From our Third Edition of Yesterday* The Connecticut Election.

NEW YORK, April 3d, 1.30 P. M.-No later intelligence has been received from Connecticut than that contained in this morning's (2.30) despatch from Hartford.

From Texas. GALVESTON, March 24.—[By Mail.]—The session of the Texas Convention is drawing near its end. Five men have been appointed to convey the ordinance, as it passed, to Washington for inspection.

General Houston's widow is to have paid to her the full salary of her husband's term as Governor, of which she was despoiled by his untimely taking off in 1861 by the Secession Convention.

Five companies of mounted troops are to be organized to hold in check and punish the Kiekapoo Indians on the frontier. They have been murdering many families of late.

The Convention has passed a law making five years' residence in the State a necessary qualification to vote.

The Walden Marderer. Boston, April 3d.—The Supreme Court

this morning, in the case of Edward Green, the Walden murderer, decided against the writ of error applied for, and confirmed the previous judgment of the Court, appointing him to execution. XXXIXTH CONGRESS-FIRST SESSION.

WASHINGTON, Aprils, 1868.

SENATE.—Dir, Sumner (Mass.) called up the resolution offered yesterday, calling upon the Postmaster General and the Secretary of the Treasury, to report to the Senate whether persons have been employed in their departments since December last, without taking the oath requirad by law. Passed; yeas 25, nays 8.

The bill authorizing the President of the United States to transfer a gunboat to the Government of Liberia, was passed.

HOUSE.—The regular order of business being the call of Committees for reports,

HOUSE.—The regular order of business being the call of Committees for reports,
Mr. Scheuck (Ohio) stated that the Committee on Military Affairs, which was first on the list, had agreed to change place with the Committee on Navai Affairs, next on the list.
The House having agreed to this arrangement,
Mr. Rice (Mass.), from the Committee on Navai Affairs, reported back, with a substitute, the House bill further to regulate the appointment of Rear. Admirals, and for the regular nave.

mirals, and for the appointment of volunteer officers for the regular navy
The substitute was agreed to and the bill passed.
Mr. Rice (Mass.) from the same Committee, also reported back, with amendments, the House bill to provide for the better organization of the Pay Department of the Navy. The amendments were agreed to and the bill passed.
Mr. Rice (Mass.), from the same committee, also reported back the Senate joint resolution for the restoration of Commanders William Reynolds and Melanction B. Woolsey, United States Navy, to the active list from the reserve list, which was considered and passed.

passed.

Passed.

Mr. Rice, from the same Committee, also reported back the Senate bill to amend the act of July 4th, 1864, for the relief of seamen and others, borne on the books of vessels wrecked or lost in the naval service, which was considered and passed.

Mr. Darly (N. Y.) from the same committee, rewas considered and passed.

Mr. Darley (N. Y.) from the same committee, reported back the House bill to create the grade of Brigadier General Commandant in the United States Marine Corps. The bill provides that the grade is to be filled by selection from the officers of the corps; the pay and allowances to be the same as those of officers of like grade in the army; the present grade of Colonel Commandant to be abolished.

Mr. Wilson (lowa) inquired as to the necessity of the bill. Mr. Wilson (Iowa) inquired as to the necessity of the bill.

Mr. Darling explained that it does not increase the emoluments of the officer who was now Colonel commandant, except to a very small amount, not exceeding \$600 a year.

After considerable discussion the bill was defeated.

The House resumed the consideration of the Contested Election case of Brooks vs. Dodge.

Mr. Dawes (Mass.) made a speech in tavor of the report of the Committee declaring that Mr. Brooks was not entitled to the seat.

CITY BULLETIN.

SWINDLING A SMALL BOY .- Julia Carpenter keeps a sort of snake show on Market street near Thirtieth, and employs therein a man named Charles Bersch, whose vocation it is to play at certain games on which he tries to get bets and fleece victims.

Yesterday afternoon a small boy, about twelve or fourteen years of age, was enticed into the show, and having a sum of money in his possession which belonged to his father, he was persuaded to bet on one of the swindling games attached to the es-

He was soon cheated out of \$5, and was then taken in hand by the proprietors of the the concern, who induced him to purch

some bogus jewelry, &c.; altogether he was swindled out of \$8.

The father of the boy, being informed of the occurrence, had Bersch arrested, and subsequently Julia, the show woman. The woman was committed to prison, and the exhibition came to a sudden close.

Sales at Philadelphia Stock Board. | Sales at Philadelphia Stock Board | SECOND BOARD, | 1000 U S Treas 7 3-105 | 100 sh Philade Erie | 830 | 31% | 100 sh Poilade Erie | 830 | 31% | 100 sh Poilade Erie | 830 | 31% | 100 sh Poilade Erie | 830 | 83% | 100 sh | do | 85 | 32% | 100 sh | do | 85 | 32% | 100 sh | do | 85 | 32% | 100 sh | do | 85 | 32% | 12 sh Cam de Amboy | 18 | 1800 City 6s new | 91% | 7 sh Cam de Amboy | 18 | 1800 City 6s new | 91% | 7 sh Cam de Amboy | 18 | 1800 City 6s new | 100 sh Phil de ErieR | 830 | 32% | 1200 sh Phil de ErieR | 830 | 33% | 1200 sh Phil de ErieR | 830 | 33% | 1200 sh Phil de ErieR | 830 | 33% | 1200 sh Phil de ErieR | 830 | 33% | 1200 sh Phil de ErieR | 830 | 31% | 120 sh Phil de ErieR | 830 | 31% | 120 sh Phil de ErieR | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Phil de Erie | 830 | 31% | 120 sh Ph

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Claymont, Wilmington, Newark, Elkton, North-East,
Perryville, Havre-de-Grace, Aberdeen, Perryman's

Claymont, Wilmington, Newark, Efston, North-East, Perryville, Havre-de Grace, Aberdeen, Perryman's, Hagnolia, Chase's and Stemmer's Bun, Night Express at 11.00 P. M. for Battimore and Wash-Ington.

