XXXIXTH CONGRESS—FIRST SESSION

[CLOSE OF YESTERDAY'S PROCEEDINGS.]

SENATE.—The Chair laid before the Senate a communication from the Postmaster General, in response to a resolution adopted some months ago, calling for information as to the cost, practicability, &c., of establishing a national system of telegraphing in connection with the Post Office Department. Referred to the special committee on the subject of a national telegraphic system.

Mr. Hendrick (Mo.) from the Committee on Naval Affairs, reported a resolution to restore Lieutenant Commander Richard M. Law, of the United States Navy, to the active list. Passed.

At one o'clock the reconstruction resolutions were taken up. The question was upon the adoption of the following amendment:

SECTION 4. The obligations of the United States, incurred in suppressing insurrection or in defence of the Union, or for payment of bounties or pensions incident thereto, shall remain inviolate.

Mr. Hendricks (Md.) took the floor and delivered a speech against the pending proposition. He commenced with a review of the proceedings by which the measure was agreed upon in the Senate, characterizing them as extraordinary and unusual. He did not believe the people would endorse any such caucus proceedings. They would demand to know why such a proposition was adopted and presented to them for ratification. He did not believe the present was the proper time for amending the Constitution, eleven States being denied representation in Congress.

Mr. Hendricks then discussed the funding proposition. The second section, he said, was unjust to the South and West. If it was proposed to change the basis of representation in the House, why not change it in the Senate also? This was prohibited by the Constitution, but the power that made could unmake. It was manifestly unjust to the Northwest that the six New England States had equal power in the Senate with the six great States of the West. The third section was penal and was contrary to a course dictated by wisdom or by magnanimity to a fallen foe. Tho fourth and fifth sections were unnecessary, as the national debt would never be repudiated, and the rebel debt would never be paid. He characterized the whole measures as not a necessity of the Government, but merely part of a political programme.

At the close of Mr. Hendricks remarks the pending amendment was adopted.

Certain verbal amendments to the fifth section were then agreed to.

Mr. Van Winkle submitted an amendment as a new section, and that every person not mentioned or described in section three of this article, who shall have engaged in insurrection or rebellion against the United States, and against whom no prosecution for treason has been instituted within —— years, shall, at the expiration of that time, upon taking an oath to support the Constitution of the United States, be exempted from all pains, penalties and liabilities for such participation in the rebellion.

Mr. Davis demanded the yeas and nays, which were taken as follows:

YEAS—Cowan, Davis, Doolittle, Guthrie, Hendricks, Riddle, Van Winkle, Miller—8.

NAYS—Chandler, Clark, Conness, Cragin, Edmunds, Fessenden, Foster, Grimes, Harris, Henderson, Howard, Howe, Kirkwood, Lane (Ind.), Morgan, Nye, Poland, Pomeroy, Ramsey, Sherman, Stewart, Sumner, Wade, Williams, Wilson, Yates—26.

So the amendment was disagreed to.

Mr. Hendricks offered the following: Strike out in section two of the proposed amendment the following: "But whenever, in any State, the elective franchise shall be denied to any portion of its male inhabitants, being citizens of the United States, not less than twenty-one years of age, or in any way abridged, except for participation in rebellion, or other crime, the basis of representation in such State shall be reduced in the proportion which the number of such male citizens shall bear to the whole number of male citizens not less than twenty-one years of age in such State," and insert in lieu thereof the following: "Excluding, also, two-fifths of such persons as have been discharged from involuntary servitude by any proclamation of the President of the United States, or by the amendment to the Constitution of the United States since the year 1861, and to whom the elective franchise may be denied." Disagreed to.

Mr. Doolittle offered the following as a substitute for the second section:

"After the census to be taken in the year 1870, and each succeeding census, Representatives shall be apportioned among the several States which may be included within this Union according to the number in each State of male electors, over twenty-one years of age, qualified by the laws thereof to choose members of the most numerous branch of its Legislature, and direct taxes shall be apportioned among the several States according to the value of the real and personal taxable property situate in each State, not belonging to the State or to the United States."

