# From our Third Edition of Yesterday

XXXIXth Congress-First Session. WASHINGTON, Jan. 22. SENATE,-Mr. Sumner (Mass.) presented the memorial of the Boston Board of Trade, asking for the passage of a law to exempt Northern creditors from the operations of the Southern statutes of limitation. Re-

ferred to the Committee on the Judiciary.

Mr. Clark (N. H.) called up the bill in relation to the qualifications for jurors, providing that no person shall be disqualified from acting on a grand or petit jury by reason of his having formed or expressed an opinion upon the matter to be submitted to such jury, founded upon public rumor, newspaper statements, etc. It was made the special order for Thursday next.

The bill for the enlargement of the Freed-men's Bureau was taken up, the pending question being upon Mr. Cowan's amend-ment to limit the jurisdiction of the Bureau

to the States lately in rebellion.
[House-Continued from Second Edition.]
Mr. Radford (N. Y.) introduced a bill admission of the State of providing for the admissi Colorado into the Union.

Several resolutions were introduced in-structing the Committee on Ways and o inquire into the expediency of taxing tobacco in the leaf and the expediency of reducing the tax on common to

Mr. Stevens (Pa.) introduced a resolution, which was adopted, instructing the Committee on the Judiciary to inquire whether further legislation is necessary to compe

ormpliance with the law requiring all officers to take the test oath.

Mr. Williams (Pa.) introduced a resolution, which was referred to the Committee on Reconstruction, declaring that the leaders of the rebellion ought to be tried by courtmartial or a military commission, and it would be inexpedient to try them by civil court, when the jurors in the South, would

be the equals of those accused, in crime.

Mr. Stevens from the Committee on Reconstruction reported an amendment to the Constitution of the United States, providing that representation and taxation shall be based on the whole number of persons, provided in States where the elective franchise is denied or abriged on account of race or olor, all such persons shall be excluded from the basis of representation.

Markets.

BALTIMORE, Jan. 22d.—Flour isfirm for the higher grades.—Howard Superfine, 8; 8; 6, family, \$12.20. Corn white steady at 88c., yellow dull at 76c. Oats heavy Coffee firm, Rio 18@24c. in gold. Provisions steady Whisky firm at \$2.3c.

New York Stock Market.
Stocks are heavy: Chicago and Rock Island, 101%;
Cumberland preferred, 46%; N. Y. Central, 9214; Reading, 101; Hudson River, 103%; Canton Company, 44%;
Missouri 63, 77; Erle, 85%; Western Union Telegraph, 50%; U. S. Coupons, 1852, 103, Coupon Ten-Forties, 93;
Treasury 7 3 10, 88%; Gold, 1334.

Personal. Joseph Parker, of Stoneham, Me., who is 90 years old, has a hundred and five grand-children and great grandchildren living. Six of his grandsons and three of his great grandsons were in the Union army. Seven of them came home without having received a wound, one was wounded in the arm, and one, belonging to the 13th Maine regiment, was made prisoner at Richmond and died at Belle Isle. The old gentleman is hale and hearty. Henry L. Diffenbach, has retired from the

Clinton Democrat, published at Lock Haven Pa., and is succeed by J. H. Orth, Esq. S. S. Brooks, one of the earliest newspaper publishers west of the Allegheny Mountains, died in Quincy, Illinois, on the 11th

Three sudden deaths have occurred at New Brunswick, N. J., within a few days past; that of Mrs. Lydia Buckelow, Mr. Kimble Dunham, and J. V. M. Wyckoff,

Esq.
Mr. Philip North, a native of England, and for many years a citizen of Bellefonte, was found dead on the ficor of the Presbyterian church in this place, on Saturday evening. Mr. North was sexton of the church, ing. Mr. North was sexton or the charter, and was, previous to the discovery of his duties of attending the fires and preparing the church for the evening services.

A Tennessee lady was in Washington, interceding for a pardon for her rebel hus-band. Her application to the President was well received, and he treated her with great consideration and kindness. In speaking of her interview with him, the lady remarked, that the President was very cordial and gracious, spoke very kindly of her husband and her family, and invited her to stay at the White House while she remained in Washington. "Well," said her friend, "you accepted the President's hospitality?" "No," remarked the lady, " we never knew the

Johnsons.' The Columbus (Ga.) Sun understands that a company of prominent gentlemen of that city will leave for Mexico at an early day. Among them is Judge W. G. Swan, formerly of Knoxville, and an ex-member of the rebel Congress, who for some time ast has been following his profession at columbus. The Sun says the number of Columbus. colonists will be increased at New Orleans to some twenty-six persons.