Ington.

Ing mington.

Lave Philadelphia at 8 15,11.15 A.M., 3.30, 5.30 and 11.30

P. M. The 3.10 P. M. train connects with the Dela ware Railroad for Harrington and intermediate stations. tions. Leave Wilmington 7.00, 8.15 and 9.30 A. M., 8.00 and 5.00 P. M.

5.00 P. M.
Trains for Newcastle leave Philadelphia at 8.15 A.
M., 3.30 and 5.30 P. M.
THROUGH TRAINS FROM BALTIMORE
TENUCH TRAINS FROM BALTIMORE
Leave Wilmington at 12.00 M., 4.30 and 10.00 P.M. M., g.33 and 3.39 P. M.

THROUGH TRAINS FROM BALTIMORE
Leave Wilmington at 12.00 M., 4.30 and 10.00 P.M.

CHENTER FOR PHILA DELPHIA.

Leave Chester at 8.01, 8.58 and 10.14 A. M., 12.37, 8.43, 5.01, 5.44 and 10.38 P. M.

From Baltimore to Philadelphia.—Leave Baltimore 8.30 A. M., Way Mail. 9.20 A. M., Express, 1.10 P. M.,

Express, 6.35 P. M., Express. 8.25 P. h., Express.

Trains for Baltimore leave Chester at 4.49 and 9.52

A. M. and 8.23 P. M.

Trains for Baltimore leave Wilmington at 5.23, and 10.33 A. M., and 4.00 P. M.

SUNDAY TRAINS.

Express Train at 4 15 A. M. for Baltimore and Washington, stopping at Chester, Wilmington, Perryville, Chase's and Stemmer's Run.

Night Express 11.00 P. M. for Baltimore and Washington.

agton.
Accommodation Train at 11.30 P.M., for Wilmington

Accommodation Train at 11.30 P.M., for Wilmington and Intermediate Stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8.25 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.

A special train will leave Wilmington for Philadelphia and Intermediate Stations at 8.30 P. M.

Freight trains with passenger car attached will leave Wilmington for Perryville and intermediate stations at 6.39 P. M. Leave Baltimore for Havre de-Grace and intermediate Stations at 4 45 P. M.

H. F. KENNEY, Superintendent,

H. F. KENNEY, Superintendent,
PHILADELPHIA, GERMAN.
TOWN AND NORRISTOWN
RALLRUAD.—ITME TABLE.—On and after WEDNESDAY, November 1st, 1855, until further notice,
FOR GERMANTOWN.
Leave Philadelphia—6, 7, 8, 9, 10, 11, 12, A. M.; 1, 2, 8, 4, 5, 5, 56, 6, 7, 5, 9, 10, 11, 12, P. M.
Leave Germantown—6, 7, 7%, 8, 8, 20, 9, 10, 11, 18, A. M.;
1, 2, 8, 4, 4, 5, 6, 7, 7, 8, 9, 10, 11, 12, P. M.
The 8,20 down train, and the 3% and 5% up trains de
net stop on Germantown Branch.

The 8.20 down train, and the 8% and 5% up trains de netstop on Germantown Branch.

ON SUNDAYS.

Leave Philadelphia—9.10 minutes, A. M.; 2, 7 and 10%, P. M.

Leave Germantown—8 A. M.; 1, 6 and 9%, P. M.

Leave Germantown—8 A. M.; 1, 6 and 9%, P. M.

Leave Philadelphia—5, 8, 10, 12, A. M.; 2, 8%, 5%, 7, 2, and 11, P. M.

Leave Chestnut Hill—7.10 minutes, 8, 9.40, and 11.40 A.

M.; 1:60, 8:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

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 Chestnot Hill—7.40 minutes, A. M.; 12.40, 8.40 and 9.25 minutes P. M.
FOR CONSHOHOUREN AND NORRISTOWN.
Leave Philadelphia—6, 8.25, 11.05 minutes, A. M.; 1½, 4, 4, 5, 6, 82, 80, and 11½, P. M.
Leave Norristown—5%; 7, 7,50, 9, 11, A. M.; 1½, 4½, 6 and 8 P. M.
The 5½ P. M. train will stop at School Lane, Wissahickon, Manayunk, Spring Mills and Conshenceden only.

only.

ON SUNDAYS.

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

Leave Norristown—7 A. M. and 5 P. M.

FOR MANAYUNK.

Leave Philadelphia—6, 855, 11.05 A. M.; 1½, 3, 4½, 5½, 6½, 8.05, and 11½ P. M.

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

Leave Mansyung—6%, 7%, 8.20, 9%, 11%, A. M.; 2.5, 6% and 8, P. M.

Leave Philadelphia—9 A. M.; 3% and 7 P. M.

Leave Philadelphia—9 A. M.; 5% and 8 P. M.

Leave Manayunk—7% A. M.; 5% and 8 P. M.