Mr. Doolittle explained the effect of such an amendment as he proposed upon the representation of the different States, reading a table recently published in the newspapers on this subject.

Mr. Poland took the floor to address the Senate at length on the pending proposition, but gave way to Mr. Doolittle, who, at three o'clock, moved an executive session, which was held, and the Senate soon after adjourned.

HOUSE.

Under the call of States for bills, Mr. Patterson introduced a bill to amend the act to make guardians and committees having control over the estates of lunatics in the several States to act in the District of Columbia. Read twice and referred to the Committee for the District.

Mr. Jenckes (R. I.) introduced a bill to alter the place of holding the Circuit Court of the United States for the Rhode Island district, and amendatory of the act to establish the judicial courts of the United States. Read twice and referred to the Committee on the Judiciary.

Mr. Wright (N. J.) introduced a joint resolution relative to a fresh-water basin for iron-clads at Tappan Bay, on the Hudson river, Read twice, and referred to the Committee on Naval Affairs.

Mr. Lawrence (O.) introduced a bill to provide a temporary government for the Territory of Lincoln. Read twice, and referred to the Committee on Territories.

Mr. Farnsworth (Ill.) introduced a bill to amend the practice of the United States Courts. Read twice, and referred to the Committee on the Judiciary.

Mr. Price (Iowa) introduced a bill regulating the tenure of certain offices. Read twice, and referred to the Committee on the Judiciary.

It provides that all civil officers who hold their offices by appointment from the President or any of the heads of departments, shall hold their offices for four years from the date of their appointment, and shall not be subject to removal during their term of office except for malfeasance, and in all cases where the advice and consent of the Senate is necessary to appoint, the same advice and consent shall be necessary before any removal shall be effected. Provided, that the act shall not apply to those holding positions merely as clerks.

Mr. Hitchcock (Na. Ter.) introduced a bill to provide for the geological survey of the Territory of Nebraska. Read twice and referred to the Committee on Public Lands.

Also, a bill to provide for the erection at Nebraska City of a building for Post Office and Internal Revenue Office, and for holding United States Courts. Read twice and referred to the Committee on Appropriations.

Mr. Burleigh (Dh. Ter.) offered a resolution, which was adopted, calling on the Secretary of the Interior for information as to the amount paid to the Indian tribes for various purposes.

The preamble and resolutions offered by Mr. Williams (Pa.) last Monday, and which, objection having been made, went over under the rule, came up next in order.

Whereas, It has been publicly declared by the supreme Executive authority of this nation, in accordance with the dictates of sound wisdom, the just instincts of humanity and the undoubted sentiment of the people of the loyal States, that treason should be made odious and traitors not only disgraced but impoverished; and

Whereas, It is represented that while not one traitor who has survived the chances of the battle-field, and escaped the retribution due to his crimes at the hands of the loyal soldiers of the North, has been otherwise punished than by the award of public honors or the remission of disabilities to qualify him for the enjoyment thereof, the memories of the traitor dead have been hallowed and consecrated by local public entertainments and treasonable utterances in honor of their crime, which have not only been tolerated by the national authorities, but in some instances approved by closing the public offices on the occasion of floral processions to their graves, while the privilege of paying like honors to the martyred dead of the armies of the Union who perished in the holy work of punishing the treason of those who are thus honored, and restoring the Union of our fathers, has been denied to the loyal people of those communities by the local authorities, with the connivance or consent of the military or civil agents of the Government; and

Whereas, The encouragement or toleration of such enormities is a pernicious and dangerous example, insulting to the living soldiers of the Republic as well as to the memories of the dead and calculated to make loyalty odious and treason honorable, and to obstruct, if not entirely prevent, the growth of such a feeling as is essential to any cordial or permanent reunion of these States; therefore,

Resolved, That the President be requested to inform this House whether any of the military or civil employes of this Government, whether in the State of Georgia or any of the other rebel States, have in any way countenanced or assisted in the rendition of public honors to any of the traitors, either living or dead, who have been waging a parricidal war against this Government, in commemoration of their great crime, either by closing their offices on such such occasions or making other favorable public demonstrations in connection therewith. And further, whether the privilege of doing like honors to loyalty at the graves of the Union soldiers who have perished far from their homes and kindred, has been, in any instance, obstructed or denied by the rebel authorities, with the concurrence or acquiescence of the officers of this Government.

