THE DAILY EVENING BULLETIN: PHILADELPHIA, TUESDAY, JANUARY 9, 1866.

From our Third Edition of Yesterday | North Pennsylvania Railroad. Roadsbeing

o be printed.

inches of ice under it.

Third and Market streets.

affirmed at the cost of appellant.

firmed.

ment affirmed.

ment affirmed.

COURTS.

result:

Superintendent were also read and ordered

The meeting then adjourned and an elec-

tion for officers was held with the following

PRESIDENT-Franklin A. Comly.

From Washington.

[Special Despatch to the Bulletin.] WASHINGTON, Jan. S.-Secretary Mc Conloch will send his financial budget to Congress to flay. It proposes to carry out the suggestions of his report. The President will make a communicaprinted

tion to the Committee on Reconstruction, in accordance with the request of said Com-

mittee. The resolutions calling upon Government for information relative to Maximilian & Company will develop some remarkably queer things. The Committee on Appro-priations have the Army and Navy bills eady to report. They are cut down below the estimates, several millions.

XXXIXth Congress-First Session.

WASHINGTON, Jan. 8, 1866. SENATE .- The President pro tem. laid before the Senate a communicatian from the Mayor of Washington, transmitting the results of the late election in the city on the subject of negro suffrage. Ordered to lie on the table

Mr. Morgan (N. Y.) presented the memo-rial of the New York Chamber of Commerc, asking for legislation to protect Northern creditors from the operation of Southern statutes of limitation. Referred to the committee on Judiciary. Several petitions of soldiers in the late

war, asking for an equalization of pay and bounty, were offered and referred. Mr. Johnson (Md.), presented the creden-tials of Randall Hunt, Senator elect from Lousisiana, which were ordered to lie on the table. Mr. McDougal (Cal.) offered a resolution

calling on the President for information in regard to the issue of an order from the Commanding officer in California, forbid ding the exportation of arms over the frontier, and whether such order was not a violation of neutrality towards Mexico. Adopted.

Adopted. Mr. Cresswell (Md.), offered a resolution which was adopted calling for information, as to why the commission authorized to investigate the claims of loyal slave owners, to compensation for colored volunteers owing service to them had not been appointed.

The Senate at half-past 12 o'clock adiourned.

[House-Continued from Second Edition.] Mr. Williams offered a resolution, which was passed by a vote of 94 to 37, declaring, as the sense of the House, that the troops should not be withdrawn from the seceding States until the two Houses of Congress shall have ascertained and declared their further presence there no longer necessary. Mr. Morrell, from the Committee of Ways and Means, reported a bill authorizing the

sue of bonds for funding the obligations of the United States. It authorizes the Secretary of the Trea-

sury to issue 6 per cent. coin bonds, to an indefinite amount, to fund all the floating debt, interest payable in Europe, to be five per cent., and also, that the interest bearing notes shall cease to be a legal tender when

Markets.

Markets. NEW YORK, Jan. 8th.,-Cotton quilet at 52/053. Floar has declined 5(200c. Sales of 4,500 bbls. State \$7 20(2) \$ 50: Obio \$8 60(20 25; Western \$7 20(2) \$ 500 hera \$ 80(2) \$ 50

CITY BULLETIN.

RAILROAD MEETINGS .- The stockholders of the various railroad companies having their offices in this city held their annual meetings to day. Philadelphia and Reading Railroad Com-

pany.—The meeting of this company was held at noon to day at the office, at Fourth street and Willing's alley. The attendance

was large.

TRAVELING GUIDE. constructed by the Lehigh Coal and Navi

ELECT V LINEAUX CULEPED: CALL OF CONTRACT OF CONFERENCE OF CONTRACT OF CONTRA gation Company, Lehigh and Lackawanna Railroad Company, Chestnut Hill and Cheltenham Railroad Company, will act as feeders to the North Pennsylvania road. The report was accepted and ordered to be The reports of the Treasurer and General

At the following hours: At the following hours: At 8 A. M., for Reading, Lebanon, Extristora. Potzeville, Pine Grove, Tamaqua, Sunbury, Williams-port, Einira, Rochester, Nikgera Falls, Bulhalo, Allen-town, Wilkestarre, Pittsion, York, Carlisie, Chambers-burg, Hagvestown, Acc., &c. This train councets at READING with the feast Pennavyuania Realized trains for Allentown, ecc.

This train connects at READING with the East Pennsylvania Reihozd trains for Allentown, etc.; and with the Lebanon Valley train for Harrisbury dc.; at PORT CLINTON with Catzwissa Railzoad trains for Williemsport, Lock Haven. Emitra éc., at HARRISEURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehanua trains for Nortunberland, Williemsport. York. Caamberabury, Pinegrove, éc. AFTERNOON EXPRESS DIRECTORS.—John Jordan, Jr., J.Gilling-ham Fell, S. Morris Waln, William C. Ludwig. Ellwood Shannon, Edward C. Knight, Alfred Hunt, I. Pemberton Hutchinson,

Pinegrove, &c. AFTERNOON EXPRESS. Leaves Philadelphia at 2.0 P. M. for Reading, Potts-ville, Harrisburg, &c., coanecting with Reading and Cclumbia & R. trains for Columbia &c., and with Cata-wiss Balread train for Milton, Williamsport, Eimica, Putislo. William C. Kent, Charles W. Wharton. Passenger Railways.—The annual meetings of all the passenger railway compa-nies, were held to day at the offices of the several companies, Each company elected officers for the ensuing year. As far as ascertained, but four changes were made.

SKATING .- There is no scarcity of first-

class skating about this time. The ice is in splendid condition, and the skaters are eager for the delightful sport. The Central Park, at Fifteenth and Wallace streets; the Philadelphia Park, at Thirty-first and Wal-

Cclimbla & R. trains for Columbia & c. and with Cata-wiss Realtread train for Milton, Williamsport, Elmira, Buffalo. & cc. EEADING ACCOMMODATION. Leaves Reaching at 630 A. B., stopping at all waysta-tions; arrives in Fhiladelphis at 4.30 A. M. Returning, leaves Philadelphis at 4.30 P. M.; arrives in Ecading at 7.30 P. M. Trains for Philadelphis at 4.30 P. M.; arrives in Ecading at 7.30 P. M. Trains for Philadelphis at 4.20 P. M.; arrives in Ecading at 7.30 P. M. A., and Pottsville at 3.30 A. M., arriving in Philadel-phila st 1.23 P. M. Afternoon trains leave Harrisburg at 1.25 P. M., afternoon trains leave Harrisburg at 1.25 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphis at 7.65 P. M. Karrisburg accommodation leaves Reading at 7.85 A. M. and Harrisburg at 9.00 P. M. Market train, with a Passenger car stlached, leaves Philadelphia at 1.45 noon for Reading and all way sistions; leaves Reading 11.80 A. M., and Downingtown 12.50 P. M. for Philadelphia at 8.40 A. M., and Philadelphia at 1.67 P. CHESTER VALLEY RAILEOAD. Passengers for Downingtown at dintermediatepoints take the 8.00 A. M. and 4.35 P. M. trains from Philadel-phis, returning from Downingtowr at 7.55 A. M. and 280 Nooc. NEW YORK EXPRESS, FOR PITTSBURGH AND nut streets; the Keystone, at Third and Morris streets; the Eastwick, on the Darby road. and the National Park, Twenty-tirst and Columbia avenue, are all attracting crowds of admirers of the glancing blades. Dr. Jansen had his Central Park, at Fif-

teenth and Wallace streets, flooded vester

day morning, and there is now a smooth sheet of splendid ice there, with only eight