Leave Manayunk—7% A. M.; 5% and 8 P. M.

Leave Manayunk—7% A. M.; 5% and 8 P. M.

Leave Manayunk—7% A. M.; 5% and 8 P. M.

W. T. WILSON, General Superintendent,

Depot, Ninth and Green streets.

OFFICE OF THE ADAMS EX
PRESS COMPANY, 520 OHEST.

AUT SIREET, PHILADELPHIA, January 27th, 1862.

The Adams Express Company have enlarged their facilities at Washington, D. C., by building a Railroad Depot, and having sequired additional capacity for transportation, are now prepared to forward Heavy Express freights, Packages and Parcels to Washington, Georgetown, Alexandria, Annapolia, Frederick, Adamstown, Fortress Mouroe, and other r'oces South occupied by the army, at greetly reduced, ates.

Special agreemen a made for Merchandise in large lots. Extiter's goods and army supplies at satisfactory prices, on application at one office. Soliders' parcell faken at much less than our usual rates.

Heny and bulky packages received and receipted for at our depot, Southeast corner of BROAD and LO
CUST streets.

PARTIAN AND DELIAWARE

Buperintendent

BARITAN AND DELAWARE

BAY RAILROAD NOTICE On and anter MONDAY, February 18th, the Express Train will be discontinued. The Freight Train leaves CAMDEN at 2 o'clock, P. M., dally, (Sunday excepted.) arriving in New York next morning.

Freight taken at low rates.

L. B. COLE, Agent.

TRAVELING GUIDE. NORTH PENNSYLVANIA R
R.—THE MIDDLE ROUTE.
Shortest and most direct line to Bethlehem, Allentown
Manch Chunk, Harleton, White Haven Wilkesharre,
Mahanoy City, and all points in the Lenigh and Wyol
ming Coal Regions.
Passenger Depote in Philadelphia

Manch Chunk, Hazleton, White Haven Wilkesharre, Mahanoy City, and all points in the Lehigh and Wyoj ming Coal Regions.

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

WINTER ARRANGEMENT.

NINE DAILY TRAINS.

On and after Monday, Nov. 20th, 1865, 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 Principal Stations on North, Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasanqua, Slatington, Manch Chanak, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys; also, in connection with Lehigh and Wyoming Valleys; also, in connection with Lehigh and Wyoming Valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City, and with Catawissa Railroad, for Rupert, Danville, Milton and Williamspert. Arrive at Mauch Chunk at 11.45 A. M.; at Wilkesbarre at 2.65 P. M.; at Mahanoy City at 19. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 12.00 M. for Raston and points on New Jersey Central Railroad to New York.

AT 3.35 A. M.—Accommodation, for Poylestown, atopping at all intermediate Stations. Passengers for Willow Grove, Hatboro and Hartsville, by this train, take Stage at Oid York Road.

AT 10 A. M.—Accommodation, for Fort Washington, stopping at all intermediate Stations. Passengers take Stage at Oid York Road.

AT 3.30 P. M.—Accommodation, for Fort Washington, stopping at all intermediate Stations. Passengers take Stage at Doylestown for New Hope.

AT 3.30 P. M.—Evenling Express for Bethlehem and principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh at Easton, which arrives in New York at 10 P. M. Passengers for Emmeytown take stage at North Wales, and tor Nazareth at Bethlehem and for Greenville at Quakertown.

and for Nararen at Bethienem and for Greenville as Quakerlown.

AT 4.15 P. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville take stage at Abington: for Lumberville at Doylestown.

AT 5.15 P. M.—Through Accommodation, for Rethlehem and all Stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for points—In Lehigh Valley Railroad and for Danville, Williams, and Catawissa Railroad.

M. Passengers leaving Easton at 9.30 A. M., connect at Bethlehem and arrive in Philadelphia at 12.25 P. M. Passengers leaving Wilkesbarre at 1 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia

Passengers leaving Wilkesbarre at 1 P. M., connect at Bethlehem at 6.16 P. M., and arrive in Philadelphis at 8.45 P. M.

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

Philadelphia for Philadelphia at 7.0 A. M.

Bethlehem for Philadelphia at 7.0 A. M.

Bethlehem for Philadelphia at 1 P. M.

Fifth and Sixth Streets Passenger Cars conv y passengers to and from Berks Street Depot.

White Cars of Second and Third Streets Line convey passegners to Third Street Fepot.

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

ELLIS CLARK, Agent.

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

Onice, No. 118 South THIRD street.

1. The street of the street of the street of the secure the lowest rates of the street of the stre

FOR NEW YORK—The CAMDELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphiato New York, and
vay places, from Wallnut Street WHARF,
will leave as follows, viz:
A: 8.A. M., via Camden and Amboy, Accom.
42 25
A: 8.A. M., via Camden and Jersey City Expres,
A: 8.A. M., via Camden and Amboy Express,
A: 2.D. M., via Camden and Amboy Express,
A: 2.D. M., via Camden and Amboy Express,
Senger,
Senger,

senger.) At 6 and 11.20 P. M., via Camden and Amboy, Accom-At 5 and 11.29 F. H., VIR CAMBOR BIG AMODY, MCCOMmodation,
(Freight and Passenger) ist Class Ticket, 2 25
At 6 and 16 A.M., 2 and 5 P.M. For Mount Holly, Ewansville, Pemberton 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, Edgewater, Burlington, Florence, Bordentown, &c. The 10 A. M.,
and 5 P. M. Line ruis 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 Chy Express 500 A: 12 P. M. (Night) via Kensington and Jersey City Express 225 The 6.5 P. M. Line will run daily. All others Sun-days excepted.

