Marshal was directed to clear the room if it was repeated.

New York, Jan. 27.—The Cotton market is quiet at 48c. for middlings. Flour dull; sales of 5 500 bols. at \$6 85048 15 for fiste; \$8 480 0 50 for Ohio and \$8 850 89 22 for Western. Southern dull, \$50 bbls. sold at \$75 6051. Whestern. Southern dull, \$50 bbls. sold at \$75 6011. Whest dull. Corn quiet, 200 bbls sold at \$750011. Whest dull. Corn quiet, sales of 21,000 bushels at \$25 cts. Ecef steady. Fork dull. Lard quiet at 151,018 cents Whisky dull.

Beef steady. Pork dull. Lard quiet at 15½@18 cents Whisky, dull.

Stocks are better; Chicago and Rock Island, 35½; Cumberland Preferred, 44½; Illinois Central, 115; Michigan Bouthern, 67½; New York Central, 91½; Reading, 95½; Hudson River, 102; Virginia 63, 65; Missouri 63, 75½; Erie Railrocd, 84½; U. S. Coupons, 1880, 193½; Ditto, 1862, 103; Ditto, 1864, 101½; Ditto, 1865, 107½; Ten Forties, 22½; Treasury 7 3-103, 93½; One Year Certificates, 38½; Gold, 135½; Exchange on London, ½ per cent.

BAITIMORE, Jan. 77.—Flour is quiet. Wheat scarce and steady. Corn dull; yellow 76 cents. Oata heavy at 486-49 cents. Seeds—Clover firm; Flaxseed dull. Provisions heavy. Lard 18½ cents. Coffee firm. Sugars mproving. Whisky steady at \$2 31@2 31½.

CITY BULLETIN. THE SIXTH WARD MURDER.

The Coroner's Inquest.

The Coroner's Inquest.

In the case of John Maloney, who was shot at National Guards Hall as stated in the second Edition. Coroner Taylorheld an inquest this morning. The following evidence was elicited.

Francis Schreiber, residing at No. 318 Cherry street, testified: Was at the ball of the Lavinchile Base Ball Colb. At the National Carry Edit, met Maloney there shows at the School Carry Edit, met Maloney there had to School Carry Edit, met Maloney there had to School Carry Edit, met Maloney there had to get a cigar, Paul and another man were there at the eating bar; Maloney was not there saw no difficulty bitween Paul and had nother man were there at the eating bar; Maloney was not there saw no difficulty bitween Paul and had not work with Paul; the smallest one of the three caught Paul by the nock; Paul and another man were words; that the three men went out, Paul and had had read words with Paul; the smallest one of the three caught Paul by the promise of the three men went out, Paul and his friend remained in; the next I saw of the party they were in the hall backers, "that is the man who shot him," pointing at Faul, the man who had paul by the throat; fare the three had left the tavern Paul and his friend left. Paul's his paul will be a say that the party were running through the vestibule, and immediately afterwards heard the report of a pistoi. I ran in; saw Paul running through the vestibule, and immediately afterwards heard the report of a pistoi. I ran in; saw Paul running had paul by the vestibule, and immediately afterwards heard the report of a pistoi. It ran in; saw Paul running had paul will be caused caused caused caused caused to a six paul man and had control of the left eye-ball passing along the inside of the eye ball and entirely through the brain; the deceased; there was a pistoi ball wound in the corner of the left eye-ball passing along the inside of the eye-ball passi when the act the report of a place, dath as section have a pistol.

Esamuel P. Johnson. 718 South Second street, testified

—Was at the ball; went to Clawson's to get a cigar; saw Paul and others there; there were some words; saw one of the three strike Paul; saw these three men afterwards standing at the door of the half; they said "walt and see if the cowardly.—comes over;" went away and heard the pistol shot when at Fifth street.

went away and heard the pistol shot when at Fifth street.

Policeman John Marlin, testified that he and Officer Odenheimer saw the difficulty in the street, and heard the pistol shot; Gorman pointed out Paulas the man who shot Maloney; he said that they had attacked him and he was protecting himself; searched him immediately but found nothing.

Officer Odenheimer corroborated this testimony. The jury rendered a verdict that John Maloney, the deceased, came to his death by a pistol shot women at the hands of Frederick Paul.

The prisoner was then committed to prison by the Coroner.

Gorman was held in \$1,000 ball to appear at Court to testify in the case.

The Coroner requests the man who has the pistol to produce it and thus save further trouble.

Additional Court Accommodations.

Meeting of the Bar-At noon a meeting of the Bar.