A TERRIBLE AFFRAY occurred Saturday on a train of cars on the Memphis and Nashville Railroad. The train was near Collierville, thirty miles west of Memphis. Two colored soldiers, probably intoxicated, were on board. One of them charged a white man with stealing his canteen. The white man thereupon assailed the negro, when the latter drew a pistol and shot him dead. Miscellaneous shooting then com-menced between blacks and whites, in which one white man was severely and several slightly injured. The negro who killed the white man jumped off the train, but his comrade was riddled with bullets, and had his throat cut from ear to ear.

MURDER.-Daniel Conner, one of the most respectable citizens of Floyd county, Va. was murdered on the 15th ultimo, at the house of Riley Sowders, by a man named Joseph T. Jett. The murderer made his

escape.	•
Sales at Philade	lphia Stock Board.
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1300 do July 983	100 sh Maple Shade 41-1 200 sh Catawis pf b5 417
200 sh Ocean Oil b30 16	100 sh do b30 425
30 sh Hestonville 31	200 sh McElrath
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Salisbury, Mills rd and intermediate stations.
Way-mail Train, at A.M. (Sandays excepted), for Baltimore, stopping at Chester, Thurlow,
Linwood, Claymont, and all regular stations between
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Express Train at 245 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,
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Pessengers by boat from Baltimore for Fortress
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As an additional accommodation for those holding
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P. M. The 3.50 F. M. train connects with the Delaware Hallroad for Milford and Intermediate stations.

Leave Wilmington 7.00, 6.15 and 9.30 A. M., 3.00 and

Leve Wilmington 7.00, 8.15 and 9.30 A. M., 3.00 and 5.00 P. M.

Trains for Newcastle leave Philadelphia at 8.15 A. M., 8.50 and 5.00 P. M.

TRIROUGH TEALINS FROM BALTIMORE
Leave Wilmington at 12.00 M., 4.30 and 9.55 P. M.

CHESTER FOR PHILL DELIPHIA.

Leave Chester at 8.01, 8.35 and 10.14 A. M., 12.36, 3.43, 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., Express. 9.35 P. D., Express.

An Accommodation Train for Havre-de-Grace and intermediate stations, wiil Jeave Baltimore at 4.10 P.M.

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Trains for Baltimore leave Wilmington at 12.77, 5.13 10.33 A. M., and 4.50 P. M.

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Express Train 4.05 A. M. for Baltimore and Wash
Express Train 4.05 A. M. for Baltimore and Wash
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Express Train at A.6 A. M. for Baitimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run. Grace, Aberdeen, Perryman's, languous and Steiner's Run.

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

washington.

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.

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A. M., 1.49, 4.35 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. 6.00 Leave Pennelton for Philadelphia 9.02 A. M., 6.20 P. M.

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

Trains leaving Philadelphia at 8.05 A. M. and 4.30 P. M., and leaving West Chester at 8.15 A. M. and 4.30 P. M., connect at B. C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points.

AF Passengersjare allowed to take wearing apparel only as Baggage, and the Company will not, in any case, be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

HENRY WOOD, General Superintendent 1865. PHILADELPHIA AND
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie, on
Lake Erie.
- It has been decorated by the Pennsyl-

Large Erie.

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

TIME OF PASSENGER TRAINS AT PHILLDELPHIA

ABRIVEEASTWARD.

Frie Mail Train

100 P. M.

Erie Express Train

1100 A. M.

Erie Mail Train

720 A. M.

Erie Express Train

720 A. M.

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

Leave New York at 600 P. M., arrive at Erie 3 37 A. M.

Leave Erie at 155 P. M., arrive at New York 1.15 P. M.

Nochange of cars between Erie and New York.

Elegant Sleeping Cars on all Night Trains.

For information respecting Fassenger onsiness amply storner THIRTIETH and MARKET streets, Philadelphia.

And for Freight business, of the Company's Agents:

toorner THIRTIETH and MARKET streets, Phile And for Freight business, of the Company's Agents:
And for Freight business, of the Company's Agents:
B. B. Kingston, Jr., corner Thirteenth and Market at Philedelphia, J. W. Reynolds, Eric.
William Brown, Agent, N. C. B. E. Baltimore,
William Brown, Agent, N. C. B. E. Baltimore,
General Treket Agent, Philadelphia,
General Ticket Agent, Philadelphia,
A. L. Tyl LER.
General Sup's, Williamsport,

TRAVELING GUIDE.

