DAILY COMMERCIAL.

BALTIMORE, MD.

Board of Trade.

Committee of Arbitration for December

GEO. N. EATON, HENRY W. SLICER, WM. H. GRAHAM, JOSEPH O. FOARD, JOSEPH S. HOPKINS.

COMMERCIAL RECORD.

MONDAY, January 1, P. M.

Business throughout the city has been very generally suspended to-day. It being by a law of the State a legal holiday, the Banks and public institutions have all been closed, the Stock Board held no session, the Corn Exchange, Brokers offices and business houses generally were closed, and we have therefore no report to make relative to commercial or financial matters to-day.

In New York on Saturday, Government stocks were in demand at full prices, the first issue of 5-20's bringing 105¼, and the second and third issue 102. All the 7-30's were wanted, and they sold at 97¾ for first and 98¾ for second and third series.

The *Tribune* says, the general share market was steady at the regular board, but prices were not sustained upon the street. Rock Island was sold as high as 108¾ in the face of its decreased traffic, which continued through the year, which leaves the company $1,000,000 short of the traffic of 1865. Erie sold at 97¾, and ¼ per cent was paid for stock until Tuesday. The market for most stocks is largely oversold, and, but for the fact that the roads show a large decrease in traffic, would rise sharply upon an attempt to cover the short contracts. The decrease in traffic which, through 1866 promises to be steadily continued upon the leading speculative roads, is the rock upon which buyers of stock at present rates will loan their money in good time. Values must be governed by ability to earn, not borrow dividends. With the return of peace traffic will fall to the point when dividends are uncertain, and sure not to yield income equal to those to be made upon 7.30's, or gold-bearing Government stocks.

Money on call is abundant at New York, at 6 per cent to brokers, and balances have been left over until January 2, at 5 per cent. Paper sells more readily, but high rates of interest still prevail.

The sales of H. B. Claflin & Co., of New York, for 1865 have been, according to rumors among the dry goods men, $70,000,000 against $40,000,000 in 1864.

The imports of dry goods at New York for the past week amount to $2,507,734. For the month of December the imports aggregate $10,578,991, against $13,586,597 for the same month of 1864, and $8,316,041 in December, 1863.

The following comparison shows the imports of the several classes of dry goods at New York for the year:

	1863.	1864.	1865.
Manufs. of Wool	$29,713,556	$31,441,266	$36,081,587
Manufs. of Cotton	7,013,516	8,995,256	8,295,051
Manufs. of Silk	14,504,460	16,194,769	20,556,293
Manufs. of Flax	10,981,059	11,621,881	15,962,669
Miscel's Dry Goods	3,731,106	3,956,630	4,581,629
Total imports	$67,274,547	$71,580,762	$91,965,128

The National Currency Bank has declared its quarterly dividend at 15 per cent, with 10 per cent additional to surplus account. This makes 60 per cent cash dividends, and 70 per cent surplus for the year.

The shipments of specie from the port of New York last week and during the year compare as follows with the exports in 1864:—

	1864	1865
Fifty-second week	$1,600,855	$993,987
Previously reported	48,995,611	29,727,525
During the year	$49,996,465	$29,801,412
Excess in 1864		20,595,053

The following national bank is the only new organization under the national banking system made during the past week: Louisiana National Bank of New Orleans, with a capital of $1,000,000. Previously authorized capital, $400,352,200.

The whole number of banks now authorized is 1,625, with a capital of $405,100,235.

Amount of circulation issued to the national banks for the week ending December 30, 1865, is stated at $3,611,000

Previously	25,709,135
Total	$29,371,135

No additional depositories for public money have been designated during the week.

The deliveries of gold from California at New York, since Jan. 1, 1865, are:

January	$2,042,347	July	$1,662,864
February	2,036,983	August	1,681,230
March	1,673,444	September	2,027,114
April	2,207,621	October	2,570,[illegible]
May	1,257,651	November	1,952,870
June	750,459	Dec. 2	2,703,[illegible]
Total in 1865			$20,689,194
Total in 1864			12,952,[illegible]
Increase in 1865			$7,737,[illegible]

The following are the Customs received in gold, and gold interest paid out at the New York office of the United States Treasury, since Jan. 1, 1865:

	Customs Received.		Gold Interest Paid.
January	$ 4,276,[illegible]	January	$ 2,449,2[illegible]
February	4,823,211	February	913,[illegible]
March	5,414,029	March	2,000,[illegible]
April	6,380,560	April	103,177
May	8,230,195	May	10,202,840
June	7,887,551	June	1,666,274
July	9,968,190	July	5,714,561
August	13,190,140	August	454,575
September	13,037,082	September	4,117,419
October	11,091,499	October	5,885,863
November	10,138,601	November	1,219,785
December	8,873,235	December	2,783,084
Total, 1865	$102,794,913	Total, 1865	$40,101,239
Total, 1864	66,980,812	Total, 1864	33,128,871

MARINE JOURNAL.

