## From our Third Edition of Yesterday

From Washington. [Special Despatch to Bulletin.] Washington, Jan. 12.-Mr. Koontz to day finished his argument in his contested election case from the Sixteenth District, Pennsylvania. Mr. Coffroth will be heard to-morrow, when the Committee will act

The Special Committee on the Air Line railroad to New York met last night. They have invited the opposing interests to ap-pear and show cause why the bill should not

#### XXXIXth Congress—First Session. Washington, Jan. 12.

SENATE.-Mr. Grimes (Iowa) presented the petition of citizens of Arkansas, asking for the organization into a territory of a district of country lying to the west of that State, which, they assert, is now a howling wilderness, though capable of supporting a large population. Referred to the Committee on Territories.
Mr. Trumbull (Ill.) presented the memo-

rial of the American Free Trade League, asking for equality of taxation, and that no protective duties be enacted. Referred to the Committee on Finance.

Mr. Grimes gave notice that on to-morrow soon thereafter, he would introduce a bill to fix the pay and establish the number of the line officers of the U.S. Navy. Mr. Wilson (Mass.) introduced a hill to restore to the Secretary of War supervising Dowers over the acts and duties of the Com-

issioners of Indian Affairs. Referred to the Committee on Military Affairs. Mr. Norton (Minn.) offered a resolution instructing the Committee on Finance to inquire into the expediency of forming a special committee to investigate the conduct of the supervising agents of the Treasury De-

partment. Adopted.

The Senate, on motion of Mr. Trumbull, took up the bill for the enlargement of the powers of the Freedmen's bureau. House.—Mr. Hooper (Mass.), from the Committee of Ways and Means, reported a bill extending the time for withdrawing goods from public warehouses. Passed.

It provides that all goods, wares, merchandise, that may remain in public or private bonded warehouses on the 1st of April next, may be withdrawn within one year from the original importation, and until the expiration of three years. Goods may be withdrawn for consumption on the payment of duties and charges, with an additional duty of ten per centum.

Mr. Brandegee (Conn.) offered a resolu-tion asserting the Monroe doctrine. Referred to the Committee on Foreign Affairs. On motion of Mr. Raymond (N. Y.), a resolution was adopted, calling for copies of all proclamations of the President and proclamations of the Provisional Governors and all other information throwing light

on the subject of reconstruction. Mr. Johnson (Pa.) offered a resolution for an increase of pay of members of Congress portion to the increased cost of living since e same was fixed. Laid on the table; yeas, 147; navs. 5.

The House resumed the consideration of the District of Columbia suffrage bill. Pennsylvania Legislature.

HARRISBURG, Jan. 12. The Senate is not in session, having adjourned till Monday.

House.—Mr. Sturdivant offered a resolution, instructing the Ways and Means Com-mittee to prepared revised revenue laws for

the State. Postponed. Mr. McKinley offered a resolution, instructing the clerks of both Houses to hold all bills passed by the Legislature in their possession until the return of Gov. Curtin, the object being to obviate the necessity of

long adjournments. A discussion ensued as to the legality of such a course. Mr. Crossland moved to amend by providing that in the event of the death of Gov. Curtin, the bills be held by the clerks until his successor be duly elected. This amendment was afterwards

withdrawn. The resolution was then Mr. Markley moved to purchase the most improved map of the State to be placed in

the House, Adopted. The following bills were introduced by Mr. McQuay, exempting soldiers from taxation for bounty purposes. One by Mr. Watt extending the time of payment of One in reference to the Western Hose Company. One by Mr. Kerns inflicting a penalty of fifty dollars for manufacturing fire works in the builtup portions of Philadelphia.

# DABITIONAL NEWS BY THE SCOTIA.

LIVERPOOL, Saturday Evening.—The steamship Hecla, from New York, has arrived. The steamer Pennsylvania, from New

York, for Liverpool, struck a rock off Mizen Head, on the 21st of December, and had thirteen feet of water in her fore part. The West India mail steamer arrived at

Southampton, to-day, with nearly a million and a half dollars in specie. The Army and Navy Gazette believes that the British Government had resolved on a very considerable decrease in the army.

The leading feature will be the reduction of two companies in each battalion of the line, amounting in the aggregate to about

850 officers and some 16,000 non-commis sioned officers and men. One regiment of cavalry is also expected to disappear.

The Board of Trade returns for November exhibit an extraordinary increase in exports-amounting to three and a halfmillion

pounds sterling, or 29 per cent. over those of The Times has as usual its extended editorial resumé of the events of the year, a large portion being devoted to a favorbele criticism

on American affairs.

LIVERPOOL, Jan. 3.—(By telegraph to Queenstown.)—The report of the British revenue is highly favorable.

The Observer says that Gladstone is able to reduce the rate of taxation to the same

extent as last year.
PARIS, Jan. 3, P. M.—The Bourse is firmer. Rentes closed at 68f. 15c.
The North American sailed from Liverpool on the evening of Dec. 28th, for Port-

land. The following is a summary of her The steamers City of New York, Queen and Bremen arrived out on the morning of

The Nova Scotian arrived at Londonderry on the 27th. The Fenian trials commenced at Cork on

the 27th. The Times favorably criticises General

Grant's report.

