## CHESS COLUMN PHILADELPHIA EVENING BULLETIN. SATURDAY, March 26, 1864. Notice to Correspondents.

All communications for this column must be directed "Chess Editor of Evening Bulletin," and should reach the office, at latest, on Thursday morning. All Problems must be accompanied by he solution and name of the composer.

PHILADELPHIA CHESS CLUB-Northeast corner of Thirteenth and Chestnut streets, second floor. Rooms open daily at 10 o' clock.

"E. F. B., N. Y."—We have not been able to precure a copy of your missing paper. Captain Mackenzie did not visit the Philadelphia Chess Club this week, as was expected. "R. M. S."—We have examined the game. It is well played on your side, but your antagonist does not at all come up to his usual strength. We hold the under consideration

Answers to Correspondents,

"Aug. MERKEL."-We have again reported your complaint. The paper is regularly mailed, and we think the fault must be at your end of the line. "MIRON."—Many thanks for the little volume just received. We have examined it with much in-

--- The following little squib, from an old contributor, deserves a place in our Column: THE TOURNAMENT. In that fierce field where heroes fall,

And victories are won,
The most important one of all Is section number one. There we behold illustrious names We never read of, more.

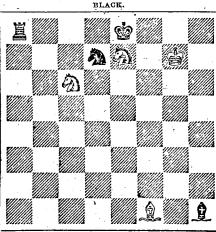
A cipher added for their games, Tells all they did not score! Unwept, unpublished, and unknown, Save on the weakly list,

If they were foggy, you must own

They never will be missed! Genius dies early, it is said, And just to mark the spot Where these are prematurely laid, We drop this passing thought.

CHESS TOURNAMENT. Messrs, Reichhelm, Warner, Jellett and Walden have entered the Third Section, and have been paired off as follows: G. Reichhelm vs. E. Walden: J. C. Warner vs. J. J. Jellett.

> Problem No. 325. . BY M. GROSDEMANGE.



WHITE. White to play and mate in four moves. Solution to No. 319. WHITE. BLACK. Anything Kt to Kt 6
K x Kt
Kt to Q 7 2. PxB(ch)
3. B to K sq (ch)
4. Bx Kt mate. 3. R to Q 5 (ch) 1. Kt mates. Solution to No. 302. WHITE. BLACK. 1. K to Kt 6
B to R 5 (b
2. Q x B, and mates in two moves. Solution to No. 321. P moves K moves 1. B to Kt 4 2. Kt to K3 (ch) 3. R mates. Solution to No. 322. WHITE. BLACK. 1. Q to Kt 5 K to Q 4 o 2. Q to K 3, and mates next move.

(A) 1. K to Q 3 or Q 5 K moves 2. Q to K 3 or K 7 3. Q mates. Solution to No. 323. WHITE. BLACK. P to B 6 P to B 7 P Queens 1. B to K 6 2. Kt to Q 5 3. Kt to B 6 CHESS IN NEW ORLEANS.

Game No. 725. Mr. Morphy gives the odds of his Q's Kt and the first move also to Mr Maurian. (Remove Black's Queen's Knight.) (Ki-seritzky Gambit.) WHITE (MR MAURIAN.) BLACK (MR. MORPHY.)

P to K 4 P x P P to K Kt 4 P to K Kt 5 Kt to K B 3 P to Q 4 1. P to K 4 2. P to K B 4 3. K Kt to B 3 (The usual move is P x P, to which the second player replies with B to Q 3.) 7. Kt x B P to K B 6 8. P x Kt (B to K 2 is perhaps a better line of play at this incture.)

10. P to Q 4

(Very ingenious. If he had advanced the K Kt
Pawn first, White would have explured this pawn
and have escaped without damage.)