Mr. Eldridge asked Mr. Williams to specify precisely what he would have done in order to have treason made odious in his estimation.

Mr. Williams replied that he would punish it.

Mr. Eldridge expressed a wish that Mr. Williams would amend his resolution so as to specify what he would have done.

Mr. Williams said he would have done precisely what he presumed Mr. Eldridge would not have done.

Mr. Eldridge inquired what that was, but he received no direct reply.

Mr. Williams remarked that the preamble was a mere recital of facts taken from a loyal paper in Augusta, Ga. He moved the previous question.

Mr. Raymond suggested that some debate should be allowed so that the House might know on what evidence the statement rested. He was entirely ignorant of the facts on which he could base his vote for either the preamble or resolution.

Mr. Williams declined to withdraw the previous question, as it was not a question of evidence, but of representation. The statements in the preamble were taken from a newspaper published in the city of Augusta, under the denomination of *The Loyal Georgian*.

After some further running discussion, the previous question was seconded, and the resolution adopted without a division. The preamble was agreed to—yeas 73, nays 30.

The resolution offered by Mr. Kelley last Monday, and which, objection having been made, went over under the rule, came up next in order, as follows:

Resolved, That the Secretary of War be directed to furnish the House of Representatives a schedule of all railroad property which was in the possession of the Government on May 1, 1865, whether held by right of capture or by purchase, and if by purchase, stating the cost. Also, what disposition has been made of such property; if sold, whether for cash or credit, and if for credit, under what law or authority, and whether the purchase money has been paid, or what steps have been taken to recover it.

The resolution was adopted.

The resolution offered by Mr. Wilson (Iowa) last Monday, and which, objections being made, went over under the rule, came up next in order, as follows:

Resolved, That the Secretary of the Treasury be directed to report to this House how much gold belonging to the Government of the United States has been sold since the first day of January, 1866, the date and amount, by whom sold, the compensation allowed for such sales, and the premium received. Also, whether any gold has been bought for the Treasury since that date, and if so, the amounts and dates of such purchases, the amount of premium paid, and who acted as agents in making such purchases. Also, whether any bonds of the United States haue been bought or sold for the treasury since that date, the dates and amounts of such purchases or sales, the amounts paid or received for the same, and the character and denomination of said bonds.

The resolution was adopted.

The resolutions offered by Mr. Dawson on the 19th of March, and which then, debate arising, went over under the rule, came up next in order, as follows:

Resolved, That the United States cannot guarantee the bonds of the Mexican or any other Government without impairing her own credit and imposing new burdens upon her people.

Resolved, That the sacred faith of the American people is pledged to the payment of our public debt, and that it is unwise to complicate our financial affairs by the assumption of the obligations of other countries.

Resolved, That the true policy of the United States is, in the language of Mr. Jefferson, "peace, commerce, and honest friendship with all nations, entangling alliances with none."

Mr. Dawson moved the previous question.

Mr. Orth suggested the reference of the resolution to the Committee on Foreign Affairs.

Mr. Stevens appealed to Mr. Dawson to let the resolutions lie over for a week, as he said there was no necessity for their adoption now.

Mr. Dawson insisted on the previous question, but the House refused to second it.

Mr. Dawson then, saying that it was manifest that the House was opposed to voting immediately on the question, moved the reference of the resolutions to the Committee on Foreign Affairs, and they were so referred.

A resolution offered by Mr. Miller on the 19th of March, and which went over under the rule, came up next in order, instructing the Committee on Printing to inquire into the expediency of ordering 25,000 extra copies of the agricultural report of 1864 to be printed, and was adopted.