The Memorial Diplomatique contradicts the reports in American papers of the abandonment of Chihuahua and Sonora. A holder of Alabama bonds states that no provision has been made to renew them or for the payment of interest.
Satterthwaite's circular says apprehen-

sions of difficulty in Mexican affairs caused American quotations to give way on the 27th, United States 5-20s closing at 641@641. The Cardinals, at a recent meeting, decided that the Pope should remain in Rome.
There was considerable alarm in Cadiz, owing to the report that a suspected priva-

The Cortez was opened Dec. 27th, by the Queen. She said her desire for peace had not prevailed, and that the commencement of hostilities was with Chili, which had refused amends for wrongs. She had recognized Italy, but should still watch the interests of the Holy See.

Commercial Intelligence.

LIVERPOOL, Dec. 30.—Sales of cotton for the week 29,000 bales, including 7,000 to speculators and 9,500 to exporters. The market is easier with a decline of 1d. on American, and is irregular for 'other description. The following are the authorized quotations: Fair. Middling. Orleans. 223d. 221d. Mobiles, 201d. 22d. Uplands,

The sales on Friday were 10,000 bales, the market closing firmer at unchanged rates. The stock in port is 370,000 bales by actual count, only 2,000 bales above the estimated anount, including 144,000 bales of Ameri-

The Manchester markets are steady. Breadstuffs are inactive and declining. Provisions quiet and steady London Money Market.

London Money Market. London, Dec. 30.—Consols closed last evening at 863a871, for money. The bullion in the Bank of England has decreased £469,000. U.S. Five Twenties 647a651. Illinois Central Railroad 781 ex-dividend Erie 57a57‡.

Marine Intellizence.

Arrived from Philadelphia, Whitehall, at

Arrived from New Orleans, Annie Kim-

ball, at Liverpool.

Arrived from Savannah, steamer Darien, at Liverpool.

Memorandum—Ship Moonbeam, from Liverpool for Boston, is at Queenstown, with loss of sails.

The Brig Neptune, from New York for Brangemouth, is on the rocks near the Berger Blyth.
Brig Frethoff, from Philadelphia for Falmouth, was abandoned. Crew saved.
The ship John Richards, from Charleston for Liverpool, put into Lamlash on the 28th, having lost her foretopmast and several sails,

&c. The mate was drowned. Part of the crew of the ship Harry of the West were landed at Liverpool by the The ship W. F. Stover, from New York, put into the Clyde, with loss of sails.

The ship Mary Richards, from Liverpool for Philadelphia, put back on the 31st.

New York Stock Markets.

New York Stock Markets.

NEW YORK, Jan. 12 — Stocks are heavy. Chicago & Rock Island. 10/5; Hilinois Central, 125; Michigan Southern, 65; New York Central, 925; Reading, 101; Hidson River, 10/5; Canton Company, 72; Rie 90/5; Ceveland & Company, 74; Carlon & Company, 74; Ceveland & Hitsburgh, 74; Pittsburgh and Fort Wayne, 94; North Wes ern, 30/5; Coupons 1852, 194; Ditto 1864, 101/5; Registred 63, 1881; 104/7; Transury 7 8 108, 98/5; 99/5; Ten-Fortles, 83/5; Gold, 188/6.

Markets,
BALTIMOBE, Jan. 12.—Flour inactive and heavy,
Wheat unchanged and receipts very moderate. Corn
dull; white sic; yellow 80c. Seeds dn.l; cloverseed st.
Provisions steady. Mess pork \$9.50! Sugars dull and
declining. Whisky steady at \$2.26;\_@\$2.27.

COURTS. NISI PRIUS.-Justice Read.-The Pennsylvania Railroad Company et al. vs. The Atlantic and Great Western Railway Company et al.

The argument in this case, as before stated, was opened yesterday by Mr. Cuy-ler, who after reciting the various acts of Assembly, incorporating the companies defendant, and he contenued that in every case the roads were local and designed for local traffic. Their routes were designated with precision, but the companies had varied from the route, and now cap the climax by proposing to unite, in order to form a grand through route from the far West to New York, leaving Philadelphia entirely out of the scheme. In regard to the claim of the respondents to connect and thus form a through route, Mr. Cuyler contended that the roads were not so located as to enable them to form the connection recognized by the acts of Assembly. As they cannot thus connect, they must, as indeed they aver they design, build a new road, which has no authority

Mr. Cuyler occupied the attention of the court until the hour of adjournment vester-This morning Mr.Geo.W. Biddle followed on behalf of the respondents. He discussed at great length the effect of the agreement of 10th January, 1860, by which the Reading Railroad Company secured an interest in the new enterprise, and by the terms of the contract provided for the city of Philadel-

phia, and secured the city against discriminations in favor of New York.