PORT OF BALTIMORE.

MONDAY, January 1, 1866.

Arrived.

Steamship Sea Gull, Fish, from New York—mdse to S Blaisdell, Jr.

Steamship Petersburg, Travers, from Richmond—J Brandt, Jr.

Sailed Sunday.

Steamer Isabella, Havana.

WHERE PESTILENCE ORIGINATES.—Among the ruins of a once stupendous but now extinct civilization, which far surpassed in pomp and splendor all that modern times can boast, still lingers on the Ganges and Indus a mephite atmosphere that from time to time infects the adjacent country with disease, and, favored by peculiarities of the climate, and the increased circulation of mankind, radiates its poison to the remotest regions of the globe.

No one can have failed to remark that all the terrible epidemics engendered from the forest, the mortal upas tree, that still, with its swarming heathen population and barbarous usages, casts a broad and baleful shadow over the path of progress. The plague, the cholera, distinctively called Asiatic, the leprosy, the yellow fever, the contagious forms of typhus fever, all owe the same origin and seem to follow the same path. The very quarter of the earth where the Mosaic records place the paradise of man is also, and has been from the first, the region that bears the most solemn and impressive evidence of the afflictions to which we became a victim by the fall.

THE DANCE OF DEATH.—Tuesday night, between 12 and 1 o'clock, a never-to-be-forgotten scene occurred at Merrill Hall, during the progress of a ball which was given at that place. About that time a young man, named Charles Windeck, died very suddenly, and while the music was being played for the hundreds who were engaged in the enjoyment of dancing. The deceased, with a young lady partner, was dancing a schottische, and had passed once around the hall, and was about proceeding upon a second circle, when he fell upon the floor. He was picked up and carried to a settee, where he expired in a few minutes thereafter, surrounded by a throng of gay couples, struck dumb by the unexpected turn of affairs. The consternation, of course, was great, and what was a short time previously a happy group of ladies and gentlemen was turned into a group of mourners. The deceased was a native of Prussia, unmarried, and was about twenty-eight years of age.—*Detroit Tribune, 28th Dec.*

NOVEL SUGGESTION.—A "laboring man" at Greensburg, N. C., sends us a communication on the negro question, in which we suppose, somewhat by way of banter he gravely proposes to so amend the Constitution as to require an equal distribution of the colored race throughout the States of the Union, claiming that, in the event of such a consummation, the elevation of the negro would advance in the world more rapidly than in the North—a not improbable result of what is, however, a quite impossible undertaking, to wit: a repeal of the laws of nature by a convention.—*Nat. Intelligencer.*

—The Louisiana National Bank of New Orleans, capital $1,000,000, has been authorized by the Controller of the Currency. The total circulation of National Banks is $237,371,600.

—About 60 soldiers, who fell at the battle of Ball's Bluff, have been reinterred in the National Cemetery at that place, under the direction of Capt. Moore, Acting Quartermaster.

—An abominable outrage was committed on Christmas day, at the Twelve-mile switch on the Louisville, New-Albany & Chicago Railroad. As the train passed the station, three men were seen near the track, who, without the slightest provocation, fired into the ladies' car with revolvers. Fortunately no one was hurt, but this was not owing to the scoundrels who did the shooting. One of them was soon arrested, and the others were being closely pursued.

—The New York correspondent of the Indianapolis *Journal* writes that when Governor Morton went on board the steamer Scotia, he found that his passage and that of his family had been privately paid by some citizens of New York, who, indeed, seemed to vie with each other in doing him honor who has shed so much honor on his State, and on our common country.

—A Portuguese soldier enlisted at Portsmouth, N. H., over two years ago, got $500 bounty, and was sent to Concord. He hid his money in the barracks there, and was sent to the field. He was lately discharged, but did not know where he enlisted or where he was encamped. A friend found out the facts in the case and took the fellow up to Concord, and he found his $500 just where he hid it in 1863.

—Brig.-Gen. Champion Vaughan, formerly of Kansas, attempted to commit suicide by swallowing poison on the 23d, in St. Louis, but his life was saved by the prompt administration of an antidote. In the afternoon he again attempted to destroy his life by inhaling chloroform, in the Mercantile Library Room, but was again saved by medical aid. Gen. Vaughan served on the staff of Gen. Curtis and Gen. Blunt during the war. No reason is assigned for his strange conduct.

—An address has been issued by the Freedmen's Equal Rights League of North Carolina, in which they disavow any secrecy of organization, designs or proceedings, and state that their principal object is to endeavor to secure by political and moral means, the repeal of all laws that make discriminations on account of color. They pledge themselves to maintain good order, and place their services at the disposal of Government, demanding in return legal protection for their "property, schools, presses and churches."

