston. Texas.

" alveston, Texas,

Endorse Envelopes,

months, commencing starten 1, 180, 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 10 pounds to ream. Letter Paper, Plain and Ruled, to weigh not less than 10 pounds to ream. Letter Paper, Ruled, as per sample. Letter Paper, Plain and Ruled, to weigh not less than 5 pounds to ream. Letter Paper, Plain and Ruled, to weigh not less than 5 pounds to ream. Enter 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 Printing Paper. Wrapping Paper, White Blotting Board, size 19x24, to weigh not less than 100 pounds to ream.
White Envelopes, size 314x314, 4x9, 414x1014, 644x344, as per sample. Letter Envelopes, White, size, 314x314, 300 pages, Cap All;Pencils are stamped-"AMERICAN LP PENCIL CO., N. Y."

None genuine without the exact name of the firm ook to it 10 Ifmwsm TO CONTRACTORS AND MINERS .- THE

TO CONTRACIONS AND MINERS, THE Commissioners on the Troy and Greenfield Kali-road and Hoosac Tunnel, acting for the State of Mas-sachusetts, invite Proposals, until the 10th day of March next, for Excavesting said Tunnel at three different sections of that work. This Tunnel, when completed will be about 4% miles in length, extending from the town of Florida, through the Hoosau Mountain, to the town of North Adams.

pie. White Envelopes, note size, as per sample, Letter Copying Books, size, 9x11, 500 pages. Cap Copying Books, size, 10x14, 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. Me-morandum Books, demi, 8vo., flush, 56 leaves. Black Ink, "Arnoid's," quart, pint, and half-pint bottles, writing and copying. Black Ink, "David's." Carmine Ink, "David's," 2oz. bot-tles, glass stoppers. Inkstands, "Academic and Mechanic." Penholders, assorted. Steel Pens. The Restern End has been penetrated from the grade of the Ealined 550 steet, 240 feet of which con-sist of an opening of about 10 cubic yards to each lineal foot, the same to be enlarged to a section con-taining about 17 cubic yards to each foot; the remain-ing 100 feet being beading-now measuring upon an average 4 cubic yards per running foot-to be enlarged to the full section; making some 35,000 cubic yards to be removed.

to the full section ; making some 35,000 cubic yards to be removed. A further section of the work will also be let to the successful bidder for the above-named enlargement, if satisfactory terms shall be offered. The Western End is worked from a shaft 318 feet deep. The easterly heading from this shaft—of about six cubic yards to each lineal foot—extends 1100 feet and is to be enlarged to a section containing 17 yards per foot, requiring the removal of 12,000 cubic yards. Bids for that amount, and for an extension in either direction of the heading and enlargement at this point, will be received. The Central End of an elliptical form, 27 to 15 feet, now 409 teet in depth, is to be sunk to grade, 1050 feet from the surface, requiring the removal of about 9000 cubic yards.

able yards. All the work to be done is in Talcose Slate, and will require neither masonry nor supports of any

cind. Buildings, machinery, and means of ventilation, all

and will be furnished to contractors. Ample survives will be required from parties who may be contracted with, and the Conmissioners re-serve the right to reject all offers that may be made.

Plans and specifications may be seen on applica-tion to ALVAH CROCKER, at the Engineer's Office, North Adams, Massachusetts; and other information may be obtained from JAMES M. SHUPE, Room No 10, No, 13 Exchange street, Boston, to whom pro-

osais may be directed.	JAMES M. BHUTE ALVAH CROCKER
Boston January 30, 1867	CHARLES HUDSO Commission

HOUSE-FURNISHING GOODS. Assistant Quartermaster-Gen., U. S. Army, HENRY W. JANES, 220 8tj Capt. and A. Q. M., Bvt, Major U. S. A. -

ers. 6W

EXCELLENT OPPORTUNITY TO SECURE BARGAINS.

To clo the estate of the late

JOHN A. MURPHEY. Importer and Dealer in

HOUSE-FURNISHING GOODS, No. 922 CHESNUT STREET.

Between Ninth and Tenth, South Side, Phila.