At noon a meeting of the members of the bar was held in the Supreme Court room, for the purpose of arging the propriety of additional court accommodations, and to suggest the appointment of additional Judges for the city of Philadelphia, and more adel quate compensation for the Judges.

Mr. Eli K. Price was called to the chair, and Henry Mr. Eli K. Price was called to the chair, and Henry Mr. Shippen addressed the meeting, suggesting that the subject which had called them together required deliberate and careful action otherwise the object they had in view would be defeated. He submitted the following resolutions: had in view would be defeated. He submitted the following resolutions:

Resoluted. That the subjects for the consideration of which this are has been convened, be referred to a committee of five, to be appointed by the chair, in order that the same may be carefully considered.

Resolved, That said committee be requested to report at an adjourned meeting of the Bar, to be held this day week, what action, in their judgment, shall be necessary or desirable in the premises; and the said committee shall confer with the Judgment, shall be necessary or desirable in the premises; and the said committee shall confer with the Judgment, shall be necessary or desirable in the premises; of the city and county of Philadelphia.

Mr. Wistar in seconding the resolutions, considered the subject of yeary great consequences to the community as well as the members of the bar. In spile of the well-known defeate, they have been allowed to remain for years because the members of the bar in the indired in opinions.

Some may be of opinion that we outst have have a second

From our Third Edition of Saturdsy.

The Trial of General Baker.

Washington, January 27.—The trial of Latysette Baker, before the criminal court, hardyette Baker, and in criminal court, har

The meeting aujournes

COURTS.

Nisi Prius—Justice Read.—Ino. H. Smith as well for himself as for such other holders of the Common and Preierred (apital Stock of the Catawissa Railroad Company, &c. vs. The Catawissa Railroad Company, in equity. An application to restrain the defendants from issuing scrip for the arrearages due the preferred stock: The complainants aver that the said dividend is not out of the first earned profits of the company. The Company have not made sufficient earnings during the past year, or any previous year to warrant them in declaring such dividend.

The case is under argument.

ANOTHER BANK MESSENGER ROBBERY. -Thomas Quinn, the messenger of the Greenwich Savings Bank, while returning from the Greenwich Bank with a tin hor containing \$3,000 in small bills, was arrested by a man dressed in police uniform, and an fficer of the Twenty-eighth Precinct, on a charge of being a counterfeiter. The box was taken by the stranger, who told the officer to take his prisoner to the Stationthat he had aided in the perpetration of a most ingenious robbery.—N. Y. Tribune.

MEDIOAL. A VER'S CHE'RRY PECTORAL, for the RAPID CURE OF COUGHS, COLD EN INFLUENZA. HOARSENESS, CEOUGH BRONCHITIS, INCIPERATION CONSUMPTION, and for the Rejief of CONSUMPTIVE PATIENTS OF THE DISEASE. So wide is the field of its usefulness and so numerous are the cases of its cures that almost every section

of country abounds in persons publicly known, who have been restored from alarming and even disperate diseases of the lungs by its use. When once tried; its superiority over every other expectorant is too apparent to escape observation, and where its virtues are known, the public no longer hestiate what antidote to employ for the distressing and dangerous affections of the pulmonary organs that are incident to our climate. While many inferior remedies thrust upon the community have failed and been discarded, this has gained friends by every trial, conferred benefits on the afflicted hey can never forget, and produced the too no mercous and too remarkable to be forgotten. We can only assure the public that its quality is carefully kept up to the best it has ever been, and that it may be relied on to do for their relief all that it has ever done.

Great numbers of Clergymen, Physicians, Statesmen, and eminent personages, have lent their names to certify the unparalleled usefulness of our remedies, but space here will not permit the insertion of them. The Agents below named furnish gratis our AMERICAN ALMANAC, in which they are given; with also full descriptions of title con plaints they cure.

Those who require an alterative medicine to purify the blood, will find AYER'S COMP, EXT. SARSAPA-RILLA the remedy to use. Try it once, and you will know its value.

Prepared by J. C. AYRE & CO., Lowell, Mass., and sold by J. M. MARIS & CO., Philadelphia, and by all brugglats.

CPAL DENTALLINA.

A superior article for cleaning the Teeth, despoying colmalculus which infest them, giving tone to the game, and leaving a feeling of regrance and perfect cleaniness in the mouth. It may be used daily, end will be found to strengthen weak and hleeding games while the around sud detersiveness will-recommend it to every one. Being composed with the assistance of the Dentist, Physician and Microscopiat, it is considered to the RELITABLE substitute for the uncertaint of the Dentist, Physician and Microscopiat, it is considered in the period of the DENTALLINA, advicate its mest; it constitute nothing to prevent its unrestrained comployment Made only by

JAMES T. SHINN, Apothecary, Broad and Spruce screek.