A resolution offered by Mr. Raymond on the 2d of April, and which then went over under the rule, came up next in order, as follows:

Resolved by the House of Representatives, the Senate concurring, That a commission of five persons be appointed by the President of the United States to consider and report to Congress, at its next session upon the necessity of some more speedy, cheap and reliable means of transportation between the Western States and the Atlantic seaboard, and to submit some plan, whether by law or treaty, whereby the National Government can aid in providing for said necessity, if it shall be found to exist: *Provided*, That said commissioners shall receive no compensation for their services and no payment of any kind, except for such traveling expenses as they may actually incur in discharging the duties imposed upon them by this resolution.

On the suggestion of Mr. Raymond the resolution went over informally.

Mr. Clark (Ohio) offered the following resolution, and moved the previous question:

Resolved, That whereas the recent successes which have attended the demonstrations of the Fenian organization with the avowed purpose of liberating Ireland from the oppressive rule of Great Britain, according to the laws of nations, as interpreted by the British authorities, entitles said Fenian organization to be regarded with respect and as entitled to the rights of belligerents, the Committee on Foreign Affairs be requested to inquire into the propriety of recommending such action as may be proper to secure that object.

The House refused to second the previous question.

Mr. Rogers called for tellers on the previous question, but they were also refused.

Mr. Brandagee rose to debate the resolution, which thereupon went over under the rule.

Mr. Niblack offered a resolution, which was adopted, instructing the Committee on Appropriations to inquire into the propriety of making provision for the erection of a new executive mansion for the use of the President of the United States, and of setting apart the present executive mansion for the use of the State Department.

Mr. Phelps offered a resolution, which was adopted, rescinding the resolution for the employment of a clerk by the Committee on the Militia.

Mr. Randall (Pa.) offered a resolution for printing ten thousand copies of the report of General Stoneman on the Memphis riots. Referred to the Committee on Printing.

Mr. Johnson offered a resolution, which was adopted, instructing the Committee on Appropriations to report a bill for regulating and equalizing the mileage and pay of members of Congress, so as to distribute among all of them the aggregate now paid in just proportion to the expenses necessarily incurred at the capital, and in traveling to and from the same.

The House then proceeded to the consideration of the bill reported by the Reconstruction Committee, to provide for restoring the States lately in insurrection their full political rights.

Mr. Wilson (Iowa) addressed the House in support of the bill.

Mr. Wilson contended against the position assumed by the President, in his annual message, that the question of the right of secession must be judicially settled, finally and forever, that no State of its own will has the right to renounce its place in the Union. He held that there was no such question to be submitted to the courts; that it was a political question which had been settled by the founders of the Government, and confirmed by the national armies in the late war. Every secessionist in the country, he said, would rejoice to know that the question was still to be regarded as an open one, the venue only being changed to the courts.

Mr. Le Blond desired to ask a question. If Jefferson Davis was put on trial, and his counsel were to contend that under the Constitution a State had a right to go out of the Federal Union, what would be the duty of the Supreme Court when that issue was made?

Mr. Wilson replied that the duty of the Supreme Court in such a case would be simply to say to Mr. Davis's counsel and to the counsel for the Government, "This is an issue which cannot be and shall not be tried in this court."

Mr. Le Blond inquired whether it was not a question of constitutional construction?

Mr. Wilson denied that it was a judicial question in any sense. It was a political question which the people decided when they made the Constitution, and the right had never been conferred on the Supreme Court to entertain such an issue and to determine whether this is a government or not. It was not a question of construction, and he would like to ask the gentleman from Ohio whether he believed it was a question which should go to the Court for adjudication?

Mr. Le Blond replied that he certainly did. He believed that it was a question which belonged to the Supreme Court.

Mr. Wilson also desired to ask whether Mr. Le Blond thought that Jefferson Davis had committed the crime of treason against the Government?

Mr. Le Blonde expressed his belief that all who had taken up arms against the Federal Government were guilty of treason.

Mr. Wilson argued that if Jefferson Davis had committed treason, it followed that the State of Mississippi had no right to secede.

Mr. Le Blond suggested that that might be the opinion of the chairman of the Judiciary Committee, but it did not follow that the court would agree with him, particularly as Salmon P. Chase, and a number of distinguished statesmen, both North and South, had in days gone by contended differently.