Between Ninth and Tenth, South Side, Phila. His a diministrators now offer the whole stock at prices below the ordinary rates charged. This stock embraced every thing wanted an a well-ordered nonechold :--Plain The Ware. Brushes, Wooden Ware. Baskets, Plated ware. Cuttery. Iron Ware. Japanned Ware. and Cook-ing Utensits of every description. A great variety of SHAKES GOODS, BIRD-CAGES, etc., etc., ean be obtained on the most reasonable terms GENCINE ABCTIC REFRIGERATORS and WATER COOLERS

COOLERS A fine assortment of PAPIER MACHE GOODS. This is the largest retail establishment in this line in Philadelphia, and cliizens and strangers will find it to their advantage to examine our stock before purchasing Note.-Our rifends in the country may order by mail and prompt attention will be given [11] thstag

UNITED STATES REVENUE STAMPS. Principal Depot, No. 304 CHESNUT Street Central Depot, No. 163 S. FIFTH Street Out door below Chempt. Established 1862. Bevenue Stamps of every description constantly on bard for any emergence.

Orders by Mail or Express promptly attended t

o clock next morning. Freight received at Pier No. 32 North River, N.Y., by 430 P. M., will be ready for delivery in Philadelphia early the following morning. FARE TO NEW YORK, TWO DOLLARS.

FARE TO NEW YORK, TWO DOLLARS.
 FARE TO NEW YORK, TWO DOLLARS.
 Tieket office, Vine Street Ferry.
 For nurther information. anply to Commany's Agents.
 R. H. CHIPMAN. Freight Office and Depot, No. 320
 N. WHARVES. Philadelphia.
 J. B. DURT, Pier Mo. 32 North River, foot of DUANE
 Street, New York
 Or at General Freight and Passenger Office, Philadelphia, No. 411 CHESNUT Street.
 General Freight Agent, Red Bank, N. J.
 T. BEENT SWEARINGEN, General Agent, Philadelphia.

RARITAN AND DELAWARE BAY BAIL-BOAD.-On and after December 13, 1863, trains will run daily, Sundaws excepted from Cooper's Point Camden, opposite VINE Street Ferry as tollows:-1:30 A. M. Way Freight for all stations; passenger

6-10 F. M .- Through Freight for New York; passen

610 P. M. - Through Freight for New York, passed Freight received in Philade phia at the Company's warebouse. No. 320 N. DL.AW AEE Avenue, until 5 o'clock P. M., reaching New York early next morning Freight boat leaves Pier No. 32, North river, New York, foot or DUANE Street, daily, Sundays excepted, at 5 P. M., reaching Yehlia leibhia early next morning The 9 A. M. train from Philadelphia and the 11 A. M. train from New York, are discontinued. S. C. HASTY.

from New York, are discontinued. M. C. HASTY, General Freight Agent, Eed Bank N. J. W. N. CLAYTON, Superintendent, Red Bank, N. J. R. H. CHIPMAN, Agent, NC, 320 N DELAWARE Avenue, Philadelphia

GLOBE EXPRESS COMPANY, OFFICE, NO. G 630 MARKET Street Philadeiphia, November 19, 1866.-The Globe Express Company will tais day open its first line between New York, Philadeiphia, Baiti-more, and Washington for MEAVY FREIGHT AND PACKAGES. They will call for and deliver promptly at the follow-ing Fuest -

ing rates :-For heavy freights to and from New Yors. 40c. per 100 Ibs.; Baltimore, 80c. per 100 ibs.; Washingtor, Sc. per 100 ibs.; Georgetown, 90c. per 100 ibs.; Alexandria. 51 20 per 110 ibs. Packages and valuables will be taken at as reasonable Packages and valuables will be taken at as reasonable

Packages and valuables will be taken at as reasonable rates as by my other responsible Company. The Company is arranging to rapidly open its offices at all important points through the South and South-west, as a full Express. This Company are prepared to pay promptly for any toss or damage that nay occur. Orders may be left at the above Office. Orders may be left at the above Office. Orders may be left at the above Office. S. W. WILSON, Superintendent, STUAAT GWYNN, Of New York, President. E. C. PECHIN 4