For sale by Druggists generally, and fred Brown,
Hessard & Co., Robert C. Davis, Gen. Keeny, Gen. C. Bowers, Island H. Khy, Charles Shivers, Charles Shivers, Ch. Needles, G. J. Scattergood, T. J. Husband, J. G. Turnnenny & G. Ambross Smith, Charles H. Eberts, Thomas Weaver, Henry A. Bower, H. C. Blair, Herry A. Bower, H. C. Blair, Herry A. Bower, Herry A. Bower, Wyeth & Bro.

INTLACK'S DIPHTHERIA LOZENGES.—These For sale by Druggista generated Brown,
Hassard & Co.,
G.R. Keeny,
Isaac H. Kny,
O.H. Needles,
T.J. Husband,
Ambrose Smith,
Thomas Weaver,
William B. Webb,
James L. Elspham,
Hughes & Coombe,
Heary A. Bowar,
Vaccuta Color

HERTY A. Bower, Wyeth & Bro.

INSTIACK'S DIPHTHERIA LOZENGES.—Thes
lozenges are a safe and speedy cure, for Diphtheria
Coughs, Sore Throat, Hoarseness and Bronchia
affections generally, Try them, THOS, ESTLACK
Jr., Druggist, S. W. ner of Eighteenth and Marke
streets, Philadelphia. COPARTNERSHIPS.

THE PARTNERSHIP heretofore existing under the firm of CALDWELL, SAWYER & CO., at Philadelphia and New York, HALL, CALDWELL & CO., and E. R. SAWYER & CO., at Boston, is this day dissolved. Either of the partners will sign in liquidation. SETH CALDWELL, JR., E. R. SAWYER, N. P. GORDON.

PHILADELPHIA, January 1, 1866. THE UNDERSIGNED have this day entered into a co-partnership, and will continue the Coal business under the firms of CALDWELL, GORDON & CO. 113 Walnut street, Philadelphia, and No. 35 Trinity Bullding, New York, and of Hall, CALDWELL & CO., at 144 State street, Boston.

CO., at 144 State street, Boston.
F.A. HALL,
SETH CALDWELL, JR.,
N. P. GORDON,
N. P. GORDON,
PHILADELPHIA, January 1, 1866. PHILADELPHIA, January 1, 1866.

THE UNDERSIGNED have this day entered into it co-partnership, and will continue the Coal business number the firms of QUINTARD, SAWYER & WARD, at No., 9 Pine street, New York, and tils Walmi street, Philadelphia, E. R. SAWYER & CO., at No. 42 Kilby street, Boston.

E. R. SAWYER, CUINTARD, E. R. SAWYER, H. D. WARD.

PHILADELPHIA, January 1, 1865.

Jal-Im?

PHILADTLPHIA, JANUARY 25th, 1866.—JAMES
W. LANDELL withdraws from the firm of KUHN
& LANDELL, from January 1st, 1866.
EUGENE G. KUHN,
JOHN LANDELL,
The Iron Foundry Business will be carried on under
the same name as before at SECOND street and
GERMANTOWN road, and all'accounts settled by

1828-82.

jazsti JOHN LANDELLE.

PHILADELPHIA, JANUARY 1857, 1886, The
Partnership heretofore existing between WM E.

EVANS & SON is dissolved by the withdrawai of
ROBERT H. EVANS.

The business will be continued by WM. E. EVANS,
at No. 22 thestint street, second story.

ROBERT H. EVANS. ity as well as the members of the bar. In splite of to well-known defects, they have been allowed to main for years because the members of the bar and the defending of taken the trouble to create a public opinion, and its secure a reform. The members may have differed opinions. The members may have differed opinions. Some may be of opinion that we ought to have a secure in the lines. Foundry, Business, indeer the opinions. Some may be of opinion that we ought to have a secure in the lines. The members in the lines of AAMUEL J. CRESWELL SON. from the lines. Some may be of opinion that we ought to have a secure in the lines. The members in the lines of AAMUEL J. CRESWELL SON. from the lines of AAMUEL J. CRESWELL SON. from the lines of AAMUEL J. CRESWELL SON.