—The St. Louis papers report that the bushwhackers of Cass county are renewing their old diabolical and murderous practices. On the 26th inst., as the train from Kansas City to St. Louis was leaving Lee's Summit station, twenty-five or thirty shots were fired into two of the cars, containing about sixty passengers. A bullet passed through a gentleman's coat sleeve, and a number of the windows were perforated, but fortunately nobody was hurt. Gen. Blunt and several members of his staff were on the train. The shots were fired from revolvers and were fired in the dark, the marksmen standing close to the track. The conductor put spurs to his iron horse and did not wait for a repetition of the unwelcome salute.

CORRESPONDENCE.

Letter from Colorado.

[Correspondence of the Daily Commercial.]

DENVER, Colorado, Dec'r 20, 1865.

We left Atchison, Kansas, at eight o'clock on the morning of December 1st, in one of the coaches of the "Overland Stage Line, Benj. Holladay, proprietor," bound for the Rocky Mountains. It was our first intention to go by the Butterfield Overland Dispatch, via the great Smoky Hill route, but a few days before the Indians had made a raid upon it, burning stations, destroying vehicles, killing and wounding employers and passengers, and running off the horses and mules. They were reported as still hovering near to repeat the attack the first favorable opportunity.

The time consumed by the Despatch was three or four days longer than by the Mail line, although the distance to Denver was claimed to be 116 miles less by the Smoky Hill than by the Platte route, and the fare charged was just one-half, or, seventy-five dollars by Butterfield, and one hundred and fifty dollars by Holladay. The latter was running first-class Concord coaches, while the former used covered express wagons. The Indian element in the calculation settled the question in favor of the Overland Stage, and we paid the one hundred and fifty dollars for what was said to be 653 miles, or at the rate of 23 cents per mile. A card posted up in the office at Atchison, gave the time through to Denver as follows:

Atchison to Fort Kearney, 32 hours, [253 miles, at 4⅞ miles per hour.]

Fort Kearney to Julesburg, 37 hours, [293 miles, at 5½ miles per hour.]

Julesburg to Denver, 35 hours, [197 miles, at 5 3-5 miles per hour.]

Total time 124 hours, or five days and four hours to travel 653 miles, at an average speed of 5¼ miles per hour.

The progress actually made was as follows:

Dec. 1. Left Atchison 8 A. M.; dined, Kickapoo 2 P. M., 36 miles; sup at Seneca, 8 P. M., 60 miles out.

Dec. 2. Breakfast, Rock Creek, 8-30 A. M., 124 miles; dine, Kiowo, 5 P. M., 168 miles.

Dec. 3. Breakfast, Fort Kearney, 9 A. M., 253 miles; dine, Plum Creek, 289 miles.

Dec. 4. Breakfast, Cottonwood, 3 A. M., 350 miles; dine, Alkali, 3 P. M., 404 miles.

Dec. 5. Breakfast, Riverside, 11 A. M., 498 miles; supper, Junction 11-30 P. M., 85 miles from Denver.

Dec. 6. Breakfast, Living Springs, 7-30 A. M., 40 miles from Denver; arrived at Denver 2-30 P. M., having spent five days, six and one-half hours on the route.

The trip was fatiguing beyond expression, but fortunately there were only three through passengers, and they made themselves as comfortable as possible. The third day out our feet became swollen, and it was found impossible to draw on boots after taking them off. This was informed relief, seems to most passengers, sometimes producing serious lameness difficult to cure, and often for weeks the swollen feet do not return to their original dimensions. The only remedy appears to be to wear very loose stockings and shoes, walking as often and as much as possible, and sitting with the feet elevated when practicable.

From Atchison the road runs northwesterly till it enters the Platte valley, fifteen miles east of Fort Kearney, when it follows the Platte river to Denver, a distance of more than four hundred miles. At first the country was broken and the road hilly, but after the first hundred miles was passed it became very uniform, and through the Platte valley, with very slight exceptions, it was smooth and even as a turnpike.

The Great American Plain, as it is called, extends from the Missouri river to the Rocky mountains. It is one vast rolling prarie, with a little timber scattered here and there along water courses. In the whole seven hundred miles I did not see sufficient wood to supply Baltimore with fuel a single week. Wood commands fabulous prices at those points where most difficult to obtain. One station keeper stated that his wood was hauled nearly two thousand miles, and that he sold it to his neighbors for one hundred dollars per cord. I was informed the contract price to supply the military post at Julesburg with wood for the year was one hundred and five dollars per cord.

The soil of the plains is very poor, except in a few localities, as on the banks of streams, and produces nothing but coarse grass. Along the small water ranches are established every few miles, and the occupation of the ranche-men appears to be securing prarie hay in common, and selling it at fabulous prices to wagon trains in winter, together with dealing at all seasons in a kind of whisky warranted to kill on the plains four hundred yards from the bottle.