The 6.50 F. M. Line will run daily. All others Sundays excepted.

At7.30 and 11.15 A. M., 3, 3.30, 4.30, 5 and 6.45 P. M., and 12.11Idnight, for Bristol, Trenton. &c.

At7.A. M., 10.50, 2, 5, and 6 P. M. for Cornwells, rorrisiale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford and at 8 P. M. for Holmesburg and interprediate stations. burg and Frankford and at 8 P. M. for Holmesburg and intermediate Stations.

BELVIDKRE LELLAWARE RAILIROAD, for the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through trains daily (sundays excepted) from Kensington Depot, as follows:

At 7.30 A. M. and 3.30 P. M. for Niagara Falls, Burfalo, Dunkirk, Canandasjua, Elmira, tihaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre Scranton, Strondcburg, Water Gap, Belvidere, Easton, Lambertville, Flemngton, &c. The 2.30 P. M. for he connects direct with he Train leaving Easton for Manch Chunk, Allentown, Bethiehem, &c.

At 5 P. M. for Lambertville and intermediate Stations Est For New York, and Way Lines leaving Ken alington Depot, take the cars on Bith street, above Walnut, half an hour before departure. The cars run into the Depot, and on arrival of each Train, run from the Depot, On Sundays, Qumibusses will lenve Walnut street wharf at 6 P. M. to connect with 6.45 P. M. line.

Fitty Pounds of Bagyage only, allowed each Passen.

line. Fitty Pounds of Bagyage only, allowed each Passenger, Passengers are prohibited from taking anything as beggage but their wearing apparel. All bagyage over fitty pounds to be paid for extra. The Company limit their responsibility for bagyage to One Dollar per pound, and will not be liable for any amount beyond 100, except by special contract.

**Entirely Tickets sold and bagyage checked direct through to Boston. Soston. Graham's Baggage Express will call for and deliver saggage at the Depots. Orders to be left at No. 3 Wal-

baggage at the Depots. Orders to be left at No. 3 Walnut street.
LINES FROM NEW YORK FOR PHILADELPHIA. A. m., o. F. m., and a second selection of the selection.

From Pier No. 1 N. River, at 6 A. M. and 2 P. M., via Amboy and Camden. At 12 M., 3 and 6 P. M., via Amboy and Camden.

(Freight and Passenger), via Amboy and Camden.

WM. H. GATZMER, Agent.

(Freight and Passenger), via Amboy and Camden, WM. H. GATZMER, Agent, WM. H. GATZMER, Agent, WM. H. GATZMER, Agent, WEST CHESTER AND PHILA-DELPHIA RAILROAD, VIA MEDIA.

On and after MONDAY, March 19th, 1865, the trains will leave as follows:

WEST CHESTER TRAINS,

Leave Philadelphia for West Chester, from Depot Thirty-first and Market street, 7.20 A. M., 11.00 A. M., 1.15, 4.45 and 7.00 P. M.

Leave West Chester for Philadelphia, from Depot on E. Market street, 5.20, 7.30, 10.45 A. M., 1.04, 4.50 P. M.

Trains leaving West Chester at 7.30 A.M. and leaving Philadelphia at 4.45 P. M., will not stop at Pennelton, and will stop below B. C. Junction at Media only, PENNELTON TRAINS,

Leave Philadelphia for Pennelton 4.15 and 10.30 P. M.

Leave Pennelton for Palladelphia 8,16 A. M., 7,35 P. M.
Leave Pennelton for Palladelphia 8,16 A. M., 7,35 P. M.
These Trains stop at all intermediate Stations.
ON SUNDAYS—Leave Philadelphia at 8,30 A. M.
Leave West Chester 7,55 A. M and 5,00 P M.
ON SUNDAYS—The West Philadelphia Passanger cars will leave Eleventa and Market streets, half-anhour before the Train leaves the depot, and will leave depot on the arrival of each train to convey passengers into the city.

depot on the arrival of each train to convey passengers into the city.
Trains leaving Philadelphia at 7.20 A. M. and 4.45 P. M., and leaving West Chester at 7.20 A. M. and 4.50 P. M., connect at B. C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points.

A. Passengers are 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 same: HENRY WOOD, General Superintendant

HENRY WOOD, General Superintendant

PHIDALELPHIA & BALTI

SUMMER, ARRANGEMENTS.—ON AND AFFER
MONDAY, March 18, 1886, the Trains will leave Philadell hila, from the Depot of the West Chester & Philadell hila, from the Depot of the West Chester & Philadell hila, from the Dipot of the West Chester & Philadell hila, from the Dipot of the West Chester & Philadell hila, from the Dipot of the West Chester & Philadell hila, from the Dipot of the West Chester & Philadell hila Radiroad, corner of Thirty-dirst and Market
Streets, (West Philada), at 7.20 A. M., and 4.45 P. M.

The June 181: a Market Train with Passenger Car
attached, will run on Tuesdays and Fridays, leaving
The Hising Sun at 10.45 A. M., Oxtord at 11.45 A. M.,
and Kennett at 12.45 P. M., connecting at West Chester
June 18t. this train will leave the Rising Sun at 4 P. M.,
Oxford at 5 P. M., and Kennett at 6 P. M. Marketing
will not be taken on Passenger Trains.