Mr. Biddle read in this connection the affidavit of Thomas W. Cunard, Engineer in Chief of the Atlantic and Great Western Railway Company. It states that "the route to the city of New York via the two railroads above named (Western Central rail-road and the Lewisburg, Centre and Spruce Creek railroad) will be one hundred miles shorter than the present route to New York used by the Atlantic and Great Western Railway Company via Salamanca over the New York and Erie railroad. Upon the two routes proposed by the Atlantic and Great Western Railway Company, one to the city of New York, and the other to the city of Philadelphia, under the other to the city of Philadelphia, under the contract with the Philadelphia and Reading Railroad Company and the East Pennsylvania Rail-road Company—the station of Port Clinton is a common point to which all freight destined either for New York or Philadelphia is taken; from Port Clinton to New York the distance over the routes we have adopted is one hundred and thirty-seven miles, from Port Clinton to Philadelphia the distance is 78 miles—the difference in distance in favor

of Philadelphia is 59 miles."
Mr. Biddle contended that self interest alone would induce these parties to use the route to Philadelphia as the shortest route according to the affidavit of the engineer. The difference in favor of Philadelphia is equal to 60 per cent., and that difference equal to the whole freight across the Atlan-Passing from this Mr. Biddle cussed the legal points involved in the question.

The case is still under argument. According to the arrangement made be-ween the Counsel, Hon. Root. J. Walker, Judge Black, and George M. Wharton, Esq., will address the court in behalf of the respondents.

Sales at Philadelphia Stock Board.

SALES AFTER F:RST BOARD,

\$500 Philada 6s new 91½ | 200 sh Read R \$5 wn 50½ 
17 sh Lehigh Nav 54 | 22 sh Lehigh Val ppg d2 
100 sh Penna R 56 | 55 sh d0 62 
100 sh Cean Oil 17 | 2000 sh Spencer Oil 11½ | 2000 sh Byencer Oil 11½ | 2000 sh Spencer Oil 11½ | 2000 sh Catawis pf 56 | 55 sh d0 | 62 
100 sh Catawis pf 520 43½ | 500 sh Era Oil 31½ | 32½ | 55 sh Academy Music 56 
100 sh Sugar Val 32½ | 55 sh Academy Music 56 
SECOND BOARD. SECOND BOARD,

\$3000 N Pa R 68 84 | 200 sh Dalzell 200 sh Phil & Erie b30 29 | 300 sh StNicholas 50 sh do 28½ |

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35,000 00 6 per cent, Loan
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DECEMBER 23, 1865.

DECEMBER 23, 1865.

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way places, from WALNUT STREET WHARF,
will leave as follows, viz:
A16A. M., via Camden and Amboy, Accom.,
A18A. M., via Camden and Jersey City Express,
A12P. M., via Camden and Amboy Express,
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A12P. M., via Camden and Amboy, Accommen and
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At 6 and 10 A.M., 2 and 5 P.M. For Mount Holly, Ewansville, Peniberton and Vincentown, At 6 A.M., and
2 P. M. for Freehold.
At 6 and 10 A.M. 12 M. 3.00, 5, 6 and 11.30 P. M. for Palmyra, Riverton, Delanco, Beverly, Edrawatar Pomyra, Riverton, Delanco, Beverly, Edgewater, Bur-lington, Florence, Bordentown, &c. The 10 A. M. sud 5 P. M. Line runs direct through to Trenton, LINES FROM KENSINGTON DEPOT will leave as follows:
At 11.15 A. M., 4.20 P. M. and 6.45 P. M. via Kensington and Jersey City Express \$3.00
At 12 P. M. (Night) via Kensington and Jersey \$2.25 City Express 2 25
The 6.45 P. M. Line will run daily, All others Sun-

The 6.30 P. Mr. Line will full daily. All beliefs days excepted.

At7.36 and 11 15 A. M., 3, 3.30, 4.28, 5 and 6,45 P. M., and 12 Midnight, for Bristol, Trenton, &c.

At 7 A. M., 1050, 3, 5, and 6 P. M. for Cornwells, rorrisdale, Holmesburg, Tacony, Wissinoming, Brides burg and Frankford and at 8 P. M. for Holmesburg and intermediate Stations.

BELVIDERE DELAWARE RAILROAD, for the Belaware River Valley. Northern Pennsylvania, and belaware River Valley, Northern Pennsylvania, and iew York State, and the Great Lakes. Two through tains daily (Sundays excepted) from Kensington De ot, as follows: rains daily (Sundays excepted) from Kensington Depot, as follows:

At 7.30 A. M. and 3.30 P. M., for Niagara Falls, Buffalo, Lunkirk, Canandaigua. Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend. Montrose, Wilkesbarre Scranton, Stroudsburg, Water Gap, Belvidere, Enston, Lambertville, Plemngton, &c. The 3.30 P. M. Line connects direct with be Train leaving Easton for Mauca Chunk, Allengroun, Bethletem, &c.

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LINES-From foet of Market street
Upper Ferry. Daily, oxcept Bundays. FALLAND
WINTER ARRANGEMENT,
Commencing WEDNESDAY, NOVEMBER 15th,
1865.