ABOUT 2¹/₂ o'clock this afternoon an alarm of fire was occasioned by the burning of a foul chimney at the southwest corner of

take the south of the second state of the second phile second by the second phile s THE GIVEN CASE.—This morning was fixed for the hearing in the case of Weaver

vs. Given. Owing to the engagement of the judges in the Oyer and Terminer, the case was postponed until Monday next. In the meantime the testimony of witnesses from Mail train for Harnson's terrer and the second seco

SCHUYLKILL VALLEY RAILROAD. Trains leave Potteville at 6.45, 11 A. M. and 7.15 P. M., retorning from Tamaqua at 7.85 A. M., and 1.40 and 4.15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Anburn at 7.45 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tre-mont; returning from Harrisburg at 4.00 P. M. and from Tremont at 7.00 A. M. and 6.00 P. M. TICKETS. Through 'first-class thekets and emigrant tickets to all the principal points in the North and West and Canadas. the army will be taken by an examiner. SUPREME COURT-Chief Justice Woodward and Justices Strong, Read and Ag-new.—Judgments were entered this morn-

ing in the following cases: John R. Campbell et al. vs. Charles C.

McLaw. Appeal from decree of C. P. of In-diana county. Opinion by Read, J. Decree Canadas, The following tickets are obtained only at the Office of S. Enclord, Treasurer, No. 27 South Fourth atret, of S. Eredford, Treasurer, No. 27 South Fourth street, Philadelphia, or of G. A. Nicolis, General Superintend-ent, Reading. Wm. A. Shreve et al. vs. Wm. J. Brew-

COMMUTATION TICKETS, ster et al. Error to District Court of Alle-gheny county. Opinion by Read, J. Judg-ment affirmed.

COMMENT At 25 per cent, discount between for families and firms, MILEAGE TICKETS, Good for 2,000 mUes, between all points, at \$52 50 each for families and firms. SEASON TICKETS. Rhines vs. Ex. of Henry Raught, Error

to C. P. of Jefferson county. Opinion by Woodward, J. Judgment reversed and

BEASON FROM The SEASON FROM TH a venire facias de novo awarded. A. M. White et al. vs. Leeds, for use, &c. -Error to Common Pleas of Indiana county.

Opinion by Read, Justice. Judgment af 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 Callow-Edward C. Stewart vs. Wm. F. Thomp-

son.—Error to Common Pleas of Allegheny county. Opinion by Read, Justice. Judg-

Ricketson et al. vs. Com. ex rel. E. Simpson.—Error to Common Pleas of Allegheny county. Opinion by Read, Justice. Judg-

Bid only at the Titlet Only of the first only at the Titlet only at the first only at the first of the first only at Huffman vs. Hamilton.--Error to Common Pleas of Armstrong county. Opinion by Read, Justice. Judgment affirmed. Barnettys.Reed.—Error to Common Pleas

the road and its branches at 5 A. M., and for the prin-cipal Stations only at 2.15 P. M. PHILADELPHIA, WILMING-MORENE AND AND BALTIMORE RAIL-ROAD-TIME TABLE.-COBMUNIC RAIL-Broad street and Washington avenue, as follows: Express Train, at 4.00 A. M. (Mondays excepted), for Baltimere and Washington, stopping at Wilming-ton, Perryville, Havre-de-Grace. Aberdeen, Perry-man's, Magnolia and Stemmer's Run. Delaware R.R. Train, & A.M. (Sunday excepted), for Salisbury, Mill r dud intermediate stations. Way-mail Train, at 9.15 A. M. (Sundays excepted), for Salisbury, Mill r dud intermediate stations. Way-mail Train, at 9.15 A. M. (Sundays excepted), for Salisbury, Mill r dud intermediate stations between Way-mail Train, at 9.15 A. M. (Sundays excepted), for Express Train at 2.45 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Baltimore and Washington, stopping at Chester, Thurley, Universed Train at 2.45 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurley, Baltimore and Washington, Stopping at Chester, Balti of Armstrong county. Opinion by Strong, Justice. Judgment affirmed. Mellon vs. Guthrie—Error to Common Pleas of Forest Co. Opinion by Strong, Justice; Judgment affirmed. McNight et al vs. Kreutz-Error to Dis-

trict Court of Allegheny county. Opinion by Strong, Justice. Judgment reversed, and a venire de novo awarded. Evans & Fuller vs. Watson, et al. Error to Common Pleas of Jefferson county. Opin-ion by Strong, Justice. Judgment afirmed.

TRAVELING GUIDE.

NORTH PENNSYLVANIA B North and most direct line to Bethlehem, Allentown Mauch Chunk, Hazleton, White Haven Wilkeebarre, Mahanoy City, and all points in the Lehigh and Wyo ring Coal Regions. Passenger Depots in Philadelphia, THIRD street

ming Coal Regions, Passenger Depots in Philadelphia, THIRD street above Thompson, and corner of BEERS and AMERI OAN streets, WINTER ARRANGEMENT, NINE DAILY TRAINS,