NORTH PENNSYLVANIA R shortest and most direct line to Bethlehem, Allentown Hauch Chunk, Hazleton, White Haven Wilkesbarre, Habanoy City, and all points in the Lehigh and Wyo! ifabanoy City, and all points in an ing Coal Regions.
Passenger Bepots in Philadelphia, THIRD street bove Thompson, and corner of BERKS and AMERI

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

WINTER ARRANGEMENT.

WINTER ARRANGEMENT.

WINTER ARRANGEMENT.

On and after Monday, Nov. 20th, 1885, Passenger trains leave the Depot, Third street, above Thompson, daily (Sundays excepted), as follows:

AT 7.39 A. M.—Morning Express for Bethlehem and and Frincipal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Alientown, Catasauqua, Slatington, Mancholaunk, Weatherly, Jeanswille, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wanning Valleys; also, in connection with lehigh and Mahanoy Railroad for Mehanoy City, and with Catawissa Railroad, for Rupert, Dauville, Milton and Williamspert. Arrive af Mauch Chunk at 11.5 A. M.; at Wilkesbarre at 245 P. M.; at Mahanoy City at S. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 12.00 M. for Eason and points on New Jersey Central Railroad to New York.

AT 8.35 A. M.—Accommodation, for Dovlestown.

yallcy Train, passing Esthlehem at 12.00 M, for Easton and points on New Jersey Central Railroad to New York.

AT 8.35 A. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Har syille, by this train, sake Stage at Old York Road.

AT 10 A. M.—Accommodation for Fort Washington, stopping at all intermediate Stations.

At 12.0 P.M.—Accommodation for Doylestown, stopping at all intermediate Stations.

At 2.30 P.M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope.

AT 3.30 P. M.—Evening Express for Bethlehem and principal Stations on the North Pennsylvania Railing close connection at Bethlehem with Leligh Valley Train for Easton, reaching there at 6.45 P. M.—Essengers for Plainfield, Somerville and other joints on New Jersey Central R.R. take N. J. C. Train to Easton, when arrives in New York at 10 P. M. Passengers for Sunneytown take stage at North Walce, the One Easton of New Accommodation for Presentile at Onskertown.

AT 4.35 P. M.—Accommodation for Doylestown.

sind for Nezareth at Bethlehem and for 6 reenville at [AT 4.15 P. M.—Accommodation, for Doylestown, AT 4.15 P. M.—Accommodation, for Doylestown, shopping at all internediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville take stage at Abligaton: for Lunberville at Doylestown.

AT 5.15 P. M.—Through Accommodation, for Bethlehem and all Stations on main line of North Pennsylvania Raliroad, connecting at Bethlehem with Lehigh Valley Evening Train for points on Lehigh Valley Rallroad and for Danville, Williamsport and Catawissa Patiense. AT 6.15 P. M.—Accommodation, for Lansdale, stop-

ing at all intermediate Stations.

At II P. M. Accommodation for Fort Washington.

TRAINS FOR PHILADELPHIA.

Leave Bethichem at 6.25 and 10.02 A. M., and 6.15 P. M.
Passengers leaving Easton at 9.20 A. M., connect at ethichem and arrive in Philadelphia at 12.25 P. M. Passengers leaving Wilkesbarre at 1 P. M., connect Bethlehem at 6.15 P. M., and arrive in Philadelphia

at Sethlehem at 6.15 P. M., and arrive in Philadelphia at 6.45 P. M.

Leave Doylesrown at 6.30 A. M. 8.15 and 5.30 P. M.

Leave Leavele 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 Cara conv y pasengers to and from Berks Street Depot.

White Care of Second and Third Streets Line convey passegners to Third Street kepot.

Tickets must be procured at the Ticket Offices, THIRD street or BEEKS street, in order to secure the lowed rates of fare.

Hillman's Laggage Express will call for and deliver Raggage at the Depot.

Office, No. 118 South THIRD street.

1014-17

Office, No. 118 South THIRD street.

PENNSYLVANIA CENTRAL

WINTER ARRANGEMENTS.