11. R x P

12. R to K B 4

13. K to B sq

14. K to K 2

15. K to Q 3

16. Q to K R 6

16. Q to K sq

(Well conceived: threatening a terrible "check (Well conceived; threatening a terrible "check by discovery," and thus preventing Black from opening a similar check by the advance of the K Kt Pawn.) 16. B to K B 4 (ch)

17. K to Q B 4 18. Q to Q R 5 19. Kt to Q B 3 20. R x K B P Castles P to Q R 3 B x Q B P (P to Q R 4, with the view of afterwards playing Kt to Q Kt 5, appears to be preferable.) 20. B to Q 3 21. Kt to Q Kt 5

(He ought first to have played the pawn to Q R 4.) 21. P x Kt (ch) (The correct move seems to be K to Q B 3. After

that, we do not see how Black would have saved the 22. K to Q Kt sq 23. B to K Kt 5 24. B x R 25. Q to Q B 3 26. K to Q B 4 26. K to Q D \*
27. Q x R
28. Q to Q 5
And Black won the game. CHESS IN LONDON.

Game No. 726.
Played at the Divan, Mr. Steinitz giving his Queen's Kuight to an Amateur, (Remove White's Queen's Knight.)
(Evans' Gambit.)

WHITE (MR. STEINITZ.) BLACK (MR. ---.) P to K 4 Kt to K B 3 P to K 4
Kt to Q B 3
B to B 4
B x P
B to B 4 P to Q Kt 4 P to Q B 3 6. Castles 7. P to K R 3 8. P to Q 4 9. P x P 10. P to K 5 P to Q 3 Kt to K B 3 Px P Bto Kt3 (This at once infuses life and spirit into the game,

ing to animated of

11. B to R 3

12. Kt x P

12. Kt x P

13. Q to R 4 (ch)

14. Q to Kt 3

15. Q R to Q sq

(Castling would have been dangerous on st White's reply, Kt x K B P, &c.)

16. K R to K sq

17. Kt x B

18. B x Kt

19. R x P

20. R x Kt

Q x B P (ch) (Rlack should have contented himself with draw ing his game by perpetual cheek. The move in the text will cause him some trouble.) 22. Q to Q sq 23. K R to K 7 24. Q to Q 5 (ch)
(By this ingenious and unexpected move White at once turns the tables in his favor, winning speedily.)

(If R x Q, White mates in three moves by commencing with R x Kt P (ch). &c.) tencing with Rx Kt F

25. Qx R

26. K to Kt 3

27. K to Kt 4

48. K to B 5

29. Q to B 4

30. K to K 6

31. K to K 5

32. Q to B 5

33. K to Q 6

34. K to K 6

35. K to B 7

36. B to C 6

37. R to K 6

38. K to K 7

39. R to K 7

40. K x R

41. K to K 7

42. R x P (ch)

43. B to K 5 (ch)

44. Q to K t 6 mate Q to Kt 3 (ch) Q to R 4 (ch) Q to K 7 (ch) Q to Q 7 (ch) Q to K 7 (ch) Q x R P P to B 6 (dis ch)

PxR KtoKtsq Game No. 727. Played between Messrs. Medley and St. Bon, during the late Congress, in the contest between the London and St. James's Chess Clubs. (Evans' Gambit.)

WHITE (MR. MEDLEY.) BLACK (MR. ST. BON.) 1. P to K 4 2. Kt to K B 3 P to K4 Kt to Q B 3 B to B 4 (B to Q 5 is the correct defence here.) 7. P to Q 4 8. B x Kt 9. B x P (ch) P to Q 3 P x Kt K x B Pio K Kts 10. Q to R 5 (ch)
11. Q to B 3 (ch) 12. Q x Q (ch) 13. P x P (ch) hich costs a Rook, and, in

13. P x P (ch)
(A serious mistake, wl
fact, the game.)

14. B to Kt 7 (ch)
15. Kt to Q 2 (ch)
16. B x R
17. Castles (K R)
18. P x B
19. Kt to Kt 3
20. Q R to Q sq
21. K R to K sq
22. K to K t2
23. P to Q R
24. R to K 2
25. R to Q 5 (ch) K to Q 4
B to R 6
R x B
Kt to B 5
K to K 5
K to B 6 Kt to Q 3 K to Kt 4 R to K B sq Kt to Q B 5 K to R 3 R to Q 5 (ch) Kt to B 5 25. R to Q 5 (cl 26. Kt to B 5 27. Kt to K 6 RxP(ch) (Desperate, but there was nothing better.)