OAN 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 7.30 A. M.-Morning Express for Bethlehem and and Principal Stations on North Pennsylvana Ball-ford, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeaner'lle, Hazleton, White Ha-ren, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Washing Valleys; also, in connection with Lehigh and Maianoy Railroad for Mashanoy City, and with Catawisas Baliroad, for Ruper, Daaville, Milton and Williamispert, Arrive at Manch Chunk at 11.45 A. M.: at Wilkesbarre at 2.45 P. M.; at Mahanoy City at 3 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethleheim at 12.00 M. for Eas-ton and points on New Jersey Central Baliroad to New York.
AT 8.30 A. M.-Accommodation, for Fort Washing-ton, stopping at all intermediate Stations. Passengers for Willow Grove, Hatburg and Hartsville, by this train, take Stage at Ool York Noad.
AT 2.30 P. M. -Accommodation tor Doylestown, stop-ping at all intermediate Stations. Passengers take stage at Doylestown for New Hope.
AT 3.30 P. M. -Accommodation tor Doylestown, stop-ping at all intermediate Stations. At 2.30 P. M. -Accommodation tor Doylestown, stop-ping at all intermediate Stations. Passengers to Plantield, Somerville and other principal Stations on the North Pennsylvania Ral-road, making close connection at Bethlehem with Le-high Valley Train for Easton, reaching there at 4

sengers for summeryown take stage at North Wates, and for Nazareth at Bethlehem and for 6 reenville at Quakertown AT 4.15 P. M.-Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville take stage at Ablagion ; for Lumberville at Doylestown. AT 5.15 P. M.-Through Accommodation, for Beth-lehem and all Stations ou main line of North Pennsyl-vanis Raifroad, connecting at Bethlehem with Lehigh Valley Evening Train for roints on Lehigh Valley Raifroad and for Danville, Williamsport and Catawissa Esilroad. AT 6.15 P. M.-Accommodation, for Lansdale, stop-ping at all intermediate Stations. At 11 P. M. Accommodation for Fort Washington. TRAINS FOR PHILADELPHIA. Leave Bethlehem at 8.25 and 10.02 A. M., and 6.15 P.

M. Fassengers leaving Easton at 9.39 A. M., connect at Bethlehem and arrive in Philadelphia at 12.25 P. M. Passengers leaving Wilkebarre at 1 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphis

at Bethlehem at 6.15 P. M., and arrive in Philadelphis at 3.45 P. M. Leave Dopiestown at 6.30 A. M. 8.15 and 5.30 P. M. Leave Dopiestown at 6.30 A. M. 8.15 and 5.30 P. M. Leave Fort Washington at 10.50 and 2.15 P. M. Device Fort Washington at 10.50 and 2.15 P. M. Philadelphia for Bethlehem at 9 A. M. Philadelphia for Device of the at 7.20 A. M. Bethlehem for Philadelphia at 7.20 A. M. Bethlehem for Phil

Rates of fare. Hillman's Haggage Express will call for and deliver Baggage at the Depot. Olince, No. 113 South THIRD street. No. 113 South THIRD street. No. 113 South THIRD street.

Olice, No. 113 South THIRD Street. nol4-til PENNBYLVANIA CENTRAL RALLROAD. WINTER ABRANGEMENTS. A WINTER ABRANGEMENTS. A The trains of the Pennsylvania R. R. will leave the New Depot at Thirtieth and Market street. The cars of the Market Street Passenger Railway run to and from this Depot. They also leave Front street every two minutes, commencing one hour pre-vious to the time of departure of each Train and allow about 30 minutes for a trip. Thele cars are in waiting on the arrival of each Train to convey Passengers into the city, and connections are made with all roads cross-mg Market street.

From Pier No. 1 N. River, at 12 M., 3 and 7 P. M. (Freight and Passenger), via Amboy and Camden. WM. H. GATZMER, Agent. The Comparison of the second second second places in the Western, North Western and South Wes-tern States and the Canadas. Four through trains daily (Sundays excepted). Leave Philadelphia and Leave North Pennsylva-Beading R.R. Lepot. 8 A. M. 3.30 P. M. One train on Sunday at 3 15 P. M. One train on Sunday at 3 15 P. M. By all these trains direct connection is made at El-mira with Erre railway: at Subspension Bridge with Great Western railway: at Subspension Bridge with Great Western railway. Fare always as low as by any other line. Steeping cars on all night trains. Second class cars with cushioned seats accompany each express train. giving passengers the advantage of high speed with low fare. For through itchest and further particulars concern Ing the routes, apply at the. Ticket Odice, 425 Chestnut street. the city, and connections are more within and Market street. ON SUNDAYS—Cars leave Eleventh and Market streets at 6.45 P. M., to connect with the Pittsburgh and Erre Mail, and at 10.25 P. M. with Phitsdelphia Erre OC21 N. VAN HORN, PRS. Agt. WEST JERSEY RALLROAD CLINES-From fost of Market street Topler Ferry, Daily, orcept Sundays. FALL AND WINTER ARRANGEMENT, Commencing WEDNESDAY, NOVEMBER 15th,

dress. Mann's Begenge Express will hereafter be located at No. 31 South Eleventh street. Parties desiring Bagenge taken to the trains, can have it done at reasonable rates appes application to him. TRAINS LEAVE AND ARRIVE AT DEPOT THUS:

ERIE EXPRESS Bt 7.30 A ERIE EXPRESS MAIL TRAIN PAOLI ACCOM, No. 1 FAST LINE. PARKESBURG, ACCOM, HARRISBURG ACCOM, HARRISBURG ACCOM, PAOLI TRAIN, No. 2 PITTSBURGH & ERIE MAIL PHILADELPHIA EXPRESS ARBUVE

nt 7.30 A. M. nt 8.00 A. M. 10.00 M. 12.00 M. 2.30 H. 4.00 P. M. 5.50 H. 5.50 H. 11.10 H. to Millville connecting with freight train (Passenger car attach d) for Cape May, due 3.45 P. M. and 3.00 P. M. thrcugh passenger, due 8.00 P. M. For Glassboro' and intermediate Stations, at 9 A. M. 3 and 3.30 P. M CINCINNATI EXPRESS ABBIVE CINCINNATI EXPRESS PHILADELPHLA EXPRESS PAOLI ACCOM., NO. 1 PAREESBURG ERIE EXPRESS LANCASTER TRAIN FAST LINE PAOLI ACCOM., NO. 2, IAY EXPRESS " 1.30 A. M ¹¹ 7.10 ¹¹ 8.20 ¹¹ 9.30 ¹¹ 1.20 ¹¹ 1.20 ¹¹ 1.20 ¹¹ 1.10 ¹¹ 1.0

For Ginzsooro and interintentiate Stations, at 9 A. M., Sand 3.20 P. M. For Woodbury, Gloucester, &c., at 9 A. M., 3, 3.30, and 5.30 P. M. Freight train will leave Poiladelphia from Sandford's Wharf at 0 A. M., and Camden, at 12 M. J. VAN RENSELAER, Superintendent, J. VAN RENSELAER, Superintendent, THE WEST JERSEY EXPRESS COMPANY Will attend to all the usual branches of KXPRESS BUS- NESS, receive, deliver, and forward, through other re- sponsible Express Companies, to all parts of the coun- try, any article entrusted to them. A Special Messen- per accompanies each through train. Office, No. 5 Walnut street.

Ing the routes, apply at the. Ticket Office, 425 Chestnut street, oc21 N. VAN HORN, Pas. Agt,

1835. For Bridgeton, Salem, and all Stations on West Jer-sey and Falem Railroads, at 9 A. M. and 8.30 P. M. For Millylile and all intermediate Stations, at 9 A. M. and 8 P. M.