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

The cars of the Market Street Pessenger Rallway
ran to and from this Depot. They also leave From
street every two minutes, commencing one hour previous to the time of departure of each Train and allow
shout 30 minutes for a trip. Then cars are in waiting
on the arrival of each Train to convey Passengers into
the city, and connections are made with all roads crossmy Market street.

ON SINDAYS—Cars leave Eleventh and Market
streets at 4.5 P. M., to connect with the Pittsburgh and
Erie Mail, and as 10.25 P. M. with Paliadelphia Ex-

dress.

Mann's Baggage Express will hereafter be located at No. 31 South Eleventh street. Parties desiring Baggage isken to the trains, can have it done at recsonable rates noon application to him.
TRAINS LEAVE AND ARRIVE AT DEPOT
THUS:

THUS:

ERIE EXPRESS
MAIL TRAIN EEIE ENPRESS
MAIL TRAIN
PAOLI ACCOM, No. 1
FAST LINE
PARKESEURG,
EARLISEURG ACCOM,
LANCASTER ACCOM,
PAOLI TRAIN, No. 2
PITTSBULGH & ERIE MAIL
PHILADELPHIA EXPRESS
ABETTE " 11.10 PHILADELPHIA EXPRESS "11.10 "

CINCINNATI EXPRESS "1.30 A. M.
PHILADELPHIA EXPRESS "7.10 "
PAOLI ACCOM., No. 1 "5.20 "
PARKESBURG "5.30 "
PAOLI ACCOM., No. 2 "4.40 "
PARKESBURG ACCOM., Pittaburgh and Eric Mail leaves daily (except Saturday). All other Trains daily—except Sunday, The Peunsylvania Resiroad Co. will not assume any risk for Engrage, except for Wearing Apparel, and limit their responsibility to One Hunized Dollars in value, all Bagenge 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, see bills and framed cards, or apply to.

For further information, as to time and connections, see hills and framed cards, or apply to.

THOMAS H. PARKE,
Ticket Agent, at the Depot,
An Emigrant Train runs daily, except Sunday. For full information as to fare and accommodations, apply to FRANCIS FUNK, No. 137 Dock street. mil information as to fare and accommodations, apply to FRANCIS FUNK, No. 137 Dock street.

PHILADELPHIA, GERMANMIROLAND.—TIME TABLE.—On and after WEDNESDAY, November 1st. 1885, until further notice.

PER GERMANTOWN.

Leave Philadelphia.—6, 7, 8, 9, 10, 11, 12, P. M.

Leave Germantown.—5, 7, 78, 8, 820, 9, 10, 11, 12, A. M.;

1, 2, 3, 4, 44, 6, 65, 7, 8, 9, 10, 11, 12, P. M.

The \$29 down train, and the \$2 and \$2 up trains do not stop on Germantown Franch.

ON SUNDAYS.

Leave Philadelphia.—9, 10 minutes, A. M.; 2, 7 and 103, P. M.

Leave thermantown.—8 A. M.; 1, 6 and 92, P. M.

CRESTNUT HILL RAILROAD.

Leave Philadelphia.—6, 8, 10, 12, A. M.; 2, 34, 54, 7, 9, 2, 2, 11, 10, 340, 540, 649, 8, 10, and 10, 40 P. M.

Leave Philadelphia.—9, 10 minutes, 8, 9, 40, and 11, 40 A.

M.; 140, 340, 540, 649, 8, 10, and 10, 40 P. M.

Leave Philadelphia.—9, 10 minutes, A. M.; 2, and 7 P.M.

Leave Philadelphia.—9, 10 minutes, A. M.; 2, and 7 P.M.

Leave Chestint Hill—7, 40 minutes, A. M.; 12, 40, 5, 40

P.M.
Leave Chestors Hill—7.40 minutes, A. M.; 12.40, 5.40
and 9.25 minutes P. M.
FOR CONSHOHOUKEN AND NORRISTOWN.
Leave Philadelphia—6, 8.25, 11.05 minutes, A. M.; 1½,
8, 4½, 5½, 6½, 6.05, and 11½, P. M.
Leave Norristown—5%, 7, 7.50, 9, 11, A. M.; 1½, 4½, 5 Leave Norristown—5%, 7, 7.50, 9, 11, A. M.; 1½, 4½, 6 and 5 P. M. train will stop at School Lane, Wissa-hickon, Manayunk, Spring Mills and Conshohocken only.

only,

ON SUNDAYS.