TRAVELING GUIDE

National Commodation of the Comm

M. Mail trein for Harmonic insvessal ROAD,
NOOD.
SCHUYLKILL VALLEY RAILROAD,
Trains leave Potaville at 4.45, 11 A. M. and 7.15 P. M.,
rearning from Tamaqua at 7.35 A. M., and 1.40 and
4.15 P. M.
SCHUYLKILL AND SUSQU'SHANNA'RAILROAD,
SCHUYLKILL AND SUSQU'SHANNA'RAILROAD. Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Trains tearning from Harrisburg at 1.00 P. M. and from Tremont at 7.00 A. M. and 6.00 P. M. and from Tickets.

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

Canadas.

The following tickets are obtained only at the Office
of S. Bradford, Treasurer, No. 22 South Pourth street,
Philadelphia, or of G. A. Nicolla, General superintendent, Reading, ONALTRATION THEORY.

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 rurnished with cards, entitling themselves and wives to tickets at From Philadelphia to principal sturday. Sandarias sturday.

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

Goods of all descriptions forwarded to all the above coints from the Company's New Freight Depot, Broad GOORS OF THE COMPANY'S NEW PARTIES.

FOR THE FOR THE COMPANY'S NEW PARTIES.

FREIGHT TRAIGS.

Leave Philadelphia daily at 5.50 A. M., 12.45 noon and a F. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond,

MAILS.

MAILS.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the prin-cipal Stations only at 2.15 P. M. the road and its orances at 5 A. M., and for the principal Stations only at 2.15 P. M.

FIGURE PHILADELPHIA, WILMINGBROWN TON AND BALTIMORE RAILRUAD—TIME TABLE—Commencing MONDAY
January 5th, 1866. Trains will leave Depot, corner of
Broad street and Washington avenue, as follows:
Express Train, at 4.65 A. M. (Mondays excepted),
for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia and Stemmer's, Run.
Delaware R. R. Train, at A. M. (Sunday excepted), for
Sallsbury, Milk red and intermediate stations.
Way-mail Train, at 9.15 A. M. (Sundays excepted), for Baltimore, Stopping at Chester, Thurlow,
Linwood, Claymont, and all regular stations between
Wilmington and Baltimore.

Express Train at 2.45 P. M. (Sundays excepted), for
Baltimore and Washington, stopping at Chester,
Claymont Wilmington, Newark, Elkion, North-Hast,

Express Train at 245 P. M. (Sundays excepted), for Battimore and Washington, stopping at Chester, (laymont Whimington, Newark, Elkton, North-East, Perryville, Havre-de Grace, Aberdeen, Perryman's, Magrolia and Stemmer's Run.
Night Express at 11.15 P. M. for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, draymont, Wilmington, Newark, Elkton, North-East, Perryville and Havre-de-Grace.
Passengers by boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the 9.15 A. M. Train.

As an additional accommodation for those holding through tickets for Eatimore, Washington and fouthern points, a special car will leave the Philisacelphia Depot at 1.50 A. M., connecting a Grays Ferry with the Morning Express train from New York WILMINGTON ACCOMMODATION TRAINS, stepping at all stations between Philadelphia and Wilmington.

*stepping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 8.15, 11.15 A.M., 2.50, 5 (0 and 7.00

P. M. The 3.50 P. M. Irahi connects with the Delaware Ralinoad for Miliford and Intermediate stations.

Leave Wilmington 7.00, 8.15 and 8.50 A. M., 3.00, and
5.00 P. M.

Trains for Newcastle leave Philadelphia at 8.15 A.

M., 2.30 and 5.00 P. M.

THROUGH TRAINS FROM BATTIMORE
Leave Wilmington at 12.00 M., 4.30 and 5.55 P.M.,

CHESTER FOR PHILLS DELPHIA.

Leave Chester at 8.01, 8.25 and 10.14 A. M., 12.36, 2.43,

5.01, 5.44 and 10.39 P. M.

From Battimore to Philadelphia.—Leave Baltimore
8.55 A. M., Way Mail. 1.10 P. M., Express. 6.35 P. M.,

Express. 9.25 P. M., Express.

An Accommodation Train for Havre-de-Grace and
intermediate stations, will leave Baltimore at 4.10

P. M.

Trains for Baltimore leave Chester at 9.52 A. M.,

2.23 and 11.50 P. M.