For Cape May and intermediate Stations, at 9 A. M.

TEAVELING GUITEDE.

ESAVELUING GRUIDFE. FIGURATION OF CONTRACT OF CAMPACT AND A MBOY and PHILA-DELPHIA AND TRENTON RALLKOAD COM-PANY'S LINES, from Philadelphiato New York, and way places, from WALNUT STREET WHARF, will leave as follows, viz: At 6 A. M., via Camden and Amboy, Accom., §2 25 At 8 A. M., via Camden and Jersey City Express, 300 At 2 P. M., via Camden and Jersey City Express, 300 At 2 P. M., via Camden and Amboy Express, 225 At 6 and 11:60 P. M., via Camden and Amboy, Accom-modation, 255

At 6 and 11.80 P. M., via Canden and Amboy, Accom-modation, (Freight and Passenger) 1st Class Ticket, 225 2d Class Ticket, 150 At 6 and 10 A. M., 2 and 5 P. M. for Mount Holly Ewang-ville, 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 Pal-myra, Riverton, Delanco, Bevery, Edgewater, Bur-lington, 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:

at 11.15 A. M., 4.30 P. M and 6,45 P. M. via Ken-

A and 5 and 5 and 5 arclay street at 6 A, M, and 2 P. M., From foot of Barclay street at 6 A, M, and 2 P. M., Via Amboy and Camden. From Pier No. 1 N. River, at 12 M., 3 and 7 P. M. (Freight and Passenger), via Amboy and Camden. WM. H. GATZMER, Agent,

. \$2 D

SHIPPING.

ORNEW YORK

EXPRESS STEAMSHIP LINE

WASHINGTON, Captain Chichester.

NORFOLK, Captain Vance. ALEXANDRIA, Captain Hattrick.

ALEXANDRIA, Captain Hattrick. VIRGINIA, Captain Snider. Leaving from each city on TUESDAYS, THURS-DAYS and SATURDAYS, from first wharf below Market street, Philadelphia, and Piers H and 15 East Niver. New York. These Steamships Insure at lowest rates. Freight received DAILY at our usual low rates. WM. P. CLYDE & CO. Agents, H South Wharves, Philadelphia, JAS, HAND, Agent, It Sult Street, New York.

PHILADELPHIA AND NEW YORK. • This favorite line will commence their trips on THURSDAY next, 30th inst, The following well known and staunch sea-boats will be placed on the ronte:

FOR PROVIDENCE, R. L-Express Line-FOR PROVIDENCE, R. L-Express Line-That The fine schooner DELAWARE, Bishop, master, now loading for the above port at first wharf above face street will have prompt despatch. For freight, apply to DAVID CUOPER & CO., 18 N. Wharves.

Wharves. Ja5 FOR FREIGHT OR CHARTER The flue White the schooner ELIZABETH MAGEE, Magee, Statemaster, 450 tors burden, or 4.000 bbs, Capacity; coppered and copper fastened; now in purt and ready for any voyage. A pipy to DAVID COOPER & CO. 18 North Wharves. de23

North Whatves. FOR BALTIMORE, MD.-The fine schooner GYS MARY GAY, Captain Keen, is nowiloading for Lister, are an even port at Girard's what above port at Street, are will set with de isatch. For freight, apply to LAVID CODPLE & CO., 18 N. Wharves

FOR LIVERPOOL - The fine al ship for MOUNT ROYAL, Cumininger, master, having MOUNT ROYAL, Cumininger, master, having sait with despatch. PETER WRITER SONS, 115 Walnutstreet.

Have commenced their regular OUTSIDE trips.

The NEW and first class Steamiships

nut street. NOTICE.-All persons are hereby cautioned against barbering and trusting any of the crew of the Danish brig DENMARK. as no debts of their contract-ing will be paid by captain or consignees. WORK-MAN & CO., Consignees, 123 Walnut street. SHIP NOTICE.-All persons are hereby cautioned sgainst trusting any of the crew of the Br. skip S. L. TiLLY, whereof Cann is master, from City Point, Va., as no debts of their contracting will be paid by captain or consignee. EDM UND A. SOUDER & CO., Dock street wharf.

SHIPPING

7.

FOR BOSTON. STELLAS FOR BOSTON. STEAMSHIP LINE DIRECT. SALLAS FROM LACH PORT SVERY FIVE DAYS. FROM PINE ST. WHARF, PHILADELPHIA, AND LONG WHARF, BOSTON. The steamship NORMAN, Captain Baker, will sall from Philadelphia on Tuesday, Jan. 9, at 10 A. M. The steamship SAXON, Captain Matthews, will sall from Boston on Friory, January 12, 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 Bater, 1200 tons burthen. ARIES, Captain Growell, 900 tons burthen. These substannal 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.

Lieir goods. For freight or passage, apply to HENRY WINSOR & OO., ja9 822 South Delaware avenue;

Jay 322 South Delsware avenue; STEAMSHIP WM. G. HEWES, FOR NEW OBLEANS, LA. DIRECT FROM PHILADELPHIA. To sail postuvely on SAT URDAY, Jan. 13th, at 12 M. The iron United States Mail Steamship WM. G. HEWES, 1,500 tons register, D. S. Austin, commander, is now rapidly loading at the steamship WM. G. HEWES, 0,500 tons register, D. S. Austin, commander, is now rapidly loading at the steamship whar, above Vine street, and having nearly all of her eargo engaged, will sail as above. For freight or passage, having splendid stateroom accommodations, apply to BISHOP, SON & CO., 105 Arch street.

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,

City Express The 6.45 P. M. Line will run daily. All others Sun-days excepted. At7.20 and 11.15 A. M., 8, 3.30, 4.39, 5 and 6.45 P. M., and 12 Midnight, for Bristol, Trenton. &c. At7.80 and 11.15 A. M., 8, 3.30, 4.39, 5 and 6.45 P. M., and 12 Midnight, for Bristol, Trenton. &c. At7 A. M., 1050, 3.5 and 6 P. M. for Cornwells, ror-risdale, Holmesburg, Tacony, Wissinoming, Brides-burg and Frankford and at 8 P. M. for Holmesburg and Intermediate Stations. BELIVIDE RE DELIA WARE RAILEOAD, for the Belaware Kiver Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through traing daily (Sundays excepted) from Kensington De-pot, as follows: At730 A. M. and 3.30 P. M. for Niagara Falls, Buf-falo, Lunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Synacuse, Great Bend. Montrose, Wilkesbarre Scranton, Strondaburg, Water Gap, Belvider, Easton, Lambertville, Flem-ngton, &c., The 3.30 P. M. Line connects direct with he Train fleaving Easton for Mauca Chunk, Allen-town, Bethlehem, &c. At5 P. M. for Lambertville and intermediate Stations **H** for New York, and Way Lines leaving Ken sington Depot, take the cars on Fifth street, above Wainut, haif an hour Letore departure. The cars run into the Depot, and on arrival of each Train, run from the Depot, ad on Baggage only, allowed each Passen-Connecting with Ballroads from Bichmond, Norfolk and City Point, forming the most direct route for the South and Southwest. For fright or passage, with excellent accommoded tions, apply to Into the Depot, and on arrival of each Train, run from the Depot. Fity Pounds of Baggage only, allowed each Passen-ger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fity pounds to be paid for extra. The Company limit their responsibility for baggage to one Dollar per pound, and will not be flable for any amount beyond 1000, except by special contract. Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Wal-mit sireet. LIN ES FROM NEW YORK FOR PHILADELPHIA: Will leave from foot of Cortland street, at 12 M, and 12 M, o F, M, and 12 Night via Jersey City and Ken-dington.