The Train leaving Philadelphia at 7.20 A. M. connects at Oxford with a daily line of Stages for Peach
Bottom to connect at Oxford with the Afternoon Train
for Philade phia.

The Train leaving Philadelphia at 4.45 runs to Rising
Sun, Md.

Passengers are allowed to the Wearing Appears

The train leaving ranaceiphia at 4.45 runs to Kising Evn, Md.

Passengers are 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 be made for the same.

Mhis HENRY WOOD, Gen'l. sup't. WEST JERSEY RAILROAD

Upper Ferry. Daily, oxcept sundays. FALLAND
WINTER ARRANGEMENT,
Commencing WEDNESDAY, NOVEMBER 15th,

WINTER ARRANGEMANT,
Commencing WEDNESDAY, NOVEMBER 18th,
1885.
For Bridgeton, Salem, and all Stations on West Jersey and a alem Railroads, at 9 A. M. and 3.30 P. M.
For Millville and all intermediate Stations, at 9 A. M.,
M. and 3 P. M.
For Cape May and intermediate Stations, at 9 A. M.,
to Millville connecting with freight train (Passenger
car ettached) for Cape May due 2.45 P. M. and 2.00 P.
M. through passenger, due 8.00 P. M.
For Gussborn' and intermediate Stations, at 9 A. M.
For Gussborn' and intermediate Stations, at 9 A. M.
For Woodbury, Gloucester, &c., at 9 A. M., 8, 8.30,
and 3.30 P. M.
Freight will be received at second covered wharf below Walnut street from 7 A. M. unil 5 P. M. Freight
received before 9 A. M., will go forward saure day.
Freight delivered at 123 South Delaware Avenue.

THE WEST JERREY ENPRESS COMPANY
Will attend to all the usual branches of Exturess Bus
MESS, Teclive, deliver, and forward, through other responsible Express Companies, to all parts of the cogn
try, any article entrusted to them. A Special Messen,
For accompanies each through train. Office, No. 5
Walnut street.

TRAVELING GUIDE.

PENNSYLVANIA CENTRAL FAILE AND THE TRAING ARRANGEMENT.
The trains of the Pennsylvania Central R. R. Jeave The trains of the Pennsylvania Central R. R. leave the Depot at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger halway running to and from the Depot. The last car leaves From street about thirty minutes, prior to the departure of each Train.

ON FUNDAYS—Cars leave Eleventh and Market streets 45 minutes before departure of Evening trains. Mann's Baggage at the Depot Orders lett at the office, No. 631 Chestnut street, will receive attention.

TRAINS LEAVE AND ARRIVE AT DEPOT THUS:

MAIL TRAIN
PAOLI ACCOM., No. 1
FAST LINE.
PARKESBURG,
HARRISBURG ACCOM.,
LANCASTER ACCOM.,
PAOLI TRAIN, No. 2
ERIL MAIL,
PHILADELPHIA EXPRESS; LEAVE. ERIL MAIL # \$9.00

PHILADELPHIA EXPRESS † "1.10 A.M.
ABEIVE.
CINCINNATI EXPRESS † "7.10 A.M.
PHILADELPHIA EXPRESS † "7.10 A.M.
PHILADELPHIA EXPRESS † "7.10 A.M.
PHILADELPHIA EXPRESS † "7.10 A.M.
PAOLI ACCOM., No. 1 "8.20 P.M.
PAOLI ACCOM., No. 2, "9.00

LANCASTER TRAIN "12.20 P.M.
PAST LINE "1.10 P.M.
PAOLI ACCOM., No. 2, "4.40 "9.10 "
PAOLI ACCOM., No. 2, "4.40 "9.10 "
PAOLI ACCOM., No. 2, "9.10 "
PAULY EXPRESS † "5.50 "
HARRISBURG ACCOM., "9.10 "
"Daily, except Saturday. †Daily, journe any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value, will be at the risk of the owner. unless taken by special contract.

Have been opened int No. 631 Chestmut street, Continental Hotel, and Girard House, where Tickets may be procurred to all important points in Pennsylvania, as well as the West, Northwest and Southwest; and full particulars given as to time and connections, by JOHN C. ALLEN, Ticket Agent The Ticket Office at West Philadelphia will be continued as heretofore, where all information respecting routes as well as Tickets, can be had on application to THOMAS H. PARKES,
Ticket Agent, at the Depot.

An Emigrant Train rans daily, except Sunday. For fall information as to fare and accommodations, apply to FRANCIS FUNK, No. 127 Dock street.

PITTSBURGH, COLUMBUS COMPANY.

THE PAN HANDLE BOUTE WESTWARD. Owing to the great distance saved by THIS ROUTE the Government has assigned to it the carrying of the U.S. MAIL to the Principal Cities of the West and SCULWEST.

THERE BEING BUT ONE CHANGE OF CARS
BETWEEN PHILADELPHIA AND CINCINNATI,
AND BUT TWO TO ST LOUIS.
PASSENGERS BY THIS ROUTE WILLABRIVE
IN CINCINNATI, INDIANAPOLIS CAIRO AND
ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY
OTHER LINE. OTHER LINE.