28. R x R 29. K to Kt 3 30. R to B 7 31. P x P Kt to K 6 (ch) Kt x R P to Q R 4 32. P x P (en pas) (Kt to B & would have been more expeditious.) 32. PxP

Kt to K6

Kt to B4 (ch)

Kt to Kt 2

B to B4 33. P to Q B 4
34. Kt to B 9
35. K to B 4
36. K to K 5
37. R x K t, and wins.

CHESS IN PARIS. Game No. 728. Played between Messrs. Anderssen and de Rivière. (Evans' Gambit.)
WHITE (M. DE RIVIERE.) BL. (MR. ANDERSSEN.) Pto K4
Q Kt to B3
K B to B4
B x Kt P
B to Q B 4
P to Q 3
P x P
B to Q Kt 3
Q Kt to K2 1. P to K 4 2. K Kt to B 3 2. K K t to B 3
3. K B to B 4
4. P to Q K t 4
5. P to Q B 3
6. Castles
7. P to Q 4
8. P x P 9. P to Q 5 (We rather prefer Kt to R 4.) 10. P to K 5
11. B to Q Kt 2
12. Q to Kt 3
13. Q x B
14. Kt to Q 2

(K Kt to B 3 is the correct move. The move made gives White the very opportunity he was seeking for.) 15. Kt to K4 Q to
16. B x B P x E
17. P to Q 6 P to I
18. P to Q 7 (ch) K to
19. Kt to K kt 5 Q to
20. Kt to B 7 (ch), and wins. Q to K Kt 3 P x B P to K B 4 K to Q sq Q to Q B 3 K x P Game No. 729.

Between the same players.

(Kiescritzky Gambit.)

WHITE (MR. ANDERSSEN.) BL (M. DE RIVIERE.) P to Kt 5 K Kt to B 3 Kt x K P Kt to Kt 6 7. F to R 5

8. Q B x P

(Kt x R is the only correct move at this point.)

9. B to K 2

10. B to K Kt 5

11. P to Q B 3

12. Kt to B 6 (ch)

13. Kt to Q 5 (ch)

(Evidently compulsory.) 10. B to K Kt 5
11. P to Q B 3
12. Kt to B 6 (ch)
13. Kt to Q 5 (ch)
(Evidently compulsory.)
14. B x B (ch)
15. B to B 6
16. Q K to Q 2
17. B to K B 3
18. Kt to Q R 4 K to K∉q K to K sq Kt to K t 6 R to K Kt sq Q K to R 3 Q to Q Kt 4 Kt x Kt K to B sq Kt x Kt 17. B to K B 3
18. Kt to Q B 4
19. Kt tx Q B P (ch)
19. Kt tx Q G (ch)
21. Kt x Q
22. Q to Q R 4
23. Q to K B 4
24. P to K R 5, and wins. KR to Kt 3 P to Q 1

LEGAL NOTICES. IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.—Estate of JOB GIBBS, deceased.—The Auditor appointed by the Court to audit, settle and adjust the account of William Flake and John M. Ogden, Executors of the last Will and Testament of JOB GIBBS, deceased, and to report distribution of the balance in the hands of the accountants, will meet the parties interested for the purposes of his appointment, on TRIKEDAY the tid day of April the parties interested for the purposes of his appointment, on THUKSDAY the 7th day of April, 1864 at 11 o'clock A. M.. at his Office, No. 310 North SIXTH street, Philadelphia.