P. M.
Trains for Baltimore leave Chester at 9.52 A. M.,
3.23 and 11.50 P. M.
Trains for Baltimore leave Wilmington at 12.77, 5.13
10.33 A. M., and 4.00 P. M.
Express Train at 4.05 A. M. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.
Night Express 11.15 P. M. for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Chaymont, Wilmington, Newark, Elkton, North-East, Perryville and Havre de Grace.
A Special Train will leave Philadelphia for Wilmington and intermediate Stations at 3.00 P. M.
BALTIMORE FOR PHILADELPHIA.
Leave Baltimore at 9.25 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stop at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Baltimore or Washington.
A special train will leave Wilmington for Philadelphia and leave passenger at a staced will leave Wilmington for Perryville and Intermediate Stations at 6.30 P. M.
Freight train will passenger car attached will leave Wilmington for Perryville and intermediate stations at 6.04 P. M.

H. F. REANNEY, Superintendent.

TRAVELING GUIDE.

NORTH. PENNSYLVANIA B.
Shortest and mort direct line to Bethlehem, Allentown
Mauch, Chunk, Hasieton, White Haven Wikesharre,
Manadoy City, and all points in the Lehigh and Wyol

and Coal Eegons.

Passenger Depots in Philadelphia, THIRD street
sbove Thompson, and corner of Beekis and Ameril
OAF streets.

WINTER ABRANGEMENT.

WINTER ABRANGEMENT.

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

AT 7.30 A. M.—Morring Express for Bethlehem and
and Principal Stations on North Pennsylvanus Ruliroad, connecting, at Bethlehem with Lehigh velley
isalifoad for Allentown, Catassauqua, Slatington, Mauch
Chunk, Weatherly, Jeanevylle, Harleton, White Haven, Wilkesbarre, Kingston, Pitiston, and all points in
Lehigh and Wjoming Valleys; also, in connection with
Lehigh and Wjoming Valleys; also, in connection with
Lehigh and Mishenoy Restirond for Mahanay City and
with Catawissan Rallroad, for Rupert, Danylle, Milton
and Williamspert. Arrive at Manch Chunk at 1145 Ai
M.; at Wilkesbarre at 2.45 F. M.; at Mahanay City and
Will State of the Catawish Resilvand for Supert, Danylle, Milton
and Williamspert. Arrive at Manch Chunk at 1145 Ai
P. M. Passengen by this train can take the Lahigh
valley Train, passing Bethlehem at 12.00 M. for Easton and polints on New Jersey Central Railroad (to
New York at Milton Arriver at March Chunk at Super Course Resilvant
Arrivers at littless and American Railroad (to
New York) and March Country of Doylestown, ton and points on New Jersey Central Railroad to New York.

AT 3.55 A. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hathoro and Hartayille, by this train, take Stage at 0.00 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 Louigh Valley Train for Easton, reaching there at 6.45 P. M.—Evening there are a controlled to the points on New Jersey Central R.R. take N.J. C. Train at Laston, which sarrives in New York at 10 P. M. Passengers for Sunneytown take stage at North Wales, and nor Nazarcha & Bethlehem and for Greenville at Quakertowe.

and for Nararch at Bethlehem and for Greenville at Quakerlown AT 415 P. M.—Accommodation, for Doylestown, AT 415 P. M.—Accommodation, for Doylestown, croping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville take stage at Abirgton; for Luncherville at Doylestown. AT 5.15 P. M.—Through Actommodation, for Bethlehem and all Stations on main line of North Pennsylvanis Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for points on Lehigh Valley Railroad and for Danville, Williamsport and Catawissa Railroad. Railroad.
AT 6.15 P. M.—Accommedation, for Lansdale, stopping at all intermediate Stations.
At 1 P. M. Accommedation for Fort Washington.
TRAINS FOR PHILADELPHIA.
Leave Bethlebern at 6.15 and 16.05 A. M., and 6.15 P.

Passengers leaving Easton at 9.80. A. M. connect at Bethlehem and arrive in Philadelphia at 1725 P. M. Passengers leaving Wilkesbarre at 1 P. M., connect at Eachlehem at 6.15 P. M., and arrive in Philadelphia at 4.5 P. M. Leave Doylestywn at 6.30 A. M. 8.15 and 6.30 P. M.

Leave Doylestown at 8.20 A. M. 8.15 and 6.20 P. M.
Leave Doylestown at 8.20 A. M. 8.15 and 6.20 P. M.
Leave Lansdale at 6.10 A. M.
Leave Fort Washington at 10.60 and 2.15 P. M.
Leave Fort Washington at 19 A. M.
Philadelphia for Dethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7.20 A. M.
Bethlehem for Philadelphia at 7.20 A. M.
Fifth and Sixth Streets Passenger Cars conv y passenger to and from Berks Street Depot.
White Cars of Second and Third Streets Line convey passengers to Third Street kepot.
Tickets must be procured at the Ticket Offices, THIRD street or BERKS street, in order to secure the lowest rates of fare.
ELLIES CLARK, Agent.
Hilman's Baggage Express will call for and deliver Baggage at the Depot.
Office, No. 112 South THIRD street.