A Of Philadelphia, Treasurer.
* Of Philadelphia, Treasurer.
NEW FREIGHT ROUTE TO THE SOUTH AND SOUTHWEST, via THE PHILADELPHIA.
WILMINGTON, BALTIMORE and DELAWARE RAILROAD LINES to CRISFIELD, Md. thence by RAILROAD LINES to CRISFIELD, Md. thence by the GREAT SOUTHERN INLAND STEAM NAVI-GATION COMPANY'S STEAMERS, to NORFOLK.
GATION COMPANY'S STEAMERS, to NORFOLK.
ALL CONPETING TRANSPORTATION LINES.
Shippers by this Line SAVE BOTH TIME AND SOUTH and SOUTHWEST.
THIS ROUTE OFFERS ADVANTAGES OVER
ALL COMPETING TRANSPORTATION LINES.
Shippers by this Line SAVE BOTH TIME AND SOUTH and SOUTHERS.
MONEY, The marine risk between Crisileid and Norfolk is assumed by the Company, thus offering the indecements of as ALL RAIL. BILL OF LADING, indecement as a ALL RAIL.
MUTH GUARANTIED TIME from Philadelphia TO MITH GUARANTIED TIME from Philadelphia TO MITH GUARANTIED TIME MAND SOUTH.
WESTERN POINTS.
Freights for NORFOLK, RICHMOND, PETERSBURG, and all points in VIRGINIA and NORTH BURG, and all points in VIRGINIA and NORTH BURG, and all points in VIRGINIA and NORTH BURG.
Kencepts delivered at the Depoi of P. W. and B. R. E.

CAROLINA, forwarded at as low falses as by any other Line. Freights delivered at the Depot of P. W. and B. R. R. BROAD and PRIME Streets, before FIVE P. M. will reach Nortolk TWENTY-FOUR HOURS IN AD-vance OF ANY OTHER ROUTE. This UNPRE-CEDENTED DESPATCH gives the subper of SOUTHFEN FREIGHTS from Philadelphia AD-VANTAGES NOT BEFORE OFFERED BY ANY OTHER LINE. For further information apply to CHARLES E. DILKIS, Agent Virginia and Tennessee Air Line Rallway, No. 411 CHESNUT Street. S. P. WILTBANK, General Eastern Agent Southern Inland Navigation and Delaware Raitroad Companies. No. 629 CHESNUT Street.

GET THE BEST-THE HOLY BIRLE-HARD Ing's Editions-Family, Pulpit and Pocket Bibles in beautiful styles of Turkey Morocco and antique bindings. A new edition, arranged for photographic periraits of families. WM. W. HARDING, Publisher, No. 325 CERESNUT Street, below Fourth.

2'10 P. M. Mail train for Harrisburg leaves New York at 12 noon.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottaville at 7 and 11'20 A. M., and 7'11 P. M., returning from Tamaqua at 7'30 A. M. and 1'49 and 4'15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 7'50 A. M. for Pinegrove and Trains leave Auburn at 7'50 A. M. for Pinegrove and Trains leave Auburn at 7'50 A. M. for Pinegrove and Trains leave Auburn at 7'50 A. M., for Pinegrove and Trains leave Auburn at 7'50 A. M., for Pinegrove and Trains leave Auburn at 7'50 A. M., for Pinegrove and Trains leave Auburn at 7'50 A. M., for Pinegrove and Trains leave Auburn at 7'50 A. M., and 5'25 P. M.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. all the principal points in the North and West and Canadas. The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 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. Good for 2000 miles, between all points, at \$250 each, for families and firms. BEASON TICKETS, For three, six, nine or twelve months, for holders

SEASON TICKETS, For three, six, nine or twelve months, for holders only, to all points, at reduced rates. CLERGY MEN Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half price,

at hall price, EXCURSION TICKETS, From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fares, to be had only at the Ticket office, at Thirteenth and Cal-low bill streets.

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

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 215 P. M.

PRESCRIPTION OF THE STATE AND THE STATE A FREIGHT LINES FOR NEW YORK AND

The s²20 down train and s⁴5 and 5⁴5 up trains will not stop on the Germantown branch. ON SUNDAYS. Leave Philadelphia at 9⁴5 A. M., 2, 7, 10⁴5 P. M. Leave Germantown at s⁴15 A. M., 1, 6, 9⁴5 P. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3⁴5, 5⁴5, Sand 11 P. M. Leave Chesnut Hill at 7¹0.8, 9⁴0, 1⁴0 A. M., 1⁴8, 3⁴0, 5⁴0, 6⁴0, 8⁴0 and 1⁶40 P. M. ON SUNDAYS. Leave Philadelphis at 9¹5 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7⁵0 A. M. 12⁴0, 5⁴0 and 9²8 P. M.