Leave Philadelphia-9 A. M., 25; and 7 P. M.
Leave Norristown-7 A. M. and 5 P. M.
Leave Philadelphia-6, 8.35; 11.05 A. M.; 1½, 5, 4½, 5½, 6½, 8.05, and 11½ P. M.

Leave Manayung-6½, 7½, 8.29, 9½, 11½, A. M.; 2, 5, 6½, and 8, P. M.

ON SUNDAYS

6½, 8.65, and 11½ P M
Leave Manayung—6½, 7½, 8.29, 9½, 11½, A. M.; 2, 5
6½, and 8, P. M.

Leave Philadelphis—9 A. M.; 2½ and 7 P. M.
Leave Manayung—7; A. M.; 5½ and 7 P. M.
Leave Manayung—7; A. M.; 5½ and 7 P. M.
Leave Manayung—7; A. M.; 5½ and 7 P. M.
Leave Manayung—7; A. M.; 5½ and 7 P. M.
Leave Manayung—7; A. M.; 5½ and 7 P. M.
Leave Manayung—7; A. M.; 5½ and 7 P. M.
Leave Manayung—7; A. M.; 5½ and 7 P. M.
Leave Manayung—7; A. M.; 5½ and 7 P. M.
Leave Manayung—7; A. M.; 5½ and 7 P. M.
Leave Manayung—7; A. M.; 5½ and 7 P. M.
Leave Manayung—7; M. Leave Malladelphia Arthur More Cantral Rallada—Wing Market Streets, (West Philadelphia,) at 8.05 A. M., and 4.30 P. M.
Leave Oxfordat 5.50 A. M., and 3.10 P. M.
The train leaving Philadelphia, at 8.05 A. M., and 4.30 P. M.
The train leaving Philadelphia at 8.05 A. M., and 4.30 P. M.
The train leaving Philadelphia at 8.05 A. M., and 4.30 P. M.
Connect at Oxford with the afternoon train for Philadelphia. Passengers are allowed to take wearing appared by separation with the afternoon train for Philadelphia. Passengers are allowed to take wearing appared by separate Malladelphia and Malladelphia Passengers are allowed to take wearing appared by 100 years Superintendent.

OFFICE OF THE ADAMS EX-PRIESS COMPANY, 230 CHEST-NUT STREET PHILADELPHIA, January 27th, 1862.
The Adams Express Company have enlarged their facilities at Washington, D. C., by building a Rallroad Depot, and having acquired additional capacity for transportation, are now prepared to forward Heavy Express freights, Packages and Parcels to Washington, Georgetown, Alexandria, Annapolis, Frederick, Adamstown, Fortress Monroe, and other Pizces South, occupied by the army, at greatly reduced cates.
Special agreements made for Merchandise in large lots. Sutler's goods and army supplies at satisfactory prices, on application at our office. Soldiers' parcels taken at mitch less than our usual rates.
Heavy and builty packages received and receipted for at our depot, Southeast corner of BROAD and LOCUST streets.

[18

Superingendent.

(1884.] PHILADA., [1884.]

MILMINGTON AND BALTI
MORE RAILEDAD VIA BALTIMORE AND CHIO

RAILEDAD.

THROUGH FREIGHT DEPARTMENT,

DEPOT, BROAD STREET, ABOVE CHERRY.

The undersigned will continue the General Freight

Agency of the Philadelphia, Wilmington and Balti
timore Baltroad, for Philadelphia, by way of the above

route 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

AGOWTON & CO.,

General Freight Agents,

BULL (Office, Sixth street, above Chestmut.)

Office. Sixth street, aboy e Cheetnat.

FOR NEW, YORK—BY THE NEW

RAILROAD ROUTE FROM GAMDEN.

ON AND AFTER MONDAY, JAN. STH., 1885.
the Express Train of the, Raritan and Delaware Bay
Railroad will leave Camden, from Vine Street Ferry
attle R.M.

Lurough in five hours. Fare \$200. Excursion
Tickets good for three days, 5300.
Tickets good for three days, 5300.
New York text morning.
FROM NEW YORK, Express line leaves Pier No. 3
at 12.20 P. M. and arrives in Camden at 5.30 P. M.
Freightand Arcomizedation line leaves at 4 P.M. and
sprives at Camden at 11 P. M.
Freight taken at low rates. Apply to L. B. Cole
Agent Cooper's Point Camden.
Jasif W. S. SNEDEN, Superintendent,

TRAVELING GUIDE.