Mh22 tnjth, s, 5t\*]

Auditor.

mh22 in, th, \$5,51\*]

Muditor.

N THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILA-DELPHA.—In the matter of the Trust of THE UNION CANAL COMPANY—The Auditor appointed to audit, settle and adjust the third and final account of J. RODMAN PAUL, R RUNDLE SMITH and O. THOMPSON, Trustees under a certain Indenture of Mortgage of the Union Canal Company, dated October 28, 1857, a added to make distribution, will meet the parties in interest for the purposes of his appointment, on FRIDAY, the 5th day of April. A. L. 1861, at 4 o'clock, P. M., at his Office, No. 271 South FIFTH street, in the City of Philadelphia.

Males in the 5th

mh19s,tu,th,5ti mhl9s,tu,th,5ti Auditor.

The Orphans' Court for the City And County of Philadelphia.—Estate of Victor Reboul, deceased. The Auditor appointed by the Court to audit, settle and adjust the account of ELIZABETH MADALINE REBOUL, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on TUESDAY, March 29th, 1664, at 3% o'clock P. M., at his office, No. 5%. South SIXTH street, (second story), in the city of Philadelphia.

JAMES LYND, mh17, th, s, tu-5tý, Auditor.

mh17, th, s, tu-5th Auditor.

LETTERS TESTAMENTARY having been granted by the Register of Wills of Delaware county to the undersigned, the Executors named in the will of WILLIAM JONES, late of the borough of Darby, deceased, all persons having claims or demands against the estate of the said decedent, are requested to make known the same, without delay, to GEORGE SMITH, M. D., Upper Darby, Delaware county; BENJAMIN ORNE, 944 Chestnut street, JOHN C. MITTUBLE, 268 South Fifth street, Phila. Fe29-Str# ESTATE OF CAPTAIN WALTER S. NEW-HALL, late of the Third Pennsylvania Cavalry, deceased, having been granted to the undersigned, all persons indebted to the Estate are requested to make parameter and those being claims to very make payment, and those having clams to present them, without delay, to CLEMENT B. BARCLAY, Executor, 127 South Fifteenth street, or to his Attorney, CHAPMAN BIDDLE, 131 South Fifth street. MUNICIPAL CLAIMS.

MUNICIPAL CLAIMS - SHERIFF'S OFFICE, SHERIFF'S OFFICE, PRILADELPHIA, March 24, 1834. SHERIEBY GIVEN, in accordance with the Act of Alsembly of the Commonwealth of Pennsylvania, passed lith day of Mach, A. D. 1846, entitled "An Act relative to Register of Taxes and Municipal Claims in the County of Philadelphia," that the following writs have been placed in my hands for service, to wit:

Philadelphia," that the following writs nave used placed in my hands for service, to wit:

IN THE COURT OF COMMON PLEAS.

City of Philadelphia vs. Charles McLean.owner or reputed owner, or wheever may be owner; C. P., March Term, 1-6; No. 8; for the sum of \$140.05 for work and labor done and performed, and materials furnished, agains all that certain lot or piece of ground studies of the search work. lot or, piece of ground structs on the east-fit cor-ner of Orthod x and James streets, Frankford, in the Twenty third Ward of the City of Philadel phia; containing in front or breadth on said Ortho-dox street eighty feet and in length or depth north eastward along said James street one hundred

castward along said James street one hundred feet.