WM. P. CLYDE & OO., 14 North and South Wharves

It North and South Wharves, NEW EXPRESS LINE TO ALEX-ANDRIA, Georgetown and Washington, via Chesapeake and Delaware Canal, with connections at Alexandria, Va., form the most direct route for Lynchburg, Bristol, Knorville, Nashville, Daiton and the Southwest, Steamers leave First Wharf above Market strees every Wednesday and Saturday at 12 M. For freight apply to the agenta, W. P. CLYDE & CO., 18 North Wharves, J. B. Davidson, Agent at Georgetown; M. Eldridge & Co., Agents at Alexandria.

Co., Agents at Alerandria. SOUDER'S LINE FOR SAVANNAH GA., DIRECT. The first-class United States Mail Steamship CUMBRIA, Chas. A. French, Commander, will sail from first wharf above RACE street for SAVANNAH, Ga., on THURSDAY, January 11, at 10 A. M.

0 A. M. Freight received daily. E. A. SOUDBE & CO., Freight and Passenger Office, 210 N. Delaware avenue, jac-412 General Office, No. 3 Dock street wharf.

jat-412 General Office, No. 3 Dock street whatf. A REW TOW-BOAT LINE DELAWARE and OHESAPRAKE STAAS TOW-BOAT COMPANY. BARGES towed to and from PHILADELPHIA. HAVRE-DE-GRACE, BALTIMORE, WASHING, TON, and intermediate points. WM. P. CLYDE & CO., Agents, NO. 14 South Wharves, Philadelphi, Captain JOHN LAUGHLIN, Superintendent.

Captain JOHN LAUGHLIN, Superintendent. FOB SAN FRANCISCO. ROBINSON'S CALIFORNIA 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 F. IS now taking in the balance of her cargo at the trenowned clipper ship to sail. All freight should be forwarded immediately, as she will close ont in a few days. For freight, apply to BISHOP, SON & CO., 165 Arch street.

105 Arch street, 105 Ar

00. 18 North Wharves. Jac FOR BREMEN.—The A1 Bremen ship EMIL, Capt. Henry Onken. For Cabin passage having inte accommodations, apply to the Captain on board, or to WORKMAN & CO., 123 Wainut st. del8

ALL PERSONS ARE HEREBY CAUTIONED A against trusting the crew of the Br. ship MOUNT ROYAL. Cumminger, master, from Liverpool, as no debts of their contraction will be paid by the Capital or Consignees. PETER WRIGHT & SONS, 115 Wal-nut street.

Dock street wharf. CHIP MERRIMAC, from Liverpool, is now dis-charging nuder general order at Shippen street wharf. Consignees will please attend to the reception of their goods, PETER WRIGHT & SONS, 113 Wal-nut street. dels-tf

nut street. dels-tf JAS, S. SHINDLKH, successor to JOHN SHINDLER C SONS, Sail Mahera, No. 244 North WHABVES, below Vine street, Philadelphia, All work done in the best manner and on the lowest and most favorable terms, and warranked to give pary fect satisfaction. Particular attention given to renairing

FOR SALE.-S. ELLIS & CO.'S SHIP SHEATHING FELT, in lots to suit. Apply to PETER WRIGHT & SONS, 115 Walnut street. de28-1f

COPARTNERSHIPS.

UUE ARDAINERSHIP heretofore existing under the firm of CALDWELL, SAWYER & CO., at Phila-delphia and New York, HALL, CALDWELL & CO., and E. R. SAWYER & CO., at Boston, is this day dis-solved. Either of the partners will sign in liquidation. F A. HALL, SEFH CALLWELL, JR., E. R. SAWYER, N. P. GORDON, Purt ADN PHIA, JANUARY 1, 1886.

THLADELPHIA, January 1, 1888. THE UNDERSIGNED have this day entered into the or partnership, and will continue the Coal business nuder the firms of CALDWELL, GORDON & C). at 112 Walnut street, Philadelphia, and No. 35 Trinity Building, New York, and of HALL, CALDWELL & CO., at 144 State street, Boston F. A. HALL, SE i H CALDWELL, JR., N. P. GORDON. SAMUEL B. YOUNG. PHILADELPHIA, January 1, 1886.

THE UNDERSIGNED have this day entered into co-partnership, and will continue the Coal business nuder the firms of QULYTARD, SAWYER & WARD, at No. 9 Pine street, New York, and HS Walnut street, Philadelphia, E. R. SAWYER & CO., at No. 42 Kilby street, Boston. E. A. QUINTARD, E. R. SAWYER, H. D. WARD, PHILADELPHIA, January 1, 1866. Jai-1m3

DHILADELPHIA, JAN. 1, 1866 - The Co-partnership

PHILA DELPHIA, JAN. 1, 1886 - The Co-partnership heretofore existing between the subscribers, un-der the style of LEWIS AUDENRIED & CO., is this day dissolved, by mutual consent, JUHN ROMMEL, Jr., retiring. Exher of the undersigned will siden in liquidation. WM G. AUDENRIED, JOHN ROMMEL, JR., GEC. H. POTTS. ADDISON CHILD,

The undersigned have this day entered into Co part-nership, and will continue the wholssale Coal Business at their former offices, under the old style of L & WIB AUDENRIED & CJ. LEW'S AUDENRIED, GEO. H. POTTS, ADDISON CHILD, FRED'K A. POTTS, PHILADELPHIA, Jan. 1 1866.

THE CO-PARTNERSHIP heretofore existing under the firm of J.S. YOUNG & ALTEMUS, is this day dissolved by limitation. [Signed] JAMES S. YOUNG

PHILADELPHIA, Jan. 1, 1866.