FOR NEW YORK.—The CAMDELPHA AND TRENTON BAHLBOAD COMPANY'S LINES, from Philadelphiato New York, and
way places, from WALNUT STREET WHARF,
will leave as follows, viz:
At 8 A. M., via Camden and Amboy, Accom.,
At 8 A. M., via Camden and Jersey City Express,
At 12 M. (neon) and 8 P. M., via Camden and
Amboy, Accommodation, (Freight and Passenger). senger.) At 8 and 11.80 P. M. via Camden and Amboy, Accom

modation,

(Freight and Passenger) ist Class Ticket, 225
2d Class Ticket, 150
At6 and 10A.M., 2 and 5 P.M. For Mount Holly Ewans
ville, Pemberton and Vincentown, At6 A.M., and
2 P.M. for Freehold.
At6 and 10 A.M. 12-M. 3.00, 5.6 and 11.30 P. M. for Palmyra, Riverton, Delanco, Everly, Edgewater, Burlington, Florence, Bordentown, &c. The 10 A.M.,
and 5 P.M. Line runs direct through to Trenton.
LINES FROM KENSINGTON DEPOT will leave
as follows: as follows: At 11.15 A. M., 4.30 P. M. and 6,45 P. M. via Kensington and Jersey City Express 30 00
At 12 P. M. (Night) via Kensington and Jersey
City Express 2 25
The 6.55 P. M. Line will run daily. All others Sundayi excepted days excepted.

At7.50 and 11.15 A. M., 8, 3.30, 4.88, 5 and 6,45 P. M., and 12 Midnight, for Bristol, Trenton. &c.

At 7.A. M., 10.50, 3, 5, and 6 P. M. for Cornwells, rorrigidale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford and at 8 P. M. for Holmesburg and intermediate Nations. BELVIDERE LELAWARE RAILROAD, for the Delaware River Valley, Northern Pennsylvania, an New York State, and the Great Lakes. Two throughtrains daily (Sundays excepted) from Kensington De

trains daily (Sundays excepted) from Kensington Depot las follows:

At 7.50 A. M. and 8.50 P. M. for Niagara Falls, Buffeld, Junkirk, Causndaigua, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend. Montrose, Willicesbarre Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemngton, &c. The 8.50 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.

Ali P. M. for Lambertville and intermediate Stations For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The cars runtet the Depot, and on arrival of each Train, run from the Depot. On Sundays, Quanibusses will leave Walnut is the the fact of t e Depot. On Sundry, Quantousses whit leave was it street wharf at 6 P. M. to connect with 6.45 P. M

hitsfreet what as be an accounted whether with Passen fer. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fitty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond includences by special contract.

ET Tickets sold and baggage checked direct through to Boston.

Boston.

Graham's Baggage Express will call for and deliver baggage at the Depote. Orders to be left at No. 8 Walnut Street.

LINES FROM NEW YORK FOR PHILADELPHIA.

sington.
From Pier No. 1 N. Biver, at 6 A. M. and 2 P. M., via Amboy and Camden. At 12 M., 8 and 6 P. M. (Freight and Passenger), via Amboy and Camden.
WM. H. GATZMEB, Agent. (Freight and Passenger), via Amboy and Camden.

WM. H. GATZMER, Agent.

PHILADELPHIA AND ELMI
CATAWIPSA RAILROAD.

Short line to Williamsport. Elmira, 0il Regions, Erie,

Buffalo, Niagara Falls, Suspension Bridge, and all

places in the Western, North Western and South Wes
tern States and the Canadas.

Four throngs trains daily (Sundays excepted),

Leave Philadelphia and Leave North Pennsylva
Reading R. R. Depot.

8 A. M.

7.30 A. M.

One train on Sunday at 8 is P. M.

One train on Sunday at 8 is P. M.

By all these trains direct connection is made at El
mira with Erie railway; at Salamanca with Atlantic

and Great Western railway; at Dunkirk and Buffalo

with Lake Shore R. R.; and at Suspension Bridge

with Great Western railway.

Fare always as low as by any other line,

Sleeping cars on all night trains.

Sedond class cars with cushioned seats accompany

each express train, giving passengers the advantage

of high speed with low fare.

achiexpress train, giving passengers the ad of high speed with low fare. For through tickets and further particulars concern of high spectrum.