Passengers leaving Philadelphia at 11.50 A. M. will arrive at Altoons in the evening for supper, where Woodroff's Celebrated Palace state-Room Sleeping Cara will be attached, and run through to Columbus witcout change, avoiding changing cars at Pittsburgh at mionight, a comfort never before afforded to the traveling community

Be sure to purchase tickets "VIA STEUBEN-VILLE," at

PENNSYLVANIA RAILROAD OFFICE
Corner Thirtieth and Market Streets,

Philadelphia.

Gen'l Ficket Ag't. Steubenville, O.

JOHN H. MILLER, Gen'l Eastern Pass, Ag't.

JOHN DURAND, Gen'l Sup't.

JOHN DURAND, Gen'l Sup't.

1866. PHILADELPHIA AND This great line traverses the Northern and North-west counties of Pennsylvania to the city of Erie on Lake Erie. It has been leased and is operated by an it has been leased and is operated by an it has been leased gentless and it has been leased and is operated by the Pennsyl-

Rrie Mail Train.

Eleave Westward.

1.200 M

Pessenger Cars ron through on the arie Mail and
Rxpress Trains without change, both ways, between
Philadelphia and Erle.

NEW YORK CONNECTION.

Leave Erle at 1.55 P. M., arrive at New York 3.40 P. M.

Riegant slepping Cars on all Night Trains.

For information respecting passenger business apply
at corner THIATIETH and MARKET streets, Philadelphia.

Aud for Freyeth business of the Connection. delphis.
And for Freight business of the Company's Agents:
S. B. Kingston. Jr., corner Thirteenth and Market
streets, Philadelphia.
J. W. Reynolds, Eric.
Win. Brown, Agent N. C. R. R., Baltimore.
H. H. H. HOUSTON,
General Freight Agent, Philadelphia,
H. W. GWINNER,
General Ticket Agent, Philadelphia,
A. L. TYLER,
General Sup't., Williamsport.

N'W ARRANGEMENT. PHILIADELPHIA TO WILLIAMSPORT WITHOUT CHANGE OF CARS VIA CATAWISAA ROUTE.

On and after Monday. April 2d, 1866, through cars
for Williamsport will leave the Philadelphia and Reading Rai road Depot, Thirteenth and Jallowhill streets. ing Railroad Depot, Thirteenth and Callowhill streets, at 8 A. M. arriving at Williamsport at 6 P. M. and making close connections for Elmira, Oil Regions, Buffalo, Erie, Nisgara Falls, Suspension Bridge and all places in the Western, North Western, South Western States and the Canadas.

'HHOUGH TICKETS to all points can be procured at the Company's office 425 Chestnut street, under Philadelphia Bank, opposite the Custom House, at the United States Telegraph Office in the Continental Hotel, and at the Depot of the Philadelphia and Reading Railroad Thirecenth and Callowhill streets.

N. VANHORN, Passenger Agent.

RUSINESS CARDS.

PASSFORTS PROCURED.—
JOHN H. FRICK,
NOTARY PUBLIO,
COMMISSIONER FOR ALL STATES,
PENSION AND PRIZE AGENT,
No. 23 DOCK Street,
Acknowledgments, Depositions, Affidayits to Accounts taken.

HOOP SKIRTS,
628

628 NEW SPRING STYLES NOW READY, of Hopkins' "own make," at No. 223 ARCH Street, These Skirts are gotten up expressly to meet the want of first-class trade, and embrace every size and style for Ladles, Misses and Children, which, for finish and durability, have no equal in the market, and warrantied to give satisfaction. Also, constantly on hand, a full assortment of good Eastern made Skirts, from 15 to 40 springs, at very low prices. Skirts made to order, altered and repaired. Wholesale and retail. nois-emi altered and repaired. Wholesale and retail. nois-6m;

C. KNIGHT & CO., WHOLESALE GROCERS,
L.S. E. Cor. WATER and CHESTNUT streets, Philadelphia. Agents for the sale of the Products of the
Southwark Sugar Refinery and the Grocers' Sugar
House, of Philadelphia. Jailyr
CEORGE SHARP, Patentee and manufacturer of
U the BALL PATTERN SILVER WARE, No. 41
Prune street. JAZASMO*

JAMES A. WRIGHT. THORNTON PIKE. CLEMENT A.
GRISCOM, THEODORE WRIGHT. WRANK I. NEALL.

GRISOM. THEODORE WRIGHT. FRAME L. NEALL,
PETER WRIGHT & SONS,
Importers of Earthenware,
and
Sbipping and Commission Merchants,
No. 115 WALNUT Street, Philadelphia. DENNSYLVANIA WORKS.—ON THE DELAWARE river, below PHILADELPHIA,
CHESTER. Lelaware county, Pa.
REANEY, SON & CO.,
Engineers and Iron Boat builders,
Manufacturers of

Manuacturers of

CONDENSING AND NON-CONDENSING ENGINES,
Ircn Vessels of all descriptions, Bollers, Vats, Tanks,
Propellers, &c., &c.
T. REANEY, W. B. REANEY, S. ARCHIBOLD,
Late of T. REANEY, W. B. HEANEY, S. ARCHIBOLD, Tate of Pane of

D INGTON STREETS.

PHILADELPHIA.

MERKICK & SONS.

ENGINEERS AND MACHINISTS.

Manufacture High and Low Pressure Steam Engines, for Land. River and Marine Service.

Boilers Gasometers, Tanks. Iron Boats, &c.

Castings of all kinds, either iron or brass.

Iron Frame Roofs for Gas. Works, Workshops and Rallroad Stations, &c.