THOMAS ALTEMUS. PHILADELPHIA, Jan. 1, 1866. The undersigned have this day formed a Co-Partner-shig, under the firm of J. S. YOUNG, ALTEMUS, GO, and will continue the DB. GOODS JOBBING Business, at No. 420 MARKET S. FOUNG, THOMAS ALTEMUS, THOMAS ALTEMUS, THOMAS ALTEMUS, ISigned] JAMES S. FOUNG, THOMAS ALTEMUS, JOHN S. GLISSON. PHILADELPHIA, Jan. 1, 1866. CO-PARTNERSHIP NOTICE-I have associated CO-PARTNERSHIP NOTICE-I have associated ISAAC S. WILLIAMS & CO. from this date DO TO SET STATES IN THE SET STATES AND THE DAVID COOPER & ISA'S & ISA'SE DO TO SET STATES AND THE DESIDESS OF THE AS IS ISA'SE DAVID COOPER STOWARD P. COUPER, THUADELPHIA, Jan. T, 1855. DAVID COOPER STOWARD P. COUPER, THUADELPHIA, Jan. CH, 1866. PARTNERS HIP. NUTICE-I have associated O'PARTNERS HIP. NUTICE-I have associated O'WM, P. STEWARD with me in the from Foundry business under the name of F. MCILVAN, & CO. from this date. M. GILLESPIE, J., is admitted to an interest in O'N' from this date. Jan'1, 1866. ISA'SE DAVID COLLESPIE & CO. ISA'SE DAVID CON FILLESPIE & CO. ISA'SE DAVID CON FILLESPIE & CO. ISA'SE DAVID CON FILLESPIE & CO. ISA'SE ISA'SE

DENTISTRY.

TRIUMENT IN DENTISTRY-N) pairs to extract by this splendid and safe plan for the ner coust and defeate A bubatents. Thothacho rur d at one, (without extracting), or no pay. AR-TIFICIAL TEETH is beautiful st.le. Geo-Im 1541 Vine street.

JAMES S. YOUNG, THOMAS ALTEMUS.

ect satisfaction. Particular attention given to repairing.

PHILADELPHIA, January 1, 1866.

read. It shows that the company is in a

highly prosperous condition. An election for officers was then held, and resulted in the re-election of Charles E Smith, Esq., President; Wm. H. Webb, Secretary, and Samuel Brad ford, Treasurer, and the old Board of Directors.

and the old Board of Directors. *Philadelphia, Wilmington and Baltimore Railroad.*—This company held its annual meeting at Wilmington, Del. The annual report was read and an elec-

tion for officers was held. North Pennsylvania Railroad.-The stock-

holders of this company assembled at the office in Walnut street. Edward Browning, Esq., was called to the chair, and Mr. Ed-ward Armstrong was appointed secretary. Mr. Frank A. Comly, President, then read the annual report of the Board of Directors.

The earnings for the fiscal year ending Oct. 31st, 1865, were: From freight, \$527,207 00 From noise, From mails, From rents, 337,137 78 3,215 00 3,268 00

Sundry receipts, . 4.236 72 Total. \$875.064 50 Being an increase of \$185,459 17 over the eleven months ending on the same day in 1864, when the last statement was made, and an increase of \$134,142 68 over the twelve

months ending Oct. 31, 1864. Her working expenses have been in-creased owing to the high price of all rail-

road supplies. The track is in good order and has been well kept up. Since the first opening of the road about three-fourths of the cross ties have been renewed upon the main line, and shout half of those on the Dovlestown branch. About twenty per cent of the rails have been renewed, mostly with re-rolled iron.

The cost of transportation over the city tracks by horse and mule power has greatly increased. \$46,321 being paid for that item alone, last year. The total expenses, including all renewals and repairs were:

For maintenance of way. \$115,871 67 " motive power. 150,497 40 " maintenance of cars . 42,826 35 " conducting transportation, 129,460 79 " general expenses, : 24,054 83

Total. \$462,711 04 Total. Total earnings. \$875,064 50 " expenses. 462,711 04

Net earnings. . \$412,353 46 The interest and taxes chargeable to the year amounted to \$227,999 78, making an excess of \$184,353 68 earnings, over expenses, interest and taxes. No contracts for new locomotives or cars

have been made during the past year. The equipment has been increased as fast as the earnings of the company would admit, as the policy has been to provide locomotives and cars, and the necessary construction out of the earnings of the road,

in preference to contracting a floating debt, There has been expended in the last four years, \$126,947 65 for construction, and \$269,years, 512, 547 65 107 construction, and 5209, 517 59 for equipment, making a total of \$394,-465 24. In the same time the surplus earn-ings over expenses, interest, taxes, &c., amounted to \$397,051 26.

The new passenger station house at the corner of America and Berks streets has been pushed towards completion as fast as circumstances permitted. The principal building, containing the offices and waiting rooms, has been inished, and the tracks rooms, has been inished, and the tracks laid upon the lot. It is contemplated to transfer the passenger business to that point early in the coming summer. A substan-tial brick engine house is now in course of erection at the southeast corner of Third and Berks streets. The Lebigh Coal and Navigation Com-

pany is now constructing a bridge across the Lehigh river at Bethlehem for the purpose of connecting its new road with the

Country of Allegheny vs. Cleaveland and Pittsburgh Railroad Company. Certiorari to Common Pleas of Allegheny county. Opinion by Woodward, Chief Justice. Judgment affirmed. Kirkland vs. Thompson. Error to Com-

mon Pleas of Armstrong county. Opinion by Woodward, Chief Justice. Judgment affirmed.

The Phœnix Insurance Company vs. R. C. Cochran & Co. Error to District Court of Aliegheny county. Opinion by Woodward,

Chief Justice. Judgment affirmed. In the matter of the road for George Bliss to Sandy Lick Creek. Cert. to Quarter Ses sion Jefferson county. Opinion by Wood-ward, Chief Justice. Proceedings set aside. Scott vs. Scott. Error to C. P. of Erie

county. Opinion by Woodward, Chief Justice. Judgment affirmed. Hood & Co.'s Appeal and Jas. A. Logan's Appeal. From C. P. of Westmoreland

county. Opinion by Judge Agnew. The pro forma decree of the court below is reversed as to the Kifer & Lawrence judgments. and the sums awarded to them

making \$1,789 34 are ordered to be paid to Hood & Co.'s judgment. This sum, added to that awarded to Hood & Co. by the auditor, gives the total snm of \$7.539 34, which is decreed to be paid to them; and it is ordered that Martin O. Trustman, assignee of the Kefer judgment, nd John Trustman, assignee of the Law-

and John Trustman, assignee of the Law-rence judgment, pay the costs of Hood & Co,'s appeal, and that Jas. A. Logan pay the costs of his own appeal. Brewer, Williams, Black et al. vs. John Fleming, Error to Common Pleas of For-rest county. Opinion by Judge Agnew. Judgment affirmed. OYER AND TERMINER-Judges Allison and Ludlow.—The case of John Conner.