Mr. Wilson did not know whether Mr. Chase had ever expressed such an opinion, and did not believe that he did; but if so, that would account for the gentleman's willingness to leave the question to his decision.

Mr. Le Blond repudiated the idea, and denied entertaining a desire that the Supreme Court should make such a decision. He did not believe that it would.

Mr. Wilson—Then the gentleman does not believe that the Chief Justice entertains the opinion which he attributed to him, because he would certainly decide in accordance with his opinion.

Mr. Le Blond replied that he hoped Chief Justice Chase had by this time changed his opinion and become a much better man.

Mr. Wilson expressed his satisfaction that the gentleman's opinion of the Chief Justice was improving. He wished it to be distinctly understood that the doctrine contained in the remarks which he had submitted he believed to be not only good law, but absolutely necessary for the safety and perpetuity of the Government. If this question were thrown into the courts it would be unsettling the foundations of the Government, and exposing the country to anarchy. He did not desire any such result, and therefore he said that if any United States Sudge were to entertain that question, he would be guilty of judicial treason against the Government of the United States.

On motion of Mr. Morrill (Vt.), the further consideration of the bill was postponed till Wednesday next.

Mr. Marshall presented the credentials of persons claiming seats as Representatives from Mississippi. Referred to the Reconstruction Committee.

Mr. Cobb, from the Committee for the District of Columbia, reported back the bill to incorporate the Soldiers' and Sailors' Union of Washington, which was read the third time and passed.

The house then proceeded to the consideration of the bill to reduce and establish the pay of officers and to regulate the pay of soldiers of the army.

Mr. Woodbridge made an hour's speech against the bill, arguing that the bill would work great injustice and inequality, and sustaining that argument by illustrations of what its effect would be.

Mr. Dumont followed in an hour's speech in support of the bill.

Mr. Schenck gave notice that he would try to bring the House to a vote on the bill to-morrow.

At four o'clock the House adjourned.

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AT 7.30 A. M.—Morning Express for Bethlehem and and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City, and with Catawissa Railroad, for Rupert, Danville, Milton and Williamsport. Arrive at Mauch Chunk at 11.45 A. M.; at Wilkesbarre at 2.45 P. M.; at Mahanoy City at 2 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.

AT 8.35 A. M.—Accommodation, for Doylestown, stopping at all 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.

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 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 York at 10 P. M. Passengers for Sumneytown take stage at North Wales, and for Nazareth at Bethlehem and for Greenville a Quakertown

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 Bethlehem and all Stations on main line of North Pennsylvania 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 Fort Washington.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6.25 A. M., and 12.25 M., and 6.15 P. M.

12.25 train makes direct connection with Lehigh Valley trains from Easton, Wilkesbarre, Mahoney City, Hazleton, and arrives in Philadelphia at 2.30 P. M.

Passengers leaving Wilkesbarre at 1.15 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 8.40 P. M.

Leave Doylestown at 6.40 A. M. 3.15 and 5.30 P. M.
Leave Lansdale at 6 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 2.30 P. M.
Doylestown for Philadelphia at 7.20 A. M.
Bethlehem for Philadelphia at 4.30 P. M.

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

White Cars of Second and Third Streets Line convey passengers to Third Street Depot.

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

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

Office, No. 113 South THIRD street. my21

FOR NEW YORK.—The CAMDEN AND AMBOY and PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and way places, from WALNUT STREET WHARF, will leave as follows, viz: Fare.

At 5 A. M., via Camden and Amboy, Accom., $2 25
At 8 A. M., via Camden and Jersey City Express, 3 00
At 2 P. M., via Camden and Amboy Express, 3 00
At 6.00 P. M., via Camden to S. Amboy, Accom. 2 25
At 6.00 P. M. via Camden and Amboy Accom.
2d class... 1 80

At 8 A. M., 2 and 5.00 P.M. For Mount Holly, Ewansville, Pemberton and Vincentown. At 5 A. M., and 2 P. M. for Freehold.