Winter Arrangement, Commencing Weddings, at 9 A. M. and 3.39 P. M. For Bridgeton, Saiem, and all Stations on West Jersey and Salem Raliroads, at 9 A. M. and 3.39 P. M. For Millville and all intermediate Stations, at 9 A. M., and 3.70 P. M. EFOr Cape May and intermediate Stations, at 9 A. M., to Millville connecting with freight train (Passenger car attach d) for Cape May, due 3.45 P. M., and 3.00 P. M. For Grassboro' and intermediate Stations, at 9 A. M., 3 and 3.30 P. M. For Woodbury, Gloucester, &c., at 9 A. M., 3, 3.30, and 3.30 P. M. Freight train will leave Poilladelphia from Sandford's Wharf at 10 A. M., and Camden, at 12 M. THE WEST JERSEY EXPRESS COMPANY Will attend to all the usual branches of LAPRESS BUSNESS, receive, deliver, and forward, through other responsible Express Companies, to all parts of the country, any article entrusted to them. A Special Messenger accompanies each through train. Office, No. 5 Walnut street.

TRAVELING GUIDE.

NORTH PENNSYLVANIA R
R.—THE MIDDLE ROUTE—
snortest and most direct line to Bethlehem, alientown
Meach Chunk, Hazleton, White Haven Wilkesbarre,
Mannoy City, and all points in the Lehigh and Wyoj
ming Coal Regions.
Passenger Depots in Philadelphia, THIRD street
above Thompson, and corner of BERKS and AMERI
CAN streets.

Passenger Bepots in Philadelphia, THIRD street above Thompson, and corner of BERKS and AMERI CAN streets.

WINTER ARRANGEMENT.

On and after Monday, Nov. 20th, 1855, Passenger trains leave the Depot, Third street, above Thompson, daily (Sundays excepted), as follows:

AT 7.20 A. M.—Morning Express for Bethlehem and and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Ballroad for Allentown, Catasauqua, Slatington, Manch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys; also, in connection with Lehigh and Wabanoy Railroad for Mahanoy City, and with Catawissa Ballroad, for Rupert, Danville, Milton and Williamspert. Arrive at Manch Chunk at 11.45 A. M.; at Wilkesbarre at 2.45 P. M., at Mahanoy City and with Catawissa Ballroad, for Rupert, Danville, Milton and Williamspert. Arrive at Manch Chunk at 11.45 A. P. M. Passengers by this train can take the Lehigh Valley, Train, passing Bethlehem at 12.00 M. for Easton and points on New Jersey Central Railroad to New York Train, passing Bethlehem at 12.00 M. for Easton and points on New Jersey Central Railroad to New York at 100 M. for Easton and Principal Intermediate Stations. Passengers for Willow Grove, Hatboro and Hartsville, by this train, take Stage at Old York Road.

AT 10 A. M.—Accommodation, for Fort Washington, stopping at all intermediate Stations. Passengers take thory and principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem and Principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh Valley Train for Easton, reaching there at 6.45 P. M.—Passengers for Plainfield, Somerville and other points on New Jersey Central R.R. take N. J. C. Train at Easton, which arrives in New Yerk at 10 P. M. Passengers for Summeytown take stage at North Walles, and for Nazareth at Bethlehem and for Greenville at Quakertown

and for Nazareth at Bethlehem and for Greenville at Quakertown
AT 4.15 P. M.—A commodation, for Doylestown, stopping at all intermediate Stations. Passengers for twillow Grove, Hatboro' and Hartsville take stage at Abington: for Lumberville at Doylestown, AT 5.15 P. M.—Through Accommodation, for Bethlehem and all Stations on main line of North Pennsylleraria Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for points on Lehigh Valley Railroad and for Danville, Williamsport and Catawissa Railroad.
AT 6.15 P. M.—Accommodation, for Lansdale, stopping at all intermediate Stations.
At 11 P. M. Accommodation, for Vanhances.

ping at all intermediate Stations.
At II P. M. Accommodation for Fort Washington.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.25 and 10.02 A. M., and 6.15 P. Passengers leaving Easton at 9.30 A. M., connect at Bethlehem and arrive in Philadelphia at 12.55 P. M., Passengers leaving Wilkesbarre at 1 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia

at Bethlehem at 6.15 P. M., and arrive in Philadelphis at 3.45 P. M.

Leave Doylestown at 6.20 A. M. 8.15 and 5.20 P. M.

Leave Lansdale at 6.10 A. M.

Leave Lansdale at 6.10 A. M.

Leave Fort Washington at 10.50 and 2.15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 A. M.

Philadelphia for Doylestown at 3 P. M.

Doylestown for Philadelphia at 7.20 A. M.

Bethlehem for Philadelphia at 4 P. M.

Fifth and Sixth Streets Passenger Cars conv y pasengers to and from Berks Sireet Depot.

White Cars of Second and Third Streets Line convey passegues to Third Street bepot.

Tickets must be procured at the Ticket Offices, THIRD attreet of BERKS street, in order to secure the lowest rates of fare.

Hillman's Baggage Express will calt for and deliver Baggage at the Depot.