OYER AND TERMINER—Judges Allison and Ludlow.—The case of John Conner, charged with the murder of Michael Fitz-gerald, was resumed this morning. The Commonwealth called a number of witnesses to rebut the allegation of the defence that Conner was intoxicated when he dis charged the pistol. On trial.

Sales at Philadelphia Stock Board.

 Sales at Philadelphia Stock Board.

 SALES AFTER FIRST BOARD,

 \$1000 PA 65 War Loan 100
 20 sh Lehigh Val
 55 62

 2000 City 65 new
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 45 sh Maple Shade
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 85% 20 sh Maple Shade
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 \$5%

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 \$2%
 Bank
 \$5%
 \$5%

 \$100 sh Ocean Oll
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 18
 Bank
 \$5%

MEDIUAL.

OPAL DENTALLINA.

A superior article for cleaning the Teeth, destroying animal curve which infect them, giving tone to the gums, and leaving a feeling of fragrance and perfect cleaniness in the mouth. It may be need daily, and will be found to strengthen weak and bleeding gums, while the aroma and deteriveness will recommend it to every one. Being composed with the assistance of the Dentist, Physician and Microscopist, it is confid dentity guered as a RELIABLE substitute for the pro-certain grapher formerly in vorme.

Entitive and the second second

Henry A. Bower STLACK'S DIPHTHERIA LOZENGES, These Lozenges are a safe and speedy cure for Diphtheria, Coughs, Sore. Throat, Hoarseness and Bronchial affections generally. Try them, THOS, ESTLACK, Jr., Drugsist', S. W., ner of Eighteenth and Market streets, Philadelphia,

Baltimore and Washington, stopping at Chester, Cinymont Wiimington, Newark, Elkton, North-East, Perryville, Havre-de Grace, Aberdeen, Perryman's, Magrolla and Stemmer's Run. Night Express at 11.15 P. M. for Baltimore and Wash-ington, stopping at Chester. Tourlow, Lunwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville and Havre-de-Grace. Passengers by boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the 9.15 A. M. Train. As an additional accommodation for these holding through tickets for Baltimore, Washington and Bouthern points, a special car will l-ave the Philadelphia bepot at 11.30 A. M., connecting at Gray s Ferry with the Morning Express train from New York WILM INGTON ACCOMMODATION TRAINS, Leyve Philadelphia at 815, 11.15 A.M., 330, 500 and 7.00

The state of the second second

Trains for Newcastle leave Philadelphia at 8.15 A. M., 8.30 and 5.60 P. M. THROUGH TRAINS FROM BALTIMORE Leave Wilmington at 12.00 M., 4.30 and 9.53 P.M. CHESTER FOR PHILL DELPHIA. Leave Chester at 8.01, 8.65 and 10.14 A. M., 12.36, 3.43, 5.01, 5.4 and 10.29 P. M. From Baltimore to Philadelphia.—Leave Baltimore 8.25 A. M., Way Mail. 1.10 P. M., Express. An Accommodation Train for Havre-de-Grace and intermediate stations, will leave Baltimore at 4.10

An Accommodation Train for Havre-de-Grace and intermediate stations, will leave Baltimore at 4.10 P. M. Trains for Baltimore leave Chester at 9.52 A. M., 3.22 and 11.50 P. M. Trains for Baltimore leave Wilmington at 12.27, 5.13 10.33 A. M., and 4.00 P. M. SUNDAY TRAINS, Express Train at 4.05 A. M. for Baltimore and Wash-ington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia and Stem-mer's Run.

Grace, Aberdeen, Perryman's, Magholia and Stem-mer's Run. Night Express 11.15 P. M. for Baltimore and Wash-ington, stopping at Chester, Thurlow, Linwood, Clayment, Willaugton,Newark, Eikkon, North-East, Perryville and Havre de Grace. A Special Train will leave Philadelphia for Wilming-ton and Intermed ate Stations at 9.00 P. M. BALTYMORE FOR PHILAD BELPHIA. Leave Baltimore at 9.35 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stop at Elk-ton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore or Washington.

Washington. A special train will leave Wilmington for Philadel-phia and Intermediate Stations at 6.30 P. M. Freight train with passenger car attached will leave Wilmington for Perryville and intermediate stations at 6.04 P. M. H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILA DELPHIA RAILROAD, VIA

MEDIA. WINTER ARRANGEMENTS. On and after WEDNESDAY, October 18th, 1865, the trains will leave as follows: WEST CHESTER TRAINS, Leave Philadelphia for West Chester 8.05, 11.00 A. M., 2.15, 4.30 and 6.00 P. M. Leave West Chester at 8.15 A.M. and leaving Philadelphia at 4.30 P. M., will not stop at Pennelton, and will stop below B. C. Junction at Media only. PEINNELTON TRAINS, Leave Philadelphia for Pennelton 4.00 and 11.00 P. M. Leave Pennelton for Philadelphia 9.02 A. M., 6.20

P. M. Leave Penneiton for Philadelphia 9.02 A. M., 6.20 P. M. These Trains stop at all intermediate Stations. N. SUNDAYS-Leave Philadelphia at 8.30 A. M.

ON SUNDAYS-Leave Philadelphia at 8,30 A. M. and 200 P. M. Leave West Chester 7.55 A. M and 4.00 P M. Trains leaving Philadelphia at 8.05 A. M. and 4.20 P. M., and leaving West Chester at 8.15 A. M. and 4.20 P. M. connect at B. C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points. A for Passengerstare allowed to take wearing apparel only as Baggage, and the Company will not, in any case, be responsible for an amount exceeding one hun-dred gollars. unleas a special contract is made for the same HENRY WOOD, General Superintendent

dred dollars, unless a special contract is made for the same HENRY WOOD, General Superintendent HENRY WOOD, General Superintendent 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 the Pennsyl-vania Railroad Company. TIME OF PASSENGER TEAMS AT PHILADELPHIA. REIVERABLE TEAMS AT PHILADELPHIA. Berle Mail Train 100 P.M. Erie Mail Train 100 P.M. Erie Mail Train 100 P.M. Erie Mail Train 720 P. M. Erie Mail Train 720 P. M. Passenger cars run through on Erie Mail and Express Trains without change, both ways, between Philadel phia and Erie. NEW YORK CONNECTION. Leave New York at 600 P. M., arrive at Erie 8 37 A. M. No change of cars between Erie and New York. Elegant Sileeping Cars on al Night 'Trains. For information respecting Passenger business apply delphia. And for Freight business, of the Company's Acents:

For information reprint and MARKET streets, run-st corner THIETIE and MARKET streets, run-delphia. And for Freight basiness, of the Company's Agents: S.B. Kingston, Jr., corner Thirteenth and Market sits - Philadelphia, J. W. Reynolds, Eric. William Brown, Agent, N. O. R. E., Baltmore, H. H. HOUSTON, General Freight Agent, Philadelphia, H. W. GWINNER, General Ticket Agent, Philadelphia, A. L. TYLER, General Sup't, Williamsport,