At 5 and 10 A. M. 12 M. 4, 5, 6, and 11.30 P. M., for Fish House, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, &c. The 10 A. M. and 4 P. M. lines runs direct through to Trenton.

LINES FROM KENSINGTON DEPOT will leave as follows:

At 11 A. M., 4.30, 6.45 P. M and 12 P.M. (night) via Kensington and Jersey City Express....... $3 00

The 6.45 P. M. Line will run daily. All others Sundays excepted.

At 7.30 and 11.00 A. M., 3, 3.30, 4.30, 5 and 6.45 P. M., and 12 Midnight, for Bristol, Trenton, &c.

At 7 and 10.15, A. M., 12 M., 3, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford and at 10.15 A. M. for Bristol, Schencks, Eddington and 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD, 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, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, &c. The 3.30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.

At 5 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 run into the Depot, and on arrival of each Train, run from the Depot. On Sundays, Omnibusses will leave Walnut street wharf at 6 P. M. to connect with 6.45 P. M line.

Fifty Pounds of Baggage only allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty 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 $100, except by special contract.

Tickets sold and baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Newport, Albany, Troy and Saratoga.

Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut street, or at No. 102 South Twelfth street.

LINES FROM NEW YORK FOR PHILADELPHIA:

Will leave from foot of Cortland street, at 12 M. and 4 P. M., via Jersey City and Camden. At 7 and 10 A. M., 6 P. M, and 12 Night via Jersey City and Kensington.

From Pier No. 1 N. River, at 5 A. M. and 2, 4 P. M., via Amboy and Camden.

WM. H. GATZMER, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.

SUMMER ARRANGEMENTS.

On and after MONDAY, June 4th, 1866, 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., 2.30, 4.45 and 7.00 P. M.

Leave West Chester for Philadelphia, from Depot on E. Market street, 6.20, 7.30, 10.45 A. M., 1.55, 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 5.47 and 10.30 P. M.
Leave Pennelton for Philadelphia 8.16 A. M., 7.35 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 5.00 P. M.

Till otherwise ordered a Market Passenger Train will leave West Chester for Philadelphia, on Tuesdays and Fridays only, at 6.45 P. M.

ON SUNDAYS—The West Philadelphia Passenger cars will leave Eleventh and Market streets, half-an-hour before the Train leaves the depot, and will leave 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 7.30 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.

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

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.—TIME TABLE.—On and after MONDAY, May 16th, 1866.

FOR GERMANTOWN.

Leave Philadelphia—6, 7, 8, 9, 10, 11, 12, A. M.; 1, 2, 3 10 minutes, 3¾, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12, P. M.

Leave Germantown—6, 7, 7½, 8, 8.20, 9, 10, 11, 12, A. M.; 1, 2, 3, 4, 4¾, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8.20 down train, and the 3¾ and 5¾ up trains do not stop on Germantown Branch.

ON SUNDAYS.

Leave Philadelphia—9.10 minutes, A. M.; 2, 3, 5, 8 and 10¾, P. M.

Leave Germantown—8 A. M.; 1, 4, 6½ and 9¾, P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia—6, 8, 10, 12, A. M.; 2, 3¾, 5¾, 7, 9, and 11, P. M.

Leave Chestnut Hill—7.10 minutes, 8, 9.40, and 11.40 A. M.; 1.40, 3.40, 5.40, 6.40, 8.40, and 10.40 P. M.

ON SUNDAYS.

Leave Philadelphia—9.10 minutes, A. M.; 2, 5, and 8 P. M.

Leave Chestnut Hill—7.40 minutes, A. M.; 12.40, 5.10 and 9.25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia—6, 8.35, 11.05 minutes, A. M.; 1½, 3, 4½, 5¾, 6½, 8.05, and 11½, P. M.

Leave Norristown—5½, 7, 7.50, 9, 11, A. M.; 1½, 4½, 6¼ and 8 P. M.

The 5¾ P. M. train will stop at School Lane, Wissahickon, Manayunk, Spring Mills and Conshohocken only.

ON SUNDAYS.