Baggage at the Depot.
Office, No. 113 South THIRD street. Office, No. 118 South THIRD street.

PENNSYLVANIA CENTRAL

WINTER ARRANGEMENTS.

The trains of the Pennsylvania R. B. will leave the
New Depot at Thirtieth and Market streets.

The cars of the Market Street Passenger Rallway
run to and from this Depot. They also leave Front
street every two minutes, commencing one hour previous to the time of departure of each Train and allow
about 20 minutes for a trip. Theh cars are in waiting
on the arrival of each Train to convey Passengers into
the city, and connections are made with all roads crossng Market street.

ON SUNDAYS—Cars leave Eleventh and Market
street at 6.35 P. M., to connect with the Pittsburgh and
E-le Mail, and at 10.25 P. M. with Phindelphia Exdress. dress.

Mann's Baggage Express will hereafter be located at
%0. 31 South Eleventh street. Parties destring Baggage
taken to the trains, can have it done at reasonable raise

tipos application to him.
TRAINS LEAVE AND ARRIVE AT DEPOT ERIE EXPRESS at 7.30 A. M. at 8.00 A. M. 10.00 M. 12.00 M. 1.00 P. M. 2.30 " 4.00 u 5.20 " EATHESS
MAIL TRAIN
PAOLI ACCOM, No. 1
FAST LINE.
PARKESBURG,
HARRISBURG ACCOM,
LANCASTER ACCOM,
PAOLI TRAIN, No. 2
PITTSBURGH & ERIE MAIL
PHILADELPHIA EXPRESS .. 7.30 4 11.10 # CINCINNATI EXPRESS,
PHILADELPHIA EXPRESS
PAOLI ACCOM., No. 1
PAREESBURG
ERIE EXPRESS " 1.30 A. M.
" 7.10 "
" 8.20 " PARRESBURG ERIE LYPRESS LANCASTER TRAIN FAST LINE PAOLI ACCOM., No. 2, I-AY EXPRESS HARRISBURG ACCOM., Debigadelphia Express leav 11.20 " 12.30 P. M 12.30 P. M 1.110 " 14.40 " 15.45 " 18.40 "

HARRISBURG ACCOM., "8.40 "

HARRISBURG ACCOM., "8.40 "

Philadelphia Express leaves daily. Pittsburgh and Erie Mail leaves daily (except Saturday). All other Trains daily—except Sunday.

The Pennsylvania Raniroad Co. will not, assume any risk for Ragsgeg, except for Wezring Apparel, and limit their responsibility to One Hualized Dolliars in value. All Bagsage exceeding that amount in value, will be at the risk of the owner, unless taken by special contract. For further information, as to time and connections, tee bills and framed cards, or apply to.

Ticket Agent, at the Depot.

An Emigrant Train runs daily axcept Sunday. For full information as to fare and accommodations, apply to FRANCIS FUNK. No. 137 Dock street.

PHILADELPHIA. GERMAN.

MEDICAL TOWN AND NORRISTOWN RAILFOAD.—TIME TABEL—On and after WEDNESDAY, November 1st, 1865, until further notice.

Leave Philadelphia—6, 7, 8, 9, 10, 11, 12, A. M.; 1, 2, 2.10 minutes, 38, 1, 5, 58, 6, 7, 8, 9, 10, 11, 12, P. M.

Leave Germantown—6, 7, 74, 8, 82, 9, 9, 11, 12, A. M.; 1, 2, 3, 4, 44, 6, 62, 7, 8, 9, 10, 11, 12, P. M.

The 820 down train, and the 3% and 5% up trains do

minutes, 3½, 4, 5, 5½, 6, 7, 8, 9, 10, 11, 12, P. M.
Leave Germantown—6, 7, 7½, 8, 829, 9, 10, 11, 12, A. M.;
1, 2, 3, 4, 4½, 6, 5½, 7, 8, 9, 10; ii P. M.
The 8.20 down train, and the 3½ and 5½ up trains de net stop on Germantown Branch.
ON SUNDAYS.
Leave Philadelphia—9, 10 minutes, A. M.; 2, 7 and 10½, P. M.
Leave Germantown—8 A. M.; 1, 6 and 9½, P. M.
CHLSTNUT HILL RAILROAD.
Leave Philadelphia—6, 8, 10, 12, A. M.; 2, 3½, 5½, 7, 9, and 11, P. M.
Leave Chestnut Hill—7, 10 minutes, 8, 8, 40, and 11, 40 A.
M.; 140, 340, 540, 640, 840, and 10, 40 P. M.
Leave Philadelphia—9, 10 minutes, A. M.; 2, and 7 P.M.
Leave Chestnut Hill—7,40 minutes, A. M.; 2, and 7 Leave Chestnut Hill—7.40 minutes, A. M.; 12.40, 5.40 and 9.25 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia—6, 8.35, 11.05 minutes, A. M.; 1½, 5, 4½, 5½, 6½, 5.05, and 11½, P. M.
Leave Norristown—52, 7, 7.50, 9, 11, A. M.; 1½, 4½, 6

Lenve Norristown-5½, 7, 7.50, 9, 11, A. M.; 1½, 4½, 6 and 8 P. M.