PAOLI EXPRESS IN AT EXPRESS HARRISBURG ACCOM., "6.45 Philadephia Express leaves dally. Pittaburch and Erie Mail leaves daily (except Saturday). All other Trains daily-except Sanday. The Benereluania Rairroad Co. will not assume any Trains daily-except Sumday. The Pennsylvania Rairoad Oa, will not assume any risk for Baggage, except for Wer ing Apparel, and limit their responsibility to One Hunkred Dollars in vaine, All Baggage exceeding that amount in vaine, 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. THOMAS H. PARKE, An Emigrant Train runs daily, except Sunday. For full information as to fare and accommodalung. Apply to FRANCIS FUNK, No. 137 Dock street.

to FRANCIS FUNK, No. 137 Dock street. FRANCIS FUNK, No. 137 Dock street. FULL OF A Street FULL OF A STREET OF A

The 3.20 down train, and the 3% and 5% up trains do not atop on Germanitown Branch. ON SUNDAYS.
Lesve Philadelphia-9.10 minutes, A. M.; 2, 7 and 10%, P. M.
Lesve Germanitown-8A. M.; 1, 6 and 9%, P. M.
CHI-STNUT HILL RALLROAD.
Leave Philadelphia-6, 8, 10, 12, A. M.; 2, 5%, 5%, 7, 9, and 11, P. M.
Leave Chestnut Hill-7.10 minutes, 8, 9.40, and 11.40 A.
M.; Leave Philadelphia-8, 80 minutes, A. M.; 2, and 7
P.M.

.M. Leave Chestnut_Hill-7.40 minutes, A. M.; 12.40, 5.40

Ind 9.25 minutes P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia-6, 8.35, 11.65 minutes, A. M.; 1%, 8, 45, 5%, 6%, 8.06, and 11%, P. M. Leave Norristown-5%, 7, 7.50, 9, 11, A. M.; 1%, 4%, 6 Leave Norristown-5%, 7, 7.50, 9, 11, A. M.; 1%, 4%, 6 and 8 P. M. The 5% P. M. train will stop at School Lane, Winzn-hiekon, Manayunk, Spring Mills and Conshohocken

hieton, Mancyunk, Spring Allis and Conshohocken only. ON SUNDATE.
Leave Philadelphia-9A. M., 25, and 7 P. M.
Leave Norristown-7A. M., and 5 P. M.
Leave Philadelphia-6, 8.35, 11.05 A. M.; 1%, 3, 4%, 5%, 6%, 8.05, and 11% P M
Leave Philadelphia-9 A. M.; 25, and 7 P. M.
Leave Philadelphia-9 A. M.; 2% and 7 P. M.
Leave Philadelphia-7% A. M.; 15% and 8 P. M.
Leave Philadelphia-7% A. M.; 15% and 8 P. M.
Leave Nanayunk-7% A. M.; 15% and 7 P. M.
Leave Nanayunk-7% A. M.; 15% and 8 P. M.
Depot, Ninth and Green streets.
TERMENTEL, FOR NEW YORK-BY THE NEW

Lasve Managruht-74 A. M. 55 and s P. M. W. T. WILSON, Geseral Superintendent, Depot, Ninth and Green streets, The Market Street Superintendent, Depot, Ninth and Green streets, The Street Street Street Street Street Construction Street Street Street Street Railroad will leave Canden, from Vine Street Ferry atl P. M. Lhrough In five hours. Fare \$200, Excursion Tickets good for three days, \$300. Freight Train leaves at 120 P. M. and arrives in New York net morning. Fricht and Accommodation line leaves Pier No. 3 at 1220 P. M. and arrives in Canden at 5.30 P. M. Freight and Accommodation line leaves at i P. M. Freight and Accommodation line leaves at i P. M. Freight and Accommodation Disperintendent. Jactif W. S. SNEDEN, Superintendent. Jactif W. S. SNEDEN, Superintendent. Jactif W. S. SNEDEN, Superintendent. The Adams Express Company have enlarged ther facilities at Washington, D. C., by building a kaliroad Depot, and having acquired additional capacity for transportation, are now prepared to forward Heavy Express freights, Packages and Parcels. to Washing-ton, Georgefound, and army supples at Saisfactory for cage strends and press and Parcels. to Washing-ton, Georgefound, acting acquired additional capacity for transportation, are now prepared to forward Heavy Express freights, Packages and Parcels. to Washing-ton, Georgetown, Alexanduris, Annapolis, Frederics, Adamstown, Fortress Monroe, and other p⁴ aces South, occupied by the army, s greatly reduced rates. Special agreements made for Merchandise in large lot. Spitler's goods and army supples at Saisfactory prices, on application at our office. Soldiers' parcels taken at much least than our usual rates. Heavy and bulky packages received and receipted for at our depot, Southeast corner of BROAD and LO-CUS Tstreets. [1984] PHILADA. [1984] MOLE RATLKOAD VIA BALTIMORE AND OHIO BALTMORE MINGTON AND BALTIT. MOLE RATLKOAD TA BALTIMORE AND OHIO

MORE RAILROAD VIA BALTIMUKE AND UNIT BALLROAD. THROUGH FREIGHT DEPARTMENT, DEPOT, BROAD STREET, ABOVE OHERRY. The undersigned will continue the General Freight Agency of the Philadelphia, Wilmington and Balti-timore Ballroad, for Philadelphia, by way of the above

Agency of the Philadelphis, Winnington and Balti-imore Railroad, for Philadelphis, by way of the above route is the West. Shippers and the public generally are assured that the organisation of through trains secures to Fright requires transition of through trains secures to Fright requires the west. Bor through rates and forther information, apply to A. COWTON & CO., General Freight Agenta, IOHN 8, WILSON, Freight Agent, IOHN 8, WILSON, Aralino and after WED-NESDAY. October 18th, 1855, the trains will leave Phil-adelphia from the depot of West Chester and Phil-adelphia Railroad, corner of Thirty-first and Market treets, (West Philadelphia), at 8.05 A. M., and 3.0 P. M. Leave Oxford at 6.50 A. M., and 3.0 P. M. The train leaving Philadelphia, at 8.05 A. M., connects at Oxford with a daily like of stages from Peach Bot-tom is Lancaster. Esturning leaves Peach Botom to connect at Oxford with the alternoon train for Phila-delphia (ally like of stages from Peach Bot-tom is Lancaster. Esturning leaves Presch Botom to town is the Actor with the alternoon train for Phila-delphia on the depot of a taken on train for Phila-delphia (ally like of stages will the Com-parel only as baggare, and is no case will the Com-parel only as baggare, and is no case will the Com-pany be responsible for an amount exceeding sign. H. WOOD, General Superintendent.