PENNSYLVANIA CENTRAL

PENNSYLVANIA CENTRAL
RALLEGOAD.
WINTER ARRANGEMENTS.
The trains of the Pennsylvania R. R. will leave the
New Depot at Thirtieth and Market streets.
The cars of the Market Street Passenger Raflway
run to and from this Depot. They also leave Front
street every two minutes, commencing one hour previous to the time of departure of each Train and allow
about 50 minutes for a trip. Then cars are in waiting
on the arrival of each Train to convey Passengers into
the city, and connections are made with all roads crossing Market street.
On Sundays—Cars leave Eleventh and Market
streets at 8.45 P. M., to connect with the Pittsburgh and
treeds Mail, and at 10.25 P. M. with Phitadelphia Exdress.
Mann's Ragging Express will heres the leave to a dress.

Mann's Baggage Express will hereafter be located at

NO. 31 South Eleventh street. Parties desiring Baccage taken to the trains, can have it done at reasonable rates apput application to him.

TRAINS LEAVE AND ARRIVE AT DEPOT TEUE. ERIE EXPRESS MAIL THAIN
PAOLI ACCOM., No. 1
FAST LINE
PARKESEURG,
HABRISEURG ACCOM.,
LANCASTER ACCOM.,
PAOLI TRAIN, No. 2
PITTSBULGH & FRIE MAIL
PHILADELPHIA EXPRESS " 2.50 " " 4.60 " " 5.80 " " 7.30 " " 11.10 " CINCINNATI EXPRESS
PHILADELPHIA EXPRESS
PAOLI ACCOS, No. 1
PARKESBURG 1.30 A. M LXPRES CASTEE TRAIN LINE LI ACCOM, No. 2, EXPRESS ARRISBURG ACCOM.

Philadelphin Express leaves daily. Pitteburch and Brie Mail leaves daily (except Saturday). All other trains daily—except Sunday.

The Pennaylvania Rauroad Co. will not assume any
isk for Regenze, except for Wearing Apparel, and limit
helr responsibility to One Hun-red Dollars in value. cheir responsibility to One Hunt, red Dollars in value, all Baggage exceeding that amount in value, will be at the risk of the owner, unless taken by special contract. For further information, as to time and connections, see bills and framed cards, or apply to.

THOMAS H. PARKE,

THOMAS H. PARKE,

Thomas and the Depot,

An Emigrant Train runs daily, except Sunday. For full information as to thre and accommodations, apply to FRANCIS FUNK, No. 157 Dock street.

till information as to fare and secommodations, apply to FRANCIS-PUNK, No. 187 Dock street.

PHILADELPHIA. GERMANTOWN AND NORRISTOWN HALLSOAD. THE TABLE—On and safer WEDNESDAY, November 181, 1865, until further notices.

FOR GERMANTOWN.

Leave Philadelphia—5, 7, 8, 9, 10, 11, 12, A. M.; 1, 2, 18 minutes, 55; 4, 5, 55; 6, 7, 8, 9, 10, 11, 12, A. M.; 1, 2, 18, 17, 2, 18, 19, 2, 11, 12, 2, 18, 19, 19, 11, 12, 2, 19, 10, 11, 12, 2, 19, 10, 11, 12, 3, 4, 42; 5, 6, 56; 7, 8, 9, 10, 11, 12, A. M.; 1, 2, 3, 4, 42; 5, 6, 56; 7, 8, 9, 10, 11, P. M.

Leave Germaniown—6, 7, 78; 8, 20, 9, 10, 11, 12, A. M.; 1, 7 and 10%, P. M.

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

Leave Philadelphia—6, 8, 10, 12, A. M.; 2, 8%, 5%, 7, 9, and 11, P. M.

Leave Chestnut Hill—7, 10 minutes, 8, 9, 9, and 11, 40 A. M.; 14, 40, 540; 640; 640, 840, and 10, 40 P. M.

Leave Chestnut Hill—7, 40 minutes, A. M.; 1, 40, 5, 40 and 9, 15 minutes, P. M.

Leave Chestnut Hill—7, 40 minutes, A. M.; 12, 40, 5, 40 and 9, 15 minutes, P. M.