Same vs. James Willis, owner or reputed owner or whoever may be owner; C. P., March Term, 1864, No. 185; for the sum of forty-fired cliars and twenty four cents, for work and labor done and performed, and materials furnished against all that certain lot or piece of ground. Situate on the northwest corner of Beaver and Canal streets, in the Sixteenth Ward; containing in front or breadth on said Beaver street fifteen feet, and extending of that width in length or depth northerly parallel with and along said Canal street forty feet. street forty feet.
Same vs. William H. Wittie, owner or reputed

Same vs. William H. Wittle, owner or reputed owner, or whoever may be owner: O. P. March Term, 1864, No. 187; for the sum of \$171 41. for work at d labor done and performed, and material-furnished, against all that certain lot or piece of ground, situate on the 1 ortherly corner of Frankford and Wakeling streets, in Frankford. Twenty-third Ward of the City of Philadelphia; containing in front on said Frankford street one hundred and forty-five feet; and is length or d-pit between parallel lines along said Wakeling street two hundred and forty-seven feet eight inches to Frankin street.

Same vs. Reuben Swink, owner, or reputed owner, or whoever may be owner; G. P., March Term, 1864, No, 197; for the sum of twenty-nindollars and sixteen cents, for work and motorials furnished done and performed, and materials furfished for curbing, paving and gutter in front of all thick lot of ground-situate on the southwest wardly side of Oxford street, at Frankford, in the Twentthird Ward of the City of Philadelphia, at the distance of one hundred and twenty-seven feet one inch northwestward from the northwest side of Paul street; containing in front or breadth on sud Oxford street twenty-seven feet three inches, and in depth on the northwest line about one hundred and nine feet to Sellers street.

Same vs. Richard Harrison, owner, or reputed owner, or whoever may be owner; C. P., March Term, 1864, No. 198; for the sum of twenty-two dollars and ninety cents, or work and labor comand performed, and materials farnished, for carring, paving and gutter in front of all that los of ground stituate on the north-asterly side of Orthoox street, at Frankford, in the Twenty-third Ward of the City of Chilochet. done and performed, and materials furfished

dox street, at Frankford, in the Twenty-third Ward of the City of Philadelphia, at the distance of one hundred and sixty feet southeast from Jefferson street; containing in front or breadth on said Ortho dox street twenty feet, and in length or ceptinortheastward one hundred feet.

northeastward one hundred feet.

Same vs. John Batton, owner, or reputed owner, or whoever may be owner; O. P., March Term, 1861, No. 199; for the sum of twenty-three dollars twenty-one cents, for work and labor done and performed, and materials turnished, to wit: for curbing, paying and gutter in front of all that lot of ground situate on the south westerly side of Orthodox street, at Frankford, in the Twenty-third Ward of the Oity of Philadelphia, at the distance of one hundred and twenty-two test the distance of one hundred and twenty-two feet sou heastwardly from Mulberry street; containing in front on said Orthodox street twenty feet, and in length or dauth seventy, seven feet. length or depth seventy-seven feet.
Same vs. Samuel Wilson, owner or reputed

Same vs. Samuel Wilson, owner or reputed owner, or whoever may be owner; C. P., March Term, 1804, No. 200; for the sum of twenty-three dollars and forty cents, for work and labor done and performed and materials furnished, to witt For curbing, paying at d gutters in front of all that lot of ground situate on the south westerly side of Orthodox street, at Frankford, in the Twenty-third Warc of the Gity of Philadelphis; at the distance of one hundred and twenty feet northwestward from Jefferson street: containing in front on said Orthodox street twenty feet, and in length or depth southwestward one hundred feet.

Same vs. Thomas S. Forlkrod, owner or reputed owner, or whoever may be owner, C. P.,

puied owner, or whoever may be owner; C.P.. March Term, 1864, No 201; for the sum of twenty five dollars and fifty cents, for work and labor done and performed and materials furnished, to wit: For curbing, paying and gutters in front of all that lot of ground, situate on the southwesterly that lot of ground, situate on the southwesterly side of Orthodox street, at Frankford, in the Twenty-third Ward of the City of Philadelphia, at the distance of one hundred feet southeastwardly from Mulberry street, containing in front or breadth on said Otthodox street twenty-two feet, and in length or depth southwestward seventy-even feet.