The ranche buildings are usually constructed of sod; plastered inside with mortar, made of prarie mud. The roofs are formed by laying poles close together, covering them with sods and piling on earth one or two feet deep. However primitive and unromantic such structures may appear, they are very comfortable habitations for winter, and furnish far better protection than frame buildings from the fierce winter blasts that constantly sweep over the plains.

The force, severity, and icy chilliness of the winter winds can only be appreciated by enduring them. Hardly a storm occurs at this season without destroying cattle, and if very severe, houses and mules also. A wagon train near Denver, lately lost more than one hundred oxen in a single night by their freezing to death.

Mule trains are run between Missouri river and the mountains at all seasons, but ox trains are rarely used on the plains from November to April. The rate charged for transportation freight varies with the season, the demand, and the state of the Indians.—Three years ago, from Atchison to Denver it was four to five cents per pound, or eighty to one hundred dollars per ton. Last summer and fall it was seven to twelve cents per pound—one hundred and forty to two hundred and forty dollars per ton. Now it is fifteen to twenty cents per pound, or three hundred or four hundred dollars per ton. The practical significance of these figures may be appreciated by observing that at the latter rates the extra cost of a barrel of flour is thirty to forty dollars, and of a bushel of corn $8.70 to $11.20. True, these commodities are rarely hauled at the highest rates, but in the mountains corn often commands twenty to twenty-five cents per pound.

As scarcely any grain or vegetables have been raised in the Territory for the last two years, all such supplies are hauled in wagons from the Missouri river, principally from Atchison and Nebraska city.

Along the Platte river and its tributaries the land is said to be uniformly fertile, and to produce large crops when irrigated. Rain falls only in one or two months of the year, during what is known as the rainy season, usually in July and August, and the quantity is entirely inadequate for the wants of cultivation.

Extensive preparations for irrigation are made along the South Platte and branches near Denver, and large crops were anticipated in 1864 and 1865, but in both years they were consumed by grasshoppers.

These insects made their appearance in May or June, 1864, in such numbers as literally to obscure the sun, and consumed every green thing except the wild prairie grass. Whence they came in a mistery; some suppose from the South, others from the Salt Lake country.

In the spring of 1865 young grasshoppers appeared evidently hatched from the eggs deposited last year, repeated the work of devastation, and suddenly left for pure unknown. One day the air, and apparently all space was filled with them; the next day not one was to be seen except now and then a straggler.

It is generally believed they left this Territory without depositing their eggs, and that hereafter the country will be free from their ravages.

EXPLORER.

United States Presidents.

Great Washington was number one:
Then Senator Adams next came on.
Jefferson made the number three—
Then Madison, the fourth was he.
Monroe, the fifth to him succeeds;
And sixth, the junior Adams leads.
Then seventh, Andrew Jackson came;
And eighth, we count Van Buren's name.
Then Harrison made number nine—
And tenth, John Tyler filled the line.
Polk was the eleventh, as we know,
The twelfth was Taylor in the row.
Fillmore, the thirteenth, took his place—
And Pierce was fourteenth in the race.
Buchanan, the fifteenth in season came;
Then Lincoln, as sixteenth, came in.
Johnson, the seventeenth and last,
Still lives to close the illustrious past.
Next he stop until we see,
Who our next President will be.

—English troops are on their way to Canada, and a portion of them will be stationed at Ottawa to protect the Parliament buildings.

—A STRANGE disease has broken out among the poultry in Ohio. The chicken's comb and gills turn black, it gapes, sneezes and falls dead in a few minutes.

—The Vermont State Temperance Society have voted to raise $5,000 for the purpose of carrying on the temperance reform during the coming year.

—Seventy-five of the newsboys of Cincinnati have been induced to attend Sabbath School.—On Christmas, thirty-five of these were given each an entire suit of clothes, and all were presented with new caps and cravats, and invited to a splendid Christmas dinner.

—La France states that an exploror in Lower Egypt has disinterred a basalt effigy, bearing certain hieroglyphics on its plinth, indicating "beyond doubt that the features are those of Potiphar's wife." It goes on to say that these features are not prepossessing.

—Minister Clay writes from St. Petersburg, that the Russian cattle plague is fearful—cattle dying by hundreds, and sheep by thousands. Nothing is done to avert it, as the superstitious villagers think that would be a sin.

—Gen. James Shields is now domiciliated in Carroll county, Missouri, near the county seat, where he has purchased a little homestead, and has quietly settled down in rural pursuits and to repair his shattered health.

—Information has been received of the confiscation by the Provost Marshal at Lexington, Virginia, of a considerable quantity of valuable hides belonging to the tannery of that place, and in part the property of the widow of Stonewall Jackson.

MODERN CURIOSITY.

[From Punch's Comic Almanac for 1866.]

Young Arthur, when his head he left,
A ringlet from her *chignon* cleft;
"Dear curl!" cried he, "Dear! Yes, you ninny,
My *chignon*, stupid, cost a guinea."