FOR CONSHOHOCKEN AND NORRESTOWN

Leave Philadelphia—5, 8, 85, 11, 65 minutes, A. M.; 14, 6, 5, 41, 50, 64, 540, 640, 7, 7, 750, 9, 11, A. M.; 14, 5 and 6 P. M. train will stop at School Lane, Wissaland S. P. M. train will stop at School Lane, Wissaland S. P. M. train will stop at School Lane, Wissaland S. P. M. train will stop at School Lane, Wissaland S. P. M. train will stop at School Lane, Wissaland S. P. M. train will stop at School Lane, Wissaland S. P. M.

and s P. M.
The 5% P. M. train will stop at School Lane, Wissa-hickon, Manayunk, Spring Mills and Conshohocken

TRAVELING GUIDE.

FOR NEW YORK. The OAM.

THE WYORK THE OAM.

THE THE THE OAM AND AMBOY AND PHILA
DELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphiato New York, and
way places, from Philadelphiaton, fore

\$2.55

\$4.12 M. (neon) and &P. M. yia Camden and
Amboy, Accominodation, (Freight and Passenger.) At 6 and 11.80 P. M., via Camden and Amboy, Accor

modation,
(Freight and Passenger) ist Class Ticket, 2 25
At 6 and 10A.M. 2 and 5 P.M. For Mount Holly Ewansville. Pemberion and Vincentown. At 6 A. M., and ville. Pemberton and Vincentown. At 6A. M., and 2 P. M. for Freehold.
At 6 and 10 A. M. 12 M. 3.00, 5. 6 and 11.30 P. M. for Palmyra, Riverton, Delabou, Beverly, Edgewater, Burlington, Florence. Bordentown, &c. The 10 A. M. and 5 F. M. Line runs direct throughito Trenton.
LINES FROM KENSINGTON DAPOT will leave. as follows: At 11.15 A. M., 4.20 P. M. and 6,45 P. M. via Ken-City Express 2 25
The 6.45 P. M. Line will run daily. All others Sundays excepted. At7.30 and 11.15 A. M., 3, 3.30, 4.38, 5 and 6,45 P. M., and 12 Midnight, for Bristol, Trenton, &c. trains daily (Sundays excepted) from Kensington Depot, as follows:

At 7.30 A. M. and 3.20 P. M., for Niagara Falis, Buffalo, Lunkirk, Cahandisgua Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesharre Scranton, Stroudsburg, Water dap, Belvidere, Easton, Lambertville, Flemngton, &c. The 3.30 P. M. Idne connects direct with be Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.

At 5 P. M. for Lambertville and intermediate Stations and Company of the Stations of the

nut street whartater, m. to connect while sor. mine.

Bility Pounds of Baggage only, allowed each Passes,
ger. Passengers are prohibited from taking anything
as beggage but their wearing apparel. All baggage
over fitty pounds to be paid or extra. The Company
limit their responsibility for baggage to one Dollar per
pound, and will not be liable for any amount beyond
also, except by special contract.

Established the contract of the contract of

BOT Tickets sold and bayyage checked direct through so Boston.

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LINES FROM NRW YORK FOR PHILADELPHIA:
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From Pier No. 1 N. River, at 6 A. M. and 2 P. M., vis Amboy and Camden. At 12 M., 5 and 5 P. M. (Freight and Passenger), via Amboy and Camden.

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CATAWISSA RAILKOAD.

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Four througs trains daily (Sundays excepted).

Leave Philadelphia and Leave North Pennsylvanise R. Depot.

8 A. M.

7.30 A. M.

7.30 A. M.

Dy all these trains direct connection is made at Elmira with Erie railway: at Salarasanca with Atlantic and Great Western railway; at Dunkrk and Buffalo with Lake Shore R. R.: and at Suspension Bridge with Great Western railway; at Sundrik and Buffalo with Lake Shore R. R.: and at Suspension Bridge Sleening cars on all night region.

with Lake Shore R. R.: and at Suspension Bridge with Great Western railway.

Fare always as low as by any other line, Sleeping cars on all night trains. Second class cars with cushioned seats accompany each express train, giving passengers the advantage of high speed with low fare.

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N. VAN HORN, Pas, Agt.

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LINES- From fost of Market street

- Upper Ferry. Daily, oxcept Sundays. FALL AND

WINTER ARRANGEMENT.

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1885. For Bridgeton, Salem, and all Stations on West Jersey and Salem Railroads, at 9 A. M. and 8.30 P. M. For Miliville and all Intermediate Stations, at 9 A. M. and 3 P. M.