The 5½ P. M. train will stop at School Lane, Wissahlekon, Manayunk, Spring Mills and Conshohocken only. hiekon, Manayunk, Spring Mills and Conshohocken only.

ON SUNDAYS.

Leave Philadelphia—9 A. M., 2½, and 7 P. M.,

Leave Norristown—7 A. M. and 5 P. M.

Leave Philadelphia—9, 8.35, 11.65 A. M.; 1½, 3, 4½, 5½, 6½, 8.05, and 11½ P. M.

Leave Manayunk—6½, 7½, 8.20, 9½, 11½, A. M.; 2, 5, 6½, and 8, P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½ and 7 P. M.,

Leave Manayunk—7½ A. M.; 5½ and 8 P. M.

W. T. WILSON, General Superintendent,

Depot, Ninth and Green streets.

FOR NEW YORK-BY THE NEW
RAILROAD ROUTE FROM CAMDEN.
LOW FARE.
ON AND AFTER MONDAY, JAN. 8tH, 1886,
the Express Train of the Raritan and Delaware Bay
Railroad will leave Camden, from Vine Street Ferry Railroad will leave Camden, from Vine Street Ferry at 1P. M.
Lhrough in five hours. Fare \$2.00, Excursion Tickets good for three days, \$3.00.
Frieight Train leaves at 12 10 P. M. and arrives in New York next morning.
FROM NEW YORK, Express line leaves Pier No. 3 at 12:20 P. M. and arrives in Camden at 5.30 P. M.
Freight and Accommodation line leaves at P. M. and arrives at Camden at 11 P. M.
Freight taken at low rates. Apply to L. B. Cole, Agent Cooper's Polit, Camden.
186-16 W. S. SNEDEN, Superintendent.

Agent Cooper's Point, Camden.

W. S. SNEDEN, Superintendent.

OFFICE OF THE ADAMS EXPRESS COMPANY, 320 CHEST.

NUTSTREET PHILADELIPHIA, January 27th, 1852.

The Adams Express Company have enlarged their facilities at Washington, D. C., by building a Hallroad Depot, and having acquired additional capacity for transportation, are now prepared to forward Heavy Express freights, Packages and Parcels to Washington, Georgetuwn, Alexandria, Annapolis, Frederick, Adamstown, Fortress Monroe, and other rices South, occupied by the army, at greatly reduced. Adeas to the cocupied by the army, at greatly reduced. Adamstown, Fortress Monroe, and other rices South, occupied by the army, at greatly reduced. Astes.

Special agreemens made for Merchanduse in large lots. Suler's goods and army supplies at sautafactory prices, on application at our office. Soldiers' parcels taken at much less than our usual rates.

Heavy and bulky packages received and receipted for at our depot, Southeast corner of BROAD and LOOUST streets.

JOHN BINGHAM, Superintendent.

Superintendent.

Superintendent.

Superintendent.

WILMINGTON AND BALTI
MORE RAILEOAD VIA BALTITMORE AND OHIO

RAILROAD.

THROUGH FREIGHT DEPARTMENT,

DEPOT, BROAD STREET, ABOVE CHERRY.

The undersigned will continue the General Freight

Agency of the Philadelphia, Wilmington and Haltitmore Railroad, for Philadelphia, by way of the above

route to the West.

Ehippers and the public generally are assured that
the oreanization of throngs the sales are assured that conte to the West.

Shippers and the public generally are assured that the organization of through trains secures to Freight regular transit and prompt delivery to all parts parts.

For through rates and further information, apply to A. OWTON & OV.

General Freight Agents,
IOHN S. WILSON, Freight Agent,
1917-17 Office, Sixth street, above Obestinit, office, Sixth street, above chestent,

Win'i ER A REANGEMENTS.—On and after WED.

WIN'I ER A REANGEMENTS.—On and after WED.

NESDAY October 18th, 1885, the trains will leave Philadelphia knibrad, corner of Thirty dirst and Jarket, safelphia Railrada, corner of Thirty dirst and Jarket, streets, (West Philadelphia,) at 8.05 A. M., and 4.30 P. M.

Leave Oxford at 6.50 A. M., and 3.10 P. M.

The train leaving Philadelphia at 8.53 A. M.; connects at Oxford with a daily line of stages from Peach Bottom to Lancaster. Returning leaves Peach Bottom to connect at Oxford with the afternoon trein for Philadelphia, Passesgers are allowed to take wearing apparel only as baggage, and ia no case will the Company be responsible for an amount exceeding \$100.

H. WOOD, General Superintendent.

TRAVELING GUIDE. BEADING BAILROAD.

GREAT TRUNK LINE FROM
FHILADELPHA TO THE INTERIOR OF PENNSYLVANIA, THE SORUYLKILL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALCES,
MIL YOUR WORTHWEST and the CANADAS. THE NORTH, NORTHWEST and the CANADAS, WINTER ARRANGEMENT OF PASSENGER TRAINS leaving the Company's Depot, THIB. TEENTH and CALLOWHILL Streets, Philadelphia at the following hours:

WINTER ARRANGEMENT OF PASSENGER TRAINS leaving the Company's Depot, THIRTEENTH and CA LLOW HILL Streets, Philadelphia at the following hours:

At 8 A. M., MORNING MAIL.