THE ADAMS EXPRESS COMPANY, OFFICE, No. 320 CHESNUT Street, forwards Parcies, Pack-ages, Merchandiss, Bank Notes, and Specie, either by its own lines, or in connections with other Express Com-panics, to all the pirincipal towns and cities in the United States. JOHN BINGHAM. Superintendent,

For

ket sireet, upper ferry. LINES FROM KENSINGTON DEPOT

LINES FROM:-Will leave as follows:-At 11 A, M., 450 645 PM, and 12 P. M. (Night) via Reusington and Jersey City Express Lines, Fare \$350, The 645 P. M. line will run dally. 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. At 7'30 and 10'15 A. M., S. 4'30, 5 and 12 P. M. for

Schencks. At 10 15 A. M., 3, 5 and 12 P. M. for Eddington. At 730 and 10 15 A. M., 3, 4, 5, 6 and 12 P. M., for Cornwells, Torrisdale, Holmesburg, Tacony, Brides-burg and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD, BELVIDERE DELAW Valley, Northern Pennsyl-For the Delaware River Valley, Northern Pennsyl-vania, and New York State, and the Great Laker, daily, Sundays excepted, from Kensington Depot as

ad intermediate stations. At 1915 A. M., S. 4.5, 6.8 and 12 P. M. for Wissing-

At 720 A. M. for Niagara Falls, Buffalo, Dunktrig, At 770 A. A. Elmira, Ithaca, Owego, Rochester Biughanton, Oswego, Syracuso, Great Bend, Moni-rose, Wilkesbarie, Scranton, Strondsburg, Water Gap,

At 7:30 A. M. and 3:30 P. M. for Belviders, maston,

Lambertville, Flemfngton, &c, The 3'20 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allestown, Bethle-

hem, &c. At 5 P. M. for Lamberbyllie and intermediate Sta-tions. WM. H. GATZMER, Agent,

PHILADELPHIA, GERMANTOWN AND NOR-ristown Railroad.

Pristown Railroad, TIME TABLE, On and after Thursday, November 1, 1866, until fur-

ther notice,

ther notice, FOR GERMANTOWN, Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3715, 3*55, 4, 5, 5*45, 6*10, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown, 6, 7, 739, 8, 8*20, 9, 10, 11, 12 A. M.
 1, 2, 3, 4, 4*5, 6, 650, 7, 8, 8, 10, 11 P. M. The 8*20 down train and 8*45 and 5*45 up trains will restrict on the Germantown branch.

P. M.
 FOR CONSHOHOCKEN AND NORRISTOWN.
 FOR CONSHOHOCKEN AND NORRISTOWN.
 Leave Philadelphia at6, 828, 1105 A. M., F30, 8, 439, 820, 615, 515 and 11:50 P. M.
 Leave Norristown at 5'40, 7, 7:50, 9, 11 A. M., 1'30, 4'30, 6'15 and 5 P. M.
 The 5:30 P. M. train will stop at School Lane, Wissanhickon, Manayunk, Spring Mills and Conshohockess hickon, Manayunk, Spring Mills and Conshohockess

hickon, Manayunk, Spring Mills and Commonockess only. ON SUNDAYS. Leave Philadelphia at 9 A. M., 230 and 645 P. M. Leave Norristown at 7 A. M., 5 and 830 P. M. Leave Philadelphia at 6, 330, 11°06 A. M., 1'30, 8, 4'30, 5 30, 6'15, 505 and 11'30 P. M. Leave Manayunk at 6'10, 7'30, 9'30, 11'30 A. M. 2, teave Manayunk at 6'10, 7'30, 9'30, 11'30 A. M. 2, teave Manayunk at 6'10, 7'30, 9'30, 11'30 A. M. 2, teave Philadelphia at 9 A. M., 2'30 and 6'45 P. M. Leave Philadelphia at 9 A. M., 2'30 and 6'45 P. M. Leave Manayunk at 7'30 A. M. 2'30 and 6'45 P. M. Leave Manayunk at 7'30 A. M. 2'30 and 6'45 P. M. Leave Manayunk at 7'30 A. M. 2'30 and 6'45 P. M.

Depot. NINTH and GREEN Streets. WEST JERSEY BALLROAD LINES, FROM. Not of MARKET Street (Upper Ferry. Exver FullADELPHIA AS FOLLOWS:-For Bridgeton, Salem, Millville, and all intermediate and the second street, Salem, Saleman, Salema