—The *Evening Post* correspondent says: The Judiciary Committee of the House of Representatives have agreed to report, at an early day, an amendment to the Constitution providing that the number of voters in the States shall form the basis of representation in Congress.

—Mr. John A. Trimble, superintendent of some oil company in Pennsylvania, writes the Pittsburg *Commercial*, that at the depth of 430 feet, in boring for oil, a fresh-water vein was struck, and a frog raised to the surface by the sand pump. This frog was a curious creature, and blind as a bat.

—The Providence Journal says: The value of carriages annually made in New Haven before the war was about $1,500,000. The value of those made this year is about $100,000 less. There has been recently a great demand for light and cheap vehicles for the Southern market. About 2,100 workmen are employed in the business.

—The Barings have taken two millions of the five per cent. gold-bearing bonds of Massachusetts at about ninety-seven per cent. This sum, it is believed, will be sufficient to meet the present indebtedness of the State, and thus do away with the necessity of issuing the remaining million and a half authorized by the Legislature.

—A London newspaper recently displayed on its bulletin a flaming announcement of a "Charge of Indecency against the Bishop of London!" The public rushed to buy, and all they found for their pence and pains was a line in a very harmless speech, in which the Bishop was said to have used arguments that were "indiscreet if not indecent."

A very important collection of Mexican antiquities has lately arrived in France. It was formerly the property of Mr. Joseph Durand, the companion, guide, and friend of Humboldt, during his travels on the American continent. M. Durand died in 1853, near Guaymas, and his collection was purchased a few months ago by a French officer, and has been forwarded to France.

HOTEL ARRIVALS.

BARNUM'S HOTEL.

S A Spence & wf, D C
A C McPhail, N Exp Co
J M Hudgins, Va
Ellis Lyons, D C
J G Welsh, N Y
A Katzenberg, Cal
R Gwinn, Ga
S E Hull, N Y
Miss Hull, do
Miss Boyd, do
G M Smith, Md
G C Eckert & la, Pa
B C Mackliffe, La
B H Peterson, N O
L R Page, Richmond
J Bayley, Cambridge, Md
W J Grant, Sunbury, Pa
Benj W Thompson, Pa
J De Haven, N C R W
John M Kelly, do
G L Van Bibber, Md
Carroll Smith, Miss
W Purnell, Md
Jno R Clarke, Md
Chas C Ransom, do
Miss C P Anderson, do
Wm Foreman, Md
J P Brown, do
Dr R S Rubles & wf, Va
Col W P Maulsby, Md
J Pitkin, Conn
J B Pace, Richmond
Jos Rogers, Texas
Geo Toland, N Y
Capt Sweet & wf, Wash
Hon Thad Stevens, Pa
Rev E W Syle, N Y
d Wentlet Syle, do

MANSION HOUSE.

J M Rassin, Md
L M Ryan, do
W P C Cockey, do
T W Strong, do
G W P Smith, do
D T Bennett, do
M Robinson, do
H D McCabee, do
J E Price, do
S W Harper, do
C Treakler, do
A G Maxwell, do
C H Stewart, do
J Reiley, do
C H Sprint, do
E A Small, do
P R Lovejoy & la, do
A R May, do
T G Hanzsche, do
T H Longfellow, do
W C Meeds, do
J A Seaber, do
R R Carter, do
F W Schultz, do
W H Bayzand, do
I Cox, do
A R Rasin, Md
W T Whittington, do
A McIlvain, do
J Selling, do
F W Schultz, do
H Duvall, do
T Duvall, do
F Shriver, do
A Cowan, do
R W Sower, do
W M Nail, do
W G Nicholson, do
S A Hopper, do
H Hopper, do
J H Carter, Mass
L Poolee, do
H C Magoon, Minn
Mrs Hurdell, Phila
Miss M Williams, N J
Miss O Boston, do
Miss F Atkinson, do
J M Moorehead, Pa
F Gibson, C W
R Booth, Ohio
P Convers, U S A

FOUNTAIN HOTEL.

R Hudgin, Va
M Connolly, Md
R Tucker, Pa
J N Aschom, Md
H Squire, England
T J Gantt, N Y
Dr G W Weems, Md
J Eisenhart, Md
J L Mason, Wash
J S Pestand, Va
F Lambert, Wash
S S Baker, Md
J R Berry, Michigan
J W Hussey, N C
J M Lefevre, Ohio
W H Lefevre, do
B T Crow, Md
R J Jump, Md
C P Masden, Md
C Williams, do
R Keene, do
J Wallace, do
T Marzott, do
B C Ross, Pa
D Blanford, Pa

MALTBY HOUSE.

R W Chew, Balt
S E Wilson, Calvert co
Thos Wooldridge, Md
T J Waters, do
Wm Benkaim, Chicago
M Pevser, Maine
L N Walker, N Y
G W Snedeken, do
W Aldridge, Md
E O Davis, N C
J B Staples, Norfolk
J M Blount, Va
L Reid
L S Armstead, Va
W McLean, do
S W Collom, Va

EUTAW HOUSE.