Pottaville, Pine Grove, Tamagua, Sunbury, Wilkamsport, Elmira, Rochesler, Niagara Falls, Buñalo; Allendown, Wilkesbarre, Pitiston, York, Carlisle, Ohambersburg, Hagerstown, &c., &c.

This train connects at READING with the East Pennsylvania Ballroad trains for Allentown, &c.; and the the Leanon Valley train for Harrisburg, &c., at PORT CLINTON with Catawissa Ballroad trains for Williamsport, Lock Haven, Emira &c., at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

Leaves Philadelphia at 3:39 P. M. for Reading, Pottaville, Harrisburg, &c., connecting with Reading and Columbia P. R. trains for Golumbia &c., and with Catawissa Ballroad train for Milton, Williamsport, Elmira, Buñalo, &c. Beading at 6:30 A. M., stopping at all waystations; arrives in Philadelphia at 9:30 A. M.

Returning, leaves Philadelphia at 4:30 P. M.; arrives in Resading at 7:55 P. M.

M., and Pottsville at 8:30 A. M., stopping at 1:45 P. M., afternoon trains leave Harrisburg at 7:25 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 7:55 P. M. Afternoon trains leave Harrisburg at 7:55 P. M., with a Passenger car attached, leaves Philadelphia at 7:50 P. M., with a Passenger car attached, leaves Philadelphia at 1:45 P. M., and Harrisburg at 9:00 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 2:15 P. M. and Harrisburg at 7:55 P. M. Afternoon for Reading and all ways stations; leaves Reading 1:25 P. M. and 2:25 P. M. and 2:2

plifs, returning from Downingtowr at 7.05 A. M. and 2 30 Noon.

NEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST.

Leaves New York at 9.00 A. M. and 8 P. M., passing Reading at 1 A. M., and 1.48 P. M., and connecting at Harrisburg with Pennsylvania, and Northern Central Raisroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Raltimore, &c.

Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 8 and 9.05 A. M., passing Reading at 4.49 and 10.82 A. M. arriving at New York 19 A. M., and 2.45 P. M. Sleeping Car accompanying these trains through between Jersey City and Pittsburgh, without charge.

Mail train for New York leaves Harrisburg at 1.45 P.

M. Mail train for New York leaves New York at B. Noon.

M. Mall train for Harrisons 1000.

SCHUYLKULL VALLEY RAHROAD.

Trains leave Pottsville at 6.45, 11 A. M. and 7.15 P. M., returning from Tamaqua at 7.35 A. M., and 1.40 and 4.15 P. M. ALIS P. M. ALLINGUS AND SUSQUEHANNA RAILROAD.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7.45 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont returning from Harrisburg at 4.00 P. M. and from Tremont at 7.00 A. M. and 6.00 P. M.
TICKETS.
Through 'first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

to all the principal points in the North and West and Canadas.

The following tickets are obtained only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolis, General superintendent, Reading.

COMMUTATION TICKETS,

At 25 per cent., discount between any points desired for families and firms.

MILEAGE TICKETS,

Good for 2,000 miles, between all points, at \$52 50 each, for families and firms.

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

Residing on the line of the Boad will be furnished with cards, entitling themselves and wives to tickets at half-fare. half-fare,
EXCURSION TICKETS,
From Philadelphia to principal station

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be had only at the Ticket Office at Thirteenth and Callow-hill streets. FREIGHT. FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow Streets.

Leave Philadelphia daily at 5.30 A. M., 12.55 noon and 5 P. M., for Reading, Lebanon, Harrisburg, Pottsville, 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.

For Company 1. PHILADELPHIA WILMING.

cipal Stations only at 2.15 P. M.

PHILADELPHIA, WILMINGPHILADELPHIA, WILMINGPHILADELPH

Linwood, Claymont, and all regular stations between Wilmington and Baltimore.

Express Train at 2.45 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont Wilmington, Newark, Elkton, North-East, Perryville, Havre-de Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.

Night Express at 11.15 P. M. for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville and Havre-de-Grace.

Passengers by boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the 9.15 A. M., Train.

As an additional accommodation for those holding through tickets for Baltimore, Washington and Southern points, a special car will leave the Philadelphia bepot at 11.30 A. M., connecting at Gray's Ferry with the Morning Express train from New York WILMINGTON ACCOMMODATION TRAINS, stopping at all stations between Philadelphia and Wilmington. mington. Leave Philadelphia at 8.15, 11.15 A.M., 8.30, 5 00 and 7.00 P. M. The 3.30 F. M. train connects with the Dela-ware Raliroad for Milford and intermediate stations. Leave Wilmington 7.00, 8.15 and 9.30 A. M., 3,00 and 5 00 P. M. rains for Newcastle leave Philadelphia at 8.15 A.