M. and 3 P. M.
EFor Cape May and intermediate Stations, at 9 A. M.,
to Miliville connecting with freight train (Passenger EFOr Cape May and intermediate Stations, at 9 A. M. to Miliville councting with freight train (Passenger car attachs 4) for Cape May, due 3.45 P. M. and 2.00 P. M. through passenger, due 8.00 P. M. through passenger, due 8.00 P. M. For Glassboto's and intermediate Stations, at 9 A. M. For Glassboto's and intermediate Stations, at 9 A. M. 3 and 2.00 P. M. For Woodbury, Gloucester, &c., at 9 A. M., 3, 3.50, and 5.50 P. M. Freight train will leave Philadelphia from Sandford's Wharf at 10 A. M. and Camden, at 12 M. THE WEST JERSEY EXPRESS COMPANY Will attend to all the usual branches of EXPRESS BUSNESS. Receive, deliver, and forward, through other responsible Express Companies, to all parts of the country, any article entrusted to them. A Special Messenger accompanies each through train. Office, No. 5 Walnut street

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Steem to
LIVERPOOL, LONDONDERRY, BELFAST, DUBLIN, NEWRY, CORK AND GLASGOW.
RATES OF PASSAGE,
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Steemship "HIBERNIA" leaves SATURDAY,
January 27
THE PAID CERTIFICATES

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LOWER RATES THAN ANY OTHER LINE, Alse, to and from
ALL STATIONS ON THE IRISH RAILWAYS, SPECIAL NOTICE—Passengers will take particular notice that the "Anchor Line" is the only line gracting through to kets at the above rates, from 'Philadelphia to the points named above, and that the undersigned is the only only authorized Agent in Philadelphia, Apply to
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The Steamship CUMBRIA, Captain FRENCH,

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BAILING REGULARLY AS ADVERTISED.

Freight for this line sent to New York by Swin
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Is now rapidly loading at pier il East River.

This beautiful vessel is one of the sharpest and

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FOR LA GUAYRA AND PUERTO CA
BELLO.—The bark wHITE WING, Wilkle,

master, will sail at an early day for the above ports. For freight or passage, apply to JOHN DAL

LETT & CO., No. 128 Walnut street.

FUR BOSTON, Mass.—Express Line.—The fine

ELIZABETH MAGE, Mage, Express line—The fine ELIZABETH MAGE, Mage, master, is now leading for the above port at Girard's wharf above Market street, and will sail with despatch. For freight, apply to DAVID COOPER 18 North Wharves. North Wharves.

FOR PROVIDENCE, R. L.—Express Line—For The fine schooner ALIUIA, Larsbert, master, is now loading for the above port at Girard's wharf, above Maiket street, and will have roompt despatch. For freight, apply to DAVID COOPER, is North Wharves.

FOR SALE—The Al fast salling bright pricty, built 1884, bottom coppered and copper pacity, built 1884, bottom coppered and copper fastened. Salls and rigging in good order. Apply to E. A. FOUDER & CO., Dock street wharf.

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

Dock street wharf.

CHIP ZOUAVE, Blair, master, from Liverpool, is
now discharging under general order at Wainut
street wharf. Consignees will please attend to the
reception of their goods, PETER WRIGHT &
SONS, 115 Wainut street. jal8-tf

ALL PERSONS ARE HEREBY CAUTIONED 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 Captain or Consignees. PETER WRIGHT & SONS, 115 Walnutstreet. NOTICE.—All persons are nereby cannoned harboring and trusting any of the crew Danish brig DENMARK, as no debts of their cing will be paid by captain or consignees. MAN & OO., Consignees, 123 Walnut street.

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FOR SALE.—S. ELLID. & CO.'S SHIP SHEATHING
FELT. in lois to suit. Apply to PETER WRIGHT
& SONS. 115 Wainut street. de28-11

MUNICIPAL CLAIMS.

MUNICIPAL CLAIMS.—
SHERIFF'S OFFICE.
SHERIFF'S OFFICE.
PHILADELPHIA, January 22, 1886.
NOTICE IS HEREBY GIVEN, in accordance with the Act of Assembly of the Commonwealth of Pennsylvania, passed 11th day of March, A. D. 1846, entitled "An Act relative to Registered Taxes and Municipal Claims in the County of Philadelphia," that the following writs of Scire facias sur claim have been placed in my hands for service, to with

Claims in the Country of Philadelphia." that the following writs of Schre facias sur claim have been placed in my hands for service, to wit:

IN THE COURT OF COMMON PLEAS.

City of Philadelphia vs. E. H. McCurdy, owner, or reputed owner, or whoever may be owner, or Recember Term, 1865, No. 84, for the sum of sixteen doit of the country of the countr And the Market of the Company of the