Same vs. Charles Kreamer, owner or reputed swier, or whoever may be owner, C. P., March Term, 1864, No. 200; for the sum of sixty-five dollars and twenty cents, for work and labor done and performed and insterials furnished, to with the country of the country front of all that For curbing, paying and gruters in front of all that

lars and twenty cents, for work and labor done and performed and materials furnished, to with For curbing, paying and gutters in front of all that lot of ground situate on the southwest side of Orthodox street, at Frankford, in the Twenty-third Ward of the City of Philadelphia, at the distance of two hundred and thirty-three feet southeast fr. m Paul street; containing in front on Orthodox street sixty-feet, and in length or depth southward sixty-three feet eight inches.

Same vs. A. Longstreth, owner or reputed owner, or whoever may be owner, C. P., March Term, 1864, No. 208; for the sum of seventeen dollars and ninety-one cents, for work and lagor done and performed and materials furnished, against all that certain lot or piece of ground situate on the southwesterly corner of York street, in the Nineteenth Ward of the said city, at the distance of fifty-four feet southeasterly from the southeasterly side of Sepviva street; containing in front or breadth on the said York street thirty-six feet, and extending in length or depth southwesterly of that width between lines parallel to the said Sepviva street ore hundred and tweaty-nine feet six inches and one eighth to Gordon street.

Same vs. Philip Rump, owner or reputed owner, or whoever may be owner, C. P., March Term, 1854, No. 208; for the sum of thirty-two dollars and eighty-three cents, for work and labor downer, or whoever may be owner, C. P., March Term, 1854, No. 208; for the sum of thirty-two done and performed and materials furnished, against all that certain lot or proce of ground, situate on the southwesterly corner of York and Lemon streets, in the Nineteenth Ward of the city of Philadelphia; containing in front or breadth on the said York street lifty-four feet, and extending the said York street lifty-four feet, and extending in the said York street lifty-four feet, and extending f Philadelphia; containing in front or breadth of the said York street fifty-four feet, and extending

the said York street fifty-four feet, and extending in length or depth south westerly of that width between lines parallel to and along the said Lemon street one hundred and twenty-nine feet six inches and one eighth to Gordon street.

Same vs. E. C. Quinn, owner or reputed owner, or whoever may be owner, C. P., March Term, 1884, No. 210: for the sum of one hundred and two dollars and twenty-two cents, for work and labor done and performed and materials furnished, against all that certain lot or perce of ground, situate on the southwesterly side of Huntingdon street, in the Nineteenth Ward of the eity of Philadelphia at the distance of one hundred and seventy seven feet southersterly from the southeasterly side of Jasper stree; containing in front er breadth on the said Huntingdon street lifty-three feet six inches, and extending in length nity-three feet six inches, and extending in length or depth southwesterly of that width between lines parallel to the said Jasper street one hundred and forty-six feet eight inches and a quarter to Hiz-

forty-six feet eight inches and a quarter to Hizzard street.

Same vs. A. Cetti, owner or repoted owner, or whoever may be owner, C. P., March Term, 1884, No. 211, for the sum of one hundred and seventy-four dollars and thirty-four certs, for work and labordone and performed and materials furnished, against all that certain lof or piece of ground situate on the westerly corner of Huntingson and Jasper streets, in the Nineteenth Ward of the city of Philadelphia, containing in from or breadth of the said Huntingdon street ninety feet; and extending in length or depth southwesterly of that tending in length or depth southwesterly of that

tending in length or depth southwesterly of that width, between lines parallel to and along the said Jasper street, one hundred and forty-six feet eight inches and a quarter to Hazzard street.

San e. vs. James Golcher, owner or reputed owner, or whoever may be owner. C. P., March Term, 1864. No 2!2, for the sum of one hundred and nine collars and eighty-seven cents, for work and labor done and performed and materials furnished, against all that certain lot or piece of groundsiting eon the morthwesterly corner of Huntingdon and Emerald streets, in the Nineteenth Ward of the city of Philal-tiphia, containing in front or breadth on the said Huntingdon streetsixly feet, and extending in length or depth northsixty feet, and extending in length or depth north-easterly of that width, between lines parallel to and along said Emerald street one hundred and twenty feet to Filipheth circuit. twenty feet to Elizabeth street IN THE DISTRICT COURT.