Leave Philadelphia—9 A. M., 2½, 4, and 7½ P. M.
Leave Norristown—7 A.M., 1, and 5½ and 9, P. M.

FOR MANAYUNK.

Leave Philadelphia—6, 8.35, 11.05 A. M.; 1½, 3, 4½, 5¾, 6½, 8.05, and 11½ P. M

Leave Manayunk—6½, 7½, 8.20, 9½, 11½, A. M.; 2, 5, 6¾ and 8½, P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½ 4, and 7½ P. M.
Leave Manayunk—7½ A. M.; 1½ 6, and 9½ P. M.

W. T. WILSON, General Superintendent,
Depot, Ninth and Green streets.

RARITAN AND DELAWARE BAY RAILROAD COMPANY.

NOTICE.—On and after MONDAY, the 14th of May, trains on this road will leave the Depot of the Camden and Atlantic Railroad Company, at Cooper's Point, Camden, as follows:

Express, for Long Branch, New York, and intermediate stations, at 9.20 A. M.

Freight, for New York and intermediate stations, at 2.30 P. M.

Mail and Express, for New York, at 3.30 A. M.

Returning, trains leave Pier 32, North River, foot of Duane street, at 11.00 A. M. and 4 00 P. M., and Pier No. 3, at 4.15 P. M. No baggage taken at Pier No. 3.

Fare, to and from New York, $2.00.

my17 W. N. CLAYTON, Superintendent.

TRAVELING GUIDE.

READING RAILROAD.

GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST and the CANADAS. SUMMER ARRANGEMENT OF PASSENGER TRAINS, June 4, 1866, leaving the Company's Depot, THIRTEENTH and CALLOWHILL Streets, Philadelphia at the following hours:

MORNING MAIL.

At 8 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c., &c.

This train connects at READING with the East Pennsylvania Railroad trains for Allentown, &c., and with Reading and Columbia R R. trains for Columbia, &c.; with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia R.R. trains for Columbia &c.

READING ACCOMMODATION.

Leaves Reading at 6.00 A. M., stopping at all way stations; arrives in Philadelphia at 8.55 A. M.

Returning, leaves Philadelphia at 5.00 P. M.; arrives in Reading at 7.55 P. M.

Trains for Philadelphia leave Harrisburg at 8.10 A. M., and Pottsville at 8.45 A. M., arriving in Philadelphia at 1.00 P. M. Afternoon trains leave Harrisburg at 2.10 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 6 45 P. M.

Harrisburg accommodation leaves Reading at 7.30 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M., arriving in Philadelphia at 9.10 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 12.45 noon for Reading and all way stations; leaves Reading 11.30 A. M., and Downingtown 12.30 P. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8.00 A. M. and Philadelphia at 3.15 P. M.; leave Philadelphia for Reading at 8.00 A. M., returning from Reading at 4.25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 8.10 A. M. and 5.00 P. M. trains from Philadelphia, returning from Downingtown at 6.35 A. M. and 12.30 Noon.

NEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST.

Leaves New York at 7, 9 A. M. and 8.00 P. M., passing Reading at 10.05 11.53 A.M., and 1.48 P.M., and connect at Harrisburg with Pennsylvania, and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c.

Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 3 and 9.05 A. M., 9.15 P.M. passing Reading at 4.49 and 10.52 A. M. arriving at New York 10 A. M., and 2.45 P. M. Sleeping Car accompanying these trains through between Jersey City and Pittsburgh, without change.

Mail train for New York leaves Harrisburg at 2.10 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7, 11.30 A. M. and 7.15 P. M., returning from Tamaqua at 7.35 A. M., and 1.40 and 4.15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7.50 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3.20 P. M. and from Tremont at 7.35 A. M. and 5.25 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

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

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

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

SEASON TICKETS.

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

CLERGYMEN

Residing on the line of the Road will be furnished with cards, entitling themselves and wives to tickets at half-fare.

EXCURSION TICKETS.

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 Callowhill streets.

FREIGHT.

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

FREIGHT TRAINS.