Retorts and Gas Machinery, of the latest and most improved construction. improved construction,
Every description of Plantation Machinery; and
Sugar. Saw and Grist Mills, Vacuum Pans, Open
Steam Trains, Defacators, Filters, Pumping En-

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Solo Agents for N. Billeux's Patent Sugar Bollag
Apparatus, Nesmyth's Patent Steam Hammer and
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Braining Machine.

(AB FIXTURES,—MISKEY, MERRILL &
THACKABA, NO. 118 CHESTNUT street,
Manufacturers of Gas Fixtures, Lamps, &c., &c.,
would call the attention of the public to their large
and elegant assortment of Gas Chandeliers, Pendanta,
Brackets, &c. They also introduce Gas pipes into
Dwellings and Public Buildings, and attend to extending, altering and repairing Gas pipes. All work warranted.

ranted.

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(FUHE PHILADELPHIA RIDING SOHOOL,

A FOURTH street, above Vine, will re-open for the
Fall and Winter season on MONDAY, Sept. 25th,
Ladies and gonliemen desiring to acquire a thorough
knowledge of this accompliament will find every
facility at this school. The horses are safe and well
trained, so that the most timid need not fear. Saddle
horses trained in the best manner. Saddle horses,
horses and vehicles to hire. Also carriages for fungrais, to carrs, steamboats, stor.

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DRIVY WELLS—OWNERS OF PROPERTY.—The
Only place to get Privy Wells Cleansed and Disinfeoted, at very low prices.

Manufacturer of Fouriette,
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COTTON AND LINEN SAIL DUCK of every width from one to six feet wide: ril numbers. Tentand Awning Duck, Papermakers felting, Sail Twine, &c.
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A LMERIA GRAPFS—100 Regs of these splondid white grapes in fine order landing and for sails by JOS, R. BUSSIER & CO. 10 South Delaware sycons

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Steam Propellers leave DAILY from
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FIRST WHARF below MARKET street,
making the run in 24 HOURS.
This Line connects with all Northern and Eastern
Transportation Companies. Goods forwarded direct to
all points free of commission
Freight received at lowest rates.

WM. P. CLYDE & CO., Agents,
14 South Wharves, Philanelphia,
JAS. HAND, Agent,
17 Wall street, New York,

STEAM TO LIVERPOOL.

mh14-tf

117 Well street, New York,

STEAM TO LIVERPOOL.

Calling at QUEENSTOWN, the Inman Line, sailing EEMI-WEEKLY, carrying the U.S. Mails.

ETTA S. Mednesday, March 21 CITY OF BOSTON.

Wednesday, March 22 CITY OF WASHINGTON.

Saturday, March 22 CITY OF WASHINGTON.

RATES OF PASSAGE,

PAYABLE IN CURRENCY, BY THE MAIL STEAMER,

First Cabin.

120 Sicerage.

15 to London.

15 to London.

15 to Passage By THE WEDNESDAY STEAMERS.

First Cabin.

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15 Sicerage.

15 Tracked By THE WEDNESDAY STEAMERS.

First Cabin.

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25 Fassangers also forwarded to Hayre, Hamburg, Bremen & C., & C., at modera'e rates.

Sicerage passage from Liverpool or Queenstown, \$15.

Ticacks can be bought here by persons sending for their friends.

For further information, apply at the Company's their friends.

For further information, apply at the Company's Offices.

JOHN G. DALE, Agent, 111 Walnut street, Philadelphia. mh22 mh22

FOR BOSTON.

STEAMSHIP LINE DIRECT.

SALLING FEOM RACH PORT EVERY FIVE DAYS.

FROM PINE ST. WHARF, PHILADELPHIA,

AND LONG WHARF, BOSTON.

The steamship ARIES, Captain Boggs, will sail from Philadelphia on Friday, April Sth, at 10 A. M.

The steamship NORM AN, Captain Crowell, will sail from Boston on Wednesday, April sth, at 12 A.

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 Crowell, 1200 tons burthen. ARIES, Captain Boggs, 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 and their goods.
For freight or passage, apply to

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY. 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

WM. P. CLYDE & CO., 14 North and South Wharves. NEW EXPRESS LINE TO ALEX.

NEW EXPRESS LINE TO ALEX.

ANDRIA, Georgetown and Washington, via Checapeake and Delaware Canal, with connections at Alexandria, Va., form the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest.

Steamers leave First Wharf above Market stress every Wednesday and Saturday at 12 M.

For freight apply to the agents,

W. P. CLYDE & CO.,

14 North Wharves.

J. B. Davidson, Agent at Georgetown; M. Eldridge at Co., Agents at Alexandria.

sure Lines, via Delaware and Raritan Canal Leaving daily at 12 M. and 5 P. M., connecting with all the Northern and Eastern Lines.

For freight, which will be taken on accommodating terms, apply to WM. M. BAIRD & CO., No. 132 South Delaware avenue. mh16tf

MILET NO. 122 SOUTH DELAWARE AVENUE.

NEW TOWN BOAT LINE.

OILAWARE ON OHESAPEAKE

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HAVRE-DE-GRACE, BALTIMORE, WASHINGTON, and intermedigte points.

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No. 14 South Wharves, Philadelphia.

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FOR SAN FRANCISCO.