For through tickets and the ling the routes, apply at the ling the routes, apply at the ling the routes, apply at the N. VAN HORN, Pas. Agt.

N. VAN HORN, Pas. Agt.

RAILBOA

WEST JERSEY RAILBOAD

LET STATEMENT FROM foot of Market street

Loper Ferry. Daily, oxcept Sundays. FALLAND

WINTER ARRANGEMENT.

Commencing WEDNESDAY, NOVEMBER 15th, 1863.
For Bridgeton, Salem, and all Stations on West Jersey and salem Railroads, at 9 A. M. and 8.30 P. M. For Millyllle and all intermediate Stations, at 9 A. M. and 8 P. M. and 8 P. M. Efor Cape May and intermediate Stations, at 9 A. M., to Millyllle connecting with freight train (Passenger M. and 3 P. M.

DifforCape May and intermediate Stations, at 9 A. M., to Millville connecting with freight train (Passenger car attached) for Cape May, due 3.45 P. M. and 3.00 P. M. through passenger, due 8.00 P. M.

For Glassboro' and intermediate Stations, at 9 A. M. 8 and 2.30 P. M.

For Woodbury, Gloucester, &c., at 9 A. M., 3, 3.30, and 5.50 P. M.

Freight train will leave Philadelphia from Sandford's Whagi at 10 A. M. and Camden, at 12 M.

J. VAN RENSSELAER, Superintendent, THE WEST JERSEY EXPRESS COMPANY Will sittend to all the usual branches of Express Busies, it is 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

DHIPPING. REOPENING OF THE OUTSIDE LINE
OF STEAMERS
between
PHILADELPHIA AND NEW YORK.

The fine steamships of this Line insure at the lowest rates and sail regularly from the First Wharf above Market street, every

WEDNESDAY and SATURDAY, At Noon.

Connecting with Railroads from Richmond, Norfolk and City Point, forming the most direct route for the South and Southwest.

For freight or passage, with excellent accommodations, apply to NEW EXPRESS LINE TO ALEX-ANDRIA, Georgetown and Washington, via chespeake and Delaware Canal, with connections at Alexandria, Va., form the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest.

Lynchfurg, Bristol, Knoxville, Nashville, Dalton and the Southwest.
Steamiers leave First Wharf above Market strost every Wedner and and Sturday at 12 M.
For freight apply to the agents.

W. P. CLYDE & CO.,
14 North Wharves,
14 North Wharves,
16 New Tow-Boat Line.

NEW TOW-BOAT LINE.

NEW TOW-BOAT LINE.

DELAWARE and CHESAPEARE

STALA TOW-BOAT COMPANY:
BARGES towed to and from PHILADELPHIA
HAVRE-DE-GRACE, BALTIMORE, WASHINGTON, and Intermediate points.

WM. P. CLYDE & CO., Agents,
No. 14 South Wharves, Philadelphia.

Captain JOHN LAUGHLIN, Superintendent.

Captain JOHN LAUGHLIN, Superintendent.

FOR SAN FRANCISCO.

ROBINSON'S CALLIFORNIA CLIPPER LINE.
SAILING REGULARLY AS ADVERTISED.
Freight for this Line sent to New York by Swift.
Sure Line at reduced rates.
The renowned clipper ship
STAR OF THE UNION
IS NOW taking in the balance of her cargo at the compact of the cargo at the cargo at

FOR BOSTON-Express Line.—The fine schr. ISABELLA BLAKE. Newcomb, master, is now loading for the above port at Girard's wharf, above Market street, and will have prompt despatch. For freight, apply to DAVID COOPER & CO., 18 North Wharves. WANTED -A Vessel to follow. High rates and quick despatch. DAVID COOPER, 18 N. Wharves. Wharves.

FOR FREIGHT OR CHARTER.—The fine brig E P. STEWART Captain Holland, 4,000 bbls. capacity. Apply to DAVID COOPER, 18 120

N. Wharves. ja20
FOR BALTIMORE, MD.—The fine schooner MARY GAY, Captain Keen, is now loading for the above port at Girard's wharf, above Market street, and will sail with depatch. For freight, apply to DAVID COOPER & CO., 18 N. Wharves. FR. CARDENAS.—The Br. bark ROANOKE, the above port. For freightor passage, apply to DALLETT & SON, 229 South Front street. Jal5 FOR SALE.—The fast salling schooner J. M. HOUSTON, 295 tons register and avery large carrier. Built of Delaware white oak and bottom metsiled. Sails and rigging in good order. Apply to E. A. SOUDER & CO., Dook street wharf.