City of Philadelphia vs. William H. Boyer, City of Philadelphia vs. William H. Boyer, owner or reputed owner, or wheever may be owner, or wheever may be owner, or the owner or reputed owner, or wheever may be owner, or two hundred and eight dollars and twenty seven cents, for work and labor done and performed, and materials furnished to wit: For paving, &c., in front of all that certain lot or piece of ground, situate on the northeasterly corner of Huntingdon and Jasper stree's, in the Nineteenth Ward of the city of Philadelphia, containing in frontor breadth on the said Huntingdon street one hundred and fourteen feet, and extending in length or depth northeasterly of that width between lines parallel to and along the said Jasper street one hundred fourteen feet, and extending in length or depth northeasterly of that width between lines parallel to and along the said Jasper street one hundred and twenty feet to Elizabéth street.

Same vs. Barrett & Stetson, owners or reputed owners, er. whoever may be owners, D.C., March Term, 1864, No. 469; for the sum of seven hundred and six dellars and twenty-three cen's, for work and labor done and performed, and materials furnished, to wit: For curbing, &c, in front of all that certain. Ot or piece of ground, sitnate on the east side of Howard street, in the Nineteenth Ward of the city of Philadelphia, at the distrace of saxty feet rorthward from the northward side of Dauphin street, contairing in front or breadth on the said

street, containing in front or breadth on the said

Howard street three hundred and eighty feet, and

extending in length or depth eastwardly of that width between lines parallel to said Dauphir

street out hundred and six feet six inches, more or

street our hundred and six feet six inches, more or les, to Hope street.

S me ve. Peter Fritz, owner or reputed owner, or whoever may be owner; D C, March Term, 1846, No. 470; for the sum of eight, hundred and sixty-three dollars and sixty-one cents, for work and labor done and performed, and materials furnished, to wit: For paying and carbing in front of all that certain lot or; tece of ground, situate on the northerly corner of Cumberland and Enerald streets, in the Nineteenth Ward of the said Clumberand street three hundred and seventy-five feet to Juster, street and extending in length or depth northeasterly along the northwesterly side of the said I merald street, and the southeasterly side of the said Jasper street one hundred and fifty-six feet sy inches to first the southeasterly side of the said in merald street, and the southeasterly side of the said increase. the said Jasper street one hundred and fifty six fee six inches to Firth street. mh24-2aw2w

THAVELING GUIDE. The Camden and Ambey and Philadelphia and frenton Railroad Companies' Lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF, Will leave as follows

A. Accommodation 225
At 2 P. M., via Camden and Amboy, U. and
A. Express. 368
At 1 P. M., via Camden and Amboy, Accommodation (Frairly and Brown, Accommodation (Frairly and Brown)

modation (Freight and Passenger). 175
At 6, P. M. via Camdon and Amboy, Accommodation (Freight and Passenger), 1st
Class Ticket. 225 

For Mount Holly, Evansville and Pemberton, at & A. M., 2 and 4½ P. M.

For Freehold, at & A. M. and 2 P. M.

For Palmyra, Riverton, Delanco, Beverly, Burington, Florence, Bordentown, &c., at & A. M., 12 M., 1, 3 and 4½ P. M. The 3 and 4½ P. M.

Lines run direct thiolegh to Trenton.

For Palmyra, Riverton, Delanco, Beverly and Burlington at & Y. M.

LINES FROM KENSINGTON DEPOT

Will teave as follows Will teave a Will leave as follows

At 1.50 A. M., (Night) via Kensington and Jersey
City. Washington and New York Mail.

At 11. 15 A. M., via Kensington and Jersey
City Express.