W N Cruikshanks, Md
Thos W Gardner, U S A
Jas O Matson & d, Va
E B Bossler, Phila
Miss Girthmale, do
J P Middleton, N J

GILMOR HOUSE.

C J Pettiet, U S N
L W Freeman, Boston
C E Donslow, N Y
J B Baggett, Md
A P Mittinger, N Y
C Gleason, Md
G F Whitely & la, Va
J Mask, Balto
L Nolen & wf, U S A
H Gaffney & la, N Y
A B McLaughlin, Md
J Tearson & la, Md
C W Harper, Texas
J Jones & wf, Phila
E Chayton, Va

HOWARD HOUSE.

J N Rogers, Md
Saml McElderry, do
F H Rodgers, D C
R Higginbotham, Md
E Busen, Oswego
T Haverenger, N Y
B F Drawl, Harrisburg
P S Schimp, Va
G S Stites, Phil
J M, do
J H Wildesen, N Orleans
N Betts & wf, Pa
D McCay, Pa

GEN. WAYNE HOTEL.

J B Gist, Md
M T Morelock, do
N G Pope, do
Mrs Gordon, Richd
G M George, do
E A Miller, Md
J O Homer do
T Anderson, do
H Adams, do
R Thompson, do
F Richardson, do
W Hoskins Balto
L Winters, Md

GILMOUR'S HOTEL.

Dorsey Cleiget, Wash
W H Jewett, do
John Smith, Alexandria
And D Podd, Richmond
Taylor Croft, Wash
Geo Williams, Balt
Chas Rainey, Md
Jas Gunther, N Y
Wm McElhenny, N Y
Jas D Tyler, Elmira, N Y
John S Letcher, Md
Chas Alexander, York, Pa
W McCandless, do
John Hancock, Pa

THREE TUNS HOTEL.

E Emory, Boston
G Young, Balt
Chas Plummer, Frederick
E G Holland, Md
S Handsbur, do
C Sackey, do

TRAVELER'S GUIDE.

[*Carefully corrected as changes occur.*]

To Washington, by Baltimore and Ohio Railroad, Depot, Camden street and Eutaw street—4.30, 7.05, 8.45 and 9.40 A. M., and 3.00 and 6.00 and 8.45 P. M. Sunday trains at 4.30 and 8.45 A. M., and 4.20 and 8.00 P. M.

To Philadelphia and New York, by Baltimore, Philadelphia and Wilmington Railroad, Depot President street—8.25 and 9.20 A. M., and 1.10, 4.10, 6.35 and 9.25 P. M. Sunday trains for New York 7.50 P. M., and for Philadelphia 8.25 P. M.

To Harrisburg, Elmira and the West, by Northern Central Railroad, Depot corner Calvert and Franklin streets, 9.00 A. M. and 12.10, 7.20 and 10.00 P. M.

To York, by Northern Central Railroad, 7.20 A. M. and 3.30 P. M.

To Parkton by Northern Central Railroad—12.30 and 5.30 P. M.

To Frederick by Baltimore and Ohio Railroad—4.30 P. M.

To Ellicott's Mills by Baltimore and Ohio R R—6.20 and 10 A. M., and 3.30 P. M.

To Salisbury by Phila., Wilmington and Balt. R R —3.25 P. M.

To Dover, Del., by Phila., Wilmington and Balt. R R—1.10 P. M.

To Wheeling and Parkersburg by Balt. and Ohio R R—daily mail 8.50 A. M. (except Sunday), Cincinnati Express, daily (including Sunday), 10 P. M.

To Westminster and Union Bridge by Western Maryland R R—9.20 A. M. and 2.50 and 6.00 P. M.

To Frederick, Monroe, Norfolk and Richmond, by Bay Line, Union Dock, daily, at 5.00 P. M., and New Line, Spear's wharf, daily, at 6.00 P. M.

To Cambridge, Oxford and Dover Bridge, Eastern Shore—every Tuesday, Thursday and Saturday, by Individual Enterprise Steamers, Light street Wharf, at 7.00 A. M.

To Annapolis by Balt. and Ohio and Annapolis and Elkridge Railroad, Depot Camden street—7.05, 8.45 A. M. and 4.20 P. M., and by Individual Enterprise Steamer from pier at foot of Camden street, every Tuesday, Thursday and Saturday morning at 7.00 A. M.

For further information, see advertisement of Railroads and Steamboats in another part of this paper.

MAILS CLOSE AT THE POST-OFFICE.