C. A. SUMDER & CO., Hook street what.

SHIP ZOUAVE, Blair, mester, from Liverpool, is
now discharging under general order at Walnut
street wharf. Consignees will please attend to the
reception of their goods. BETER WEIGHT &
ZONS, 15 Walnut street. reception of their goods. FETERS YARGHU 2008. 15 Wellburtstreet.

A LL PERSONS ARE HEREBY CAUTIONED A ageinst trusting the crew of the Br. ship MOUNT A geinst trusting the crew of the Br. ship MOUNT RCYA Lt Cumminger, master, from Liverpool, as no debts at their contraction will be part of consignees. Perfer WRIGHT & SONS, 115 Wallingtones.

BY THE HAIL THE COUNTY OF THE PROPERTY OF THE PROPERTY

SHIPPING. FOR NEW YORK.

EXPRESS STEAMSHIP LINE Have commenced their regular OUTSIDE trips. The NEW and first class Steamships WASHINGTON, Captain Chichester: NOBFOLK, Captain Vance.
ALEXANDRIA, Captain Hattrick.

VIRGINIA, Captain Snider.

Leaving from each city on TUE-DAYS, THURS-DAYS and SATURDAYS, from first wharf below Market street, Philadelphia, and Piers 14 and 15 East River, New York.

These Steamships insure at lowest rates.
Freight received DAILY abour usual low rates.
WM. P. CLYDE & CO, Agants, 14 South Wharves, Philadelphia, 14 South Wharves, Philadelphia, ja3-ti?

117 Wall street, New York. VIRGINIA, Captain Snider.

All payable in paper money and booked through ree from Philadelphia to any of the above ports. Parties about visiting the old country will find it to their advantage to cail on the undersigned before entering also where, as they can secure choice bertha and

gaging elsewhere, as they can secure choice berths as save their railroad expenses to New York.

For passage, apply to W. A. HAMILL,

No. 217 Walnut street (up stairs). No. 217 Wainut street (up stairs),
Drafts issued for any amount, payable in any part of
England, Ireland, Scotland and Wales or on the Continent. 1e21 tf STEAM TO LIVERPOOL.

FOR BOSTON.

STEAMSHIP LINE DIRECT.

SALUDG FROM EACH PORT EVERY FIVE DAYS.

FROM PINE ST. WHARF, PHILADELPHIA.

AND LONG WHARF, BOSTON.

The steamship NORMAN, Captain Baker, will sall from Philadelphia on Wednesday, Jan. 24, at 10 A.M.

The steamship SAXON, Captain Matthews, will sall from Boston on Saxurday, January 27, at 12 M.

The line between Philadelphia and Boston is now composed of the

The line between Philadelphia and Boston is now composed of the SAXON, Captain Matthews, 1200 tons burthen, NORMAN, Captain Baker, 1200 tons burthen, ARIES, Captain Crowell, 900 tons burthen.

These substantial and well appointed steamships will sail punctually as advertised, and freight will be, received every day, a steamer being always on the berth to receive cargo.

Shippers are requested to send Bills of Lading with their goods.

Shippers are required their goods.
For freight or passage, apply to
For freight or passage, apply to
HENRY WINSOR & CO.,
1a23 832 South Delaware avenue FOR BREMEN.—The Al Bremen ship EMIL Capt. Henry Onken. For Cabin passage, having the accommodations, apply to the Captain on board, or to WORKMAN & CO., 123 Walnut at. dels SHIP NOTICE.—All persons are hereby cautioned against trusting any of the crew of the Br. salp 8. L. Tilly, whereof Cann is master, from City Point, Va., as no debts of their contracting will be paid by captair or centignee. EDMUND A. SOUDER & CO., Dock street wharf. NOTICE.—All persons are hereby cautioned against harboring and trusting any of the crew of the Danish brig DENMARK, as no debts of their contracting will be paid by captain or consignees. WORK-MAN & CO., Consignees. 123 Walnut street.

TOR SALK—S. ELLIB & CO.'S SHIP SHEATHING
FELT. to loss to suit. Apply to PETER WRIGHT
& FONS 115 Walent street. de23-tf REAL ESTATE.

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