Leave Philadelphia daily at 5.30 A. M., 12.45 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

MAILS

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 3.15 P. M.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing MONDAY, April 16th, 1866. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:

Express Train, at 4.15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Way-mail Train, at 8.15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations between Philadelphia and Baltimore.

Delaware R.R. Train, 9.00 A.M. (Sunday excepted), for Princess Anne, Milford and intermediate stations.

Express train at 11.45 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 3.00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

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

Passengers by boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the 11.45 A. M. Train.

WILMINGTON ACCOMMODATION TRAINS, stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 9.00, 11.15 A.M., 4.30, 6 00 and 11.30 P. M. The 4.30 P. M. train connects with the Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6.45, 8.00 and 9.30 A. M., 4.00 and 6.30 P. M.

Trains for Newcastle leave Philadelphia at 9.00 A. M., 4.30 and 6.00 P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11.00 A. M., 4.26 and 10.00 P.M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7.46, 8.46, 10.14 and 11.40 A. M., 4.43, 5.10, 7.26 and 10.36 P. M.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail. 9.20 A. M., Express. 1.10 P. M., Express. 6.35 P. M., Express. 8.25 P. M., Express.

Trains for Baltimore leave Chester at 4.49 and 8.52 A. M., and 3.38 P. M.

Trains for Baltimore leave Wilmington at 5.23, and 9.33 A. M., and 4.15 P. M.

Freight trains with passenger car attached will leave Wilmington for Perryville and intermediate stations at 6.65 P. M. Leave Baltimore for Havre de-Grace and intermediate Stations at 4.45 P. M. Leave Perryville for Wilmington and intermediate stations at 5.00 A. M., connecting at Wilmington with the 8.00 A. M. train for Philadelphia.

SUNDAY TRAINS.

Express Train at 4.15 A. M. for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

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

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 stops 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.

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

H. F. KENNEY, Superintendent.

PITTSBURGH, COLUMBUS AND CINCINNATI RAILROAD COMPANY.

THE PAN HANDLE ROUTE 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 Southwest.

THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNATI, AND BUT TWO TO ST. LOUIS.

PASSENGERS BY THIS ROUTE WILL ARRIVE IN CINCINNATI, INDIANAPOLIS, CAIRO AND ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY OTHER LINE.

Passengers leaving Philadelphia at 11.50 A. M. will arrive at Altoona in the evening for supper, where Woodruff's Celebrated Palace State-Room Sleeping Cars will be attached, and run through to Columbus without change, avoiding change of cars at Pittsburgh at midnight, a comfort never before afforded to the traveling community.

Be sure to purchase tickets "VIA STEUBENVILLE," at

PENNSYLVANIA RAILROAD OFFICE
Corner Thirtieth and Market Streets,
Philadelphia.

S. F. SCULL,
Gen'l Ticket Ag't, Steubenville, O.

JOHN H. MILLER. Gen'l Eastern Pass. Ag't.
526 Broadway, New York.

JOHN DURAND, Gen'l Sup't. fe14-tf

Pennsylvania Railroad Office, 631 Chestnut street; Girard House, Continental Hotel, J. C. ALLEN, Ticket Agent. And Thirtieth and Market streets, T. H. PARKE, Ticket Agent.

PHILADELPHIA & BALTIMORE CENTRAL RAILROAD.—SUMMER ARRANGEMENTS.—ON AND AFTER MONDAY, March 19, 1866, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia Railroad, corner of Thirty-first and Market Streets, (West Philada), at 7.20 A. M., and 4.45 P. M.

Leave Rising Sun, at 5.30, and Oxford at 6.05 A. M., and leave Oxford at 3.25 P. M.

Till June 1st a Market Train with Passenger Car attached, will run on Tuesdays and Fridays, leaving The Rising Sun at 10.45 A. M., Oxford at 11.45 A. M., and Kennett at 12.45 P. M., connecting at West Chester Junction with a Train for Philadelphia. On and after June 1st, 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, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 4.45 runs to Rising Sun, 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. mh19 HENRY WOOD, Gen'l Sup't.