East.	A. M.	P. M.
Phila., New York., Boston Through, daily, except Sunday	8-1130	6.30
Phila., N. Y., Boston Through, Sunday	—	6.30
Abingdon, Fallston, L. Gunpowder, P. Deposite and Phila. Way, daily, except Sunday	7.00	—
Delaware and lower Co's. E. Shore, Md., daily, except Saturday	—	6.30
Upper Co's. of E. Shore, Md., daily, except Sunday	6.00	—
Cub Hill and Greenwood, Tuesday, Thursday and Saturday	—	7.00
West.		
Wheeling Through, daily, except Sunday	7.00	7.30
Cumberland and Wheeling Way, daily, except Sunday	7.00	—
N. W. Virginia, daily, except Sunday	7.00	—
Frederick, Md., daily, except Sunday	7.00	2.20
Hagerstown, Cumberland—all of Frederick, Washington and Allegany Co's., Md., daily, except Sunday	7.00	—
Ellicott's Mills, daily, except Sunday	7.00	2.20
Balto. and Cumberland Way, daily, except Sunday	7.00	—
Catonsville, daily, except Sunday	—	9.00
North.		
Toledo, Chicago, St. Louis Through, daily	—	8.00
York, Harrisb'rg, Chambersb'rg, Pittsburg, daily, except Sunday	7.00	8.00
York and Harrisburg Way, daily, except Sunday	7.00	—
Reisterstown, Westminster, &c., daily, except Sunday	7.00	—
Buffalo, N. Y., daily, except Sunday	7.00	—
Freedom, Md., Monday, Friday	—	9.00
California, via St. Joseph, Mo., daily, except Sunday	7.00	8.00
South.		
Washington, D. C., daily, except Sunday	6.00	2.20
Richmond and Petersburg, daily, except Sunday	—	9.00
Georgetown and Alexandria, daily, except Sunday	6.00	2.20
P. George's, Charles, St. Mary's Co's., Md., daily, except Saturday	—	9.00
Washington Way, daily, ex Sunday	—	2.20
Annapolis, Md., daily, ex Sunday	6.00	2.20
Annapolis, Md., Way, daily, ex Sun	6.00	—
Calvert County, Md., Tuesday, Thursday, Saturday	6.00	—
Old Point Comfort and Norfolk, daily, except Sunday	—	4.00
Towsontown, Md	7.00	—

LEGAL NOTICES.

BY ORDER OF THE COMMISSIONER OF INSOLVENT DEBTORS.—Notice is hereby given to the creditors of the following named Insolvent Debtors, that the said Insolvents having filed their petition to the Court of Common Pleas for the benefit of the Insolvent Law of Maryland, that the day thereinafter mentioned as fixed for their appearance, to answer interrogatories, if any be filed, and that the following named day has also been fixed for the final hearing in their case, before the aforesaid Court of Common Pleas:

John H. Cook, applied 18th September, 1865—first appearance 6th November, 1865, final hearing 1st January, 1866.

A. K. Foard, applied 5th October, 1865—first appearance 6th November, 1865, final hearing 1st January, 1866.

John H. Baynes, applied 5th October, 1865—first appearance 6th November, 1865, final hearing 1st January, 1866.

Lewis Kalbfus, Jr., applied 5th October, 1865—first appearance 6th November, 1865, final hearing 1st January, 1866.

John F. Staub, applied October 7, 1865—first appearance December 4, 1865, final hearing February 5, 1866.

James Richter, applied October 28, 1865—first appearance December 4, 1865, final hearing February 5, 1866.

Charles C. Ezerton, applied November 1, 1865—first appearance December 4, 1865, final hearing February 5, 1866.

Samuel Linthicum, applied Novembdr 3, 1865—first appearance December 4, 1865, final hearing February 5, 1866.

James Rice, applied November 6, 1865—first appearance Dec. 4, 1865, final hearing February 5, 1866.

Michael Hayes, applied Nov. 13, 1865—first appearance Jan. 1, 1866; final hearing March 5, 1866.

Anton Winter, applied Nov. 18, 1865—first appearance Jan. 1, 1866; final hearing March 5, 1866.

Ann M. Southcomb, applied Nov. 20, 1865—first appearance Jan. 1, 1866; final hearing March 5, 1866.

Charles LeBon, applied Nov. 20, 1865—first appearance Jan. 1, 1866; final hearing March 5, 1866.

John Fisher, applied Nov. 28, 1865—first appearance Jan. 1, 1866; final hearing March 5, 1866.

Thomas Waters, applied Dec. 1, 1865—first appearance Jan. 1, 1866; final hearing March 5, 1866.

William Clements, jr., applied December 16, 1865—first appearance February 5, 1866, final hearing April 2, 1866.

John O. Horsey, applied 30th December, 1865—first appearance February 5, 1866, final hearing April 2d, 1866.

Benjamin Tanner, applied 30th December, 1865—first appearance February 5th, 1866, final hearing April 2d, 1866.