ROBINSON'S CALIFORNIA CLIPPER LINE.
SAILING REGULARLY AS ADVERTISED.
Freight for this Line sent to New York by Swiftsure Line at reduced rates.
The splendid Al extreme clipper ship
GRANITE BTATE.
Jacobs, Commander.
Is now rapidly loading at pier II East River.
This beantiful vessel is one of the sharpest and
best vessels now loading, and having a portion
of her cargo on board with large engagements, will
have quick despatch. For freicht, apply to
mh23ti

EOR ROSTON Mass.—Everess Line.—On

mh23ti

The BOSTON, Mass.—Express Lina.—On Tuesday, April 2d.—The fine schooner SEARS—VILLE, Sears, master, is now loading for the above port at Willow street wharf, and will sall as above. For freight, apply to DAVID COOPER, is North Wharves.

FOR BOSTON, Mass.—Express Steam Line.—The fine steamer MILLVILLE, Renear, The fine steamer MILLVILLE, Renear, the Bavannah Steamship Wharf, above Vine street, and will sall on Monday, April 2 For freight, apply to DAVID COOPER, is N. Wharves.

The FOR HAVANA—The Property No. 10 of the Street, apply to DAVID COOPER, is N. Wharves.

Fig. FOR HAVANA.—The Br. brig Export
Bent, master, will commence loading for Having and have prompt despatch. For freight, apply to
10HN MATON & CO.,
mb197t
500 South Delaware avenue, FOR PROVIDENCE R. L.—Express Line.—
The fine schooner BRANDYWINE, Corson,
W.llow street wharf, and will have prompt despatch,
for freight, apply to DAVID COOPER, 18 North
Wharves.

Wharves. 18 North mh26

FOR LIVERPOOL.—With Quick Despatch.—
The first class packet bark COBURG, Gibsou, master, having a large portion of her carge engaged, will sail as above. For balance of freight or passage apply to PETER WRIGHT & SONS, 115 Walnut street. wannistreet.

FOR KEY WEST.—The brig G. T. WARD,
Captain Lindsay, will be despatched for the
above port in a few days. For freight, apply to
WORKMAN & CO., 123 Walnut street. STEAMSHIP ARIES, FROM BOSTON.—Consignees of merchandise, per above steamer, will please send for their goods, now landing at Pine street wharf.

ap3-31. HENRY WINSOR & CO.

MOTICE—All persons are hereby notified not to trust the crew of the swedish brig PYLAD, as no debts of their contracting will be paid by captain or consignees. WOBKMAN & CO., 123 Walnut at. mb31 CHIP JOSEPH CLARK, Sherman, master, from Liverpool, is now discharging under general order at Shippen street wharf. Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street. mb25-tf NOTICE—All persons are hereby cautioned against trusting any of the crew of the Br. bark COBURG, Gibson, master, from liverpool, as no debts of their contraction will be paid by the captain or consignees.
PRIER WRIGHT & SONS, 115 Walnut street, mh17-tf NOTICE.—All persons are hereby cautioned against harboring and trusting any of the crew of the Danish brig Denymark, as no debts of their contracting will be paid by captain or consignees. WORK-MAN & CO., Consignees. 123 Walnut street.

SHIP NOTICE.—All persons are hereby cautioned against trusting any of the crew of the Br. ship S. L. TILLY, whereof Caun is master, from City Point, Va., as no debts of their contracting will be paid by captain or censignee. EDMUND A. SOUDER & CO., Dock street wharf.

JAS. S. SHINDLER, successor to JOHN SHINDLER & SONS, Sail Makers, No. 300 North DELAWARE Avenue, Philadelphia.

All work done in the best manner and on the lowest and most favorable terms, and warranced to give part. ect satisfaction.

Particular attention given to repairing.

TREASURY DEPARTMENT, OFFICE OF COMP.
TROILER OF CURRENCY, WASHINGTON.
March 30th, 1856.

Whereas, By satisfactory evidence presented to the undersigned, it has been made to appear that "THE NATIONAL BANK OF THE REPUBLIC OF PHILADELPHIA." in the city of Philadelphia, in the county of Philadelphia, and State of Pennsylvania, has been duly organized under and according to the requirements of the act of Congress, entitled "An act to provide a National Currency, secured by a pledge of United States Bonds, and to provide for the Circulation and Redemption thereof," approved June 3d, 1854, and has complied with all the provisions of said act required to be compiled with before commencing the business of Banking under said act.

Now, therefore, 1, Freeman Clarke, "Comptroller of the Currency, do hereby certify that "THE NATIONAL BANK OF THE REPUBLIC OF PHILADEL-PAIA," in the city of Philadelphia, in the country of Philadelphia, and State of Pennsylvania, is authorized to commence the business of Banking under the act aforesald.

In testimony whereof witness my hand and SEAL Seal of office, this thirtieth day or Marth 1866.

[mh8ltmy804] FREEMAN CLARKE.

[mh8ltmy804] Compredier.

GLUE, CURLED HAIR, &C. 250 BARRELS OF GLUE, OF SEVER LOUAde CO., No. 105 Market Street ap2-1me
GLUE, GLUE Cu led Hair, Cuiled Hair, Curled Hair, or various grades and prices.

Emery Faper and Sand Paper, a large quantity on band.

Neats' Foot Oil, strictly i ure: Twines, Sansage Casings, &c.

CRAWFORD & CO.

Sp2:Imp No 700 Markes street.

PALE ROPE AND TWINE MANUH. Crured

And for Sale by

FILER, WEAVER & CO.

23 North Delaware avenue.