Trains for Newcastle leave Philadelphia at 8.15 A. M., 3.30 and 5.00 P. M.

THROUGH TRAINS FROM BALITIMORE
Leave Winnington at 12.00 M., 4.30 and 9.55 P. M.,

CHESTER FOR PHILL DELPHIA.

Leave Chester at 8.01, 8.58 and 10.14 A. M., 12.36, 3.48, 5.01, 5.44 and 10.29 P. M.

From Baltimore to Philadelphia.—Leave Baltimore 8.25 A. M., Way Mail. 1.10 P. M., Express. 6.35 P. M., kxpress. 9.25 P. M., Express. An Accommodation Train for Havre-de-Grace and intermediate stations, will leave Baltimore at 4.10 P. M., Trains for Baltimore leave Chester at 9.52 A. M., Trains for Baitimore leave Chester at 9.52 A. M., 3.23 and II.30 P. M.
Trains for Baltimore leave Wilmington at 12.27, 5.13 10.33 A. M., and 4.00 P. M.
SUNDAY TRAINS.
Express Train at 4.05 A. M. for Baltimore and Washlogton, topping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Pan.

Grace, Aberdean, Perryman's, Magnolia and Stemmer's Run.

Night Express 11.15 P. M. for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymon, M. Wilmington, Newerk, Elkton, North-East, Perryvil'e and Havre de Grace.

A Special Train will leave Philadelphia for Wilmington and Intermed ate Stations at 9.0 P. M.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 9.25 P. M., stopping at Havre do Grace, Perryville and Wilmington. Also stop at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) or Washington.

A special train will leave Wilmington for Philadels.

Mashington,

A special train will leave Wilmington for Philadelphia and Intermediate Stations at 6.30 P. M.

Freight train with passenger car attached will leave Wilmington for Perryville and intermediate stations at 6.00 P. M.

H. F. KENNEY, Superintendent. 1888. PHILADELPHIA AND
ERIE RAILROAD. 1885.
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Krie, on
Lake Erie. are rate. It has been leased and is operated by the Pennsyl-

It has been leased and is operated by the Pennsylvania Railroad Company.

Time OF PASSENGER TRAINS AT PHILADELPHIA.

Erie Mail Train

100 P. M.

Erie Mail Train

110 A. M.

Erie Mail Train

720 P. M.

Rrie Express Train

110 A. M.

Erie Mail Train

720 A. M.

Passenger cars run throughon Erie Mail and Express
Trains without change, both ways, between Philadel.

phia and Erie.

NEW YORK CONNECTION.

Leave New York at 6 dv P. M., arrive at Erie 3 37 A. M.

Leave Rrie at 155 P. M., arrive at New York 1,15 P. M.

No change of cars between Erie and New York.

Elegant Steeping Cars on all Night Trains.

For information respecting Passenger outsiness amply at corner THIRTIETH and MARKET streats.

information respecting Passenger dusiness amply ner THIRTIETH and MARKET streets, Philaat corner Tribitation and Market States, and delphia.

And for Freight business, of the Company's Agents:
S.B. Kinsston., Jr., corner Thirteenth and Market
St. Philadelphia, J. W. Reynolds, Erie,
William Brown, Agent, N. C. K. K. Baltimore,
H. H. HOUSTON,
General Freight Agent, Philadelphia,
H. W. GWINNER,
General Ticket Agent, Philadelphia,
A. L. TY LER,
General Sup'L., Williamsport,

WEST CHESTER AND PHILA-DELPHIA RAILROAD, VIA WINTER ARRANGEMENTS, On and after WEDNESDAY, October 18th, 1865, the On and after WEDNESDAY, October 18th, 1865, the trains will leave as follows:

WEST CHESTER TRAINS,
Leave Philadelphia for West Chester 8.05, 11.00 A. M.,
2.15, 4.35 and 8.00 P. M.
Leave West Chester for Philadelphia 6.45, 8.15, 10.45
A. M. 1.40, 4.35 P. M.
Trains leaving West Chester at 8.15 A.M. and leaving Philadelphia at 4.30 P. M., will not stop at Pennelton, and will stop below B. C. Junction at Media only,
PENNELTON TRAINS:

Leave Philadelphia for Pennelton 4.00 and 11.00 P. M.
Leave Pennelton for Philadelphia 9.02 A. M., 6.20

P. M. Leave Pennelton for Philadelphia 9.02 A. M., 6.20-P. M. Leave Pennelton for Philadelphia 9.02 A. M., 6.20-P. M.

These Trains stop at all intermediate Stations.
ON SUNDAYS—Leave Philadelphia at 8.30 A. M., and 2.00 P. M.

Leave West Chester 7.55 A. M and 4.00 P. M.

Trains leaving Philadelphia at 8.05 A. M. and 4.35 P.
M., and leaving West Chester at 8.15 A. M., and 4.35 P.
M., connect at B. C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points;

Agr Presenters are allowed to take wearing apparel only as Biggage, and the Company will not, in any case, be responsible for an amount exceeding one unit-dred dollers, unless a special contract is made for the same.

HENRY WOOD, General Superintendens