NOTICE.—All persons having claims against the estate of ROBERT L. SETH, deceased, are hereby notified to file the same, with the proper vouchers, with JOHN M. FRAZIER, on or before the 12th day of June, 1866; otherwise they may be excluded from all benefit from said estate. All persons indebted to said estate are likewise notified to call on John M. Frazier and make immediate payment.

ALEXANDER H. SETH,
JOHN M. FRAZIER,
Administrators, with will annexed of R. L. Seth, deceased.

d12-law4w

SHIPPING.

FOR BOSTON.—The fine Schooner E. H. TURBER, Capt. Cobb, is now loading and will have despatch. For freight, apply to KELSEY & GRAY, corner Buchanan's wharf and Pratt street. de30-3t

FOR SAVANNAH, GA.—PENDERGAST LINE.—The fine schooner "CHARLES E. PAIGE, Barton Frink, master, having a large portion of her cargo engaged will sail with despatch. Shippers will please engage their freight. For freight or passage, having handsome accommodations, Apply to PENDERGAST, FENWICK & CO., 77 Smith's wharf, up stairs.

Goods insured on open policy. Agents in Savannah, Ga., CRANE, JOHNSON & GRANBILL.

FOR CHARLESTON, S. C.—PENDERGAST'S LINE.—The new Al three-masted schooner MARY B. SOMERS, Somers master, having one-half of her cargo engaged and going on board, will sail with despatch. For freight or passage, having handsome stateroom accommodations, apply to PENDERGAST, FENWICK & CO., 77 Smith's wharf, up stairs.

Goods insured on open policy. Agents in Charleston, WILLIS & CHISOLM. de29-tf

FOR CHARLESTON, S. C.—PENDERGAST'S LINE.—TO SAIL SATURDAY, 30th inst.—The coppered clipper brig AMBROSE LIGHT, Simpson, master, is now loading freight, and will sail as above. For freight or passage, having fine accommodations, apply to PENDERGAST, FENWICK & CO., 77 Smith's wharf, up stairs.

Goods insured on open policy. Agents in Charleston, WILLIS & CHISHOLM. de29-tf

FOR BUENOS AYRES DIRECT.—To sail from New York January 20.

The A 1 British bark PARTHIAN, is now loading and will sail as above. For passage only, having superior accommodations, apply to PENDERGAST, FENWICK & CO., de29-tf 77 Smith's Wharf, (Up Stairs.)

FOR FREIGHT OR CHARTER.—The fine A 1 British Brig HELEN BURNS, Woodgate, master, 154 tons, 2,000 barrels, or 10,000 bushels Grain. A freight to Bristol Channel preferred. Apply to PENDERGAST, FENWICK & CO., de29-tf 77 Smith's Wharf, up stairs.

WELLS, FARGO & CO.
NEW YORK AND CALIFORNIA
EXCHANGE OFFICE,
NO. 81 BROADWAY, N. Y.

Letters forwarded to California by Express. Agents in Baltimore, PENDERGAST, FENWICK & CO., 77 Smith's wharf, up stairs. d29-tf

WANTED TO PURCHASE, A BARK OR BRIG, from 300 to 350 tons. She must be built of Oak, from three to six years old, and rate A ½, copped and copper fastened.

Apply to PENDERGAST, FENWICK & CO., de29-tf 77 Smith's Wharf, up stairs.

WANTED.—VESSELS TO LOAD COAL FOR CHARLESTON, S. C.—Brigs and cargo ready. Apply to PENDERGAST, FENWICK & CO., 77 Smith's Wharf, up stairs. d29tf

WANTED.—VESSELS TO LOAD GRAIN FOR CHARLESTON, S. C.—High rates and cargo ready. Apply to PENDERGAST, FENWICK & CO., 77 Smith's Wharf, up stairs. d29tf

FOR SALE, FREIGHT OR CHARTER.—The new A 1 SCHOONER "NADAB," Frank, master, 1,100 bbls. capacity. In good order for any voyage. Apply to M. A. MITCHELL, d28-6t 2 Spear's wharf.

FOR FREIGHT OR CHARTER.—The fine new British Brig RIO, Capt. Johnson, expected to stow 3,500 round barrels. Apply to KELSEY & GRAY, d25-tf cor. Buchanan's wharf and Pratt st.

FOR GALVESTON, TEXAS.—The fine fast sailing Schooner MARGARET D. LUCY, Crosby, master, having the most of her cargo engaged will have immediate dispatch for the above port; for balance of freight or passage, having superior accommodation, apply at once to R. M. HESLEN, northwest corner Pratt and Gay streets till further notice. de19-tf

FOR NEW ORLEANS.—The fine copper Clipper Schooner BALTIMORE, Capt. Dan. McCahn, will be ready to receive cargo for the above port on Monday, Dec. 11, 1865. For freight apply to KELSEY & GRAY, corner Pratt street and Buchanan's wharf. d9-tf.

FOR MOBILE, ALA.—A small first