At 4.30 P. M., via Kensington and Jersey
Gift Form.

City Express.

1 6.45 P. M. via Kensington and Jersey City, Washington and New York Express 3 60 Sunday Lives teave at 1.50 A. M. and 6.45 P. M. There will be no line at 1.50 A. M. (Night) on Mendays

on Mondays.

For Water Gap, Strondsburg, Scranton, Wilkesoarre, Montrose, Great Bend, Manch Chunk, Allentown, Esthlehem. Belvidere, Easton, Lambertville, Flemington, &c., at 7 A. M. This Line
connects with the Train leaving Easton for Mauch
Ohunk at 3.30 P. M.

For Briscol, Trenton, &c., at 7 and 11.15 A. M.
and 3 and 5 P. M.

For Holmesburg, Tacony, Wissinoning, Bridesburg and Frankford, at 9 A.M., 5, 5.45 and 8 P.
M. For New York, and Way lines leaving Ken-

walnut, half an hour before departure. The Cars run into the Depot, and on arrival of each Train, run from the Depot. run from the Depot, and on arrival of each Train, run from the Depot.

Fitty younds of baggage only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any ameunteyondsitut, except by special contract. Graham's Baggage Express will call for and deliver baggage to the Depots. Orders to be left at No. 3, Walnut street.

Jan. 20, 64 WM. H. GATZMER, Agent.

LINES FROM NEW YORK FOR PHILADEL-PHIA, WILL LEAVE

From foot of Courtland Street at 12M. and 4 P. M., via Jersey Oity and Camdea; at 7, 10 A. M., 6, P. M. and 12 (Night) via Jersey Oity and Rensington.

Kensington.

From foot of Barciay street, at 6 A. M., and 2 P.
M., via Amboy and Camden.

From Pier No. 1, North River, at 12 M., 4 and 8

P. M., (Freight and Passengers) Amboy land Camden. PHILADELPHIA, WILRADEROAD. CHANGE OF HOURS.
On and after WEDNESDAY, January 29, 1964, senger trains leave Philadelphia for Passenger trains tests rimsuciping for Baltimore at 4.30 A.M. (Express, Mondays excepted), 8.05, 12.00, A. M., 2.36 and 11.30 P. M. (Chester at 8.05, 1.15, 2.30, 3.50 and 11.00 P. M., Wilmington at 4.30, (Mondays excepted), 8.65. 1.15, 2.30, 3.50 and 11 P. M.

New Castle at S. 05 A. M. and 3.50 P. M. Dover at S. 05 A. M. and 3.50 P. M. Milford at 8.05 A. M. Milford at 8.05 A. M.
Salisbury at 2.05 A. M.
TRAINS FOR PHILADELPHIA
Leave Baltimore at 8.35 A. M., 9.10. A. M.
(Express), 12 45, 7.10 and 9.35 P. M.
Wilmington, at 7.15, 9 and 12.10 A. M., 12.45 P.
M., 4.20, 6.30, 11.05, P. M.
Salisbury at 12.05 P. M.
Milford at 2.35 P. M.
Dover at 6.30 A. M. and 3.55 P. M.
New Castle at 8.30 A. M. and 5.55 P. M.
Chester at 8.10, 9.40 A. M., 12.50, 500, 7.14 and 11.40 P. M.

il 40 P. M. Leave Baltimore for Salisbury and intermediate stations at 7 10.

Leave Baltimore for Dover and intermediate

stations at 12 45 P. M.

TRAINS FOR BALTIMORE.
Leave Chester at 840, A. M., 300 P. M.
Leave Wilmington at 535, 925 A. M., and 338 Freight Trains with Passenger Car attached.

Freight Trains with Passenger Car attached. will run as follows:
Leave Philadelphia for Perryville and intermediate places at 5 40 P. M.
Leave Wilmington for Perryville and Intermediate places at 7 20 P. M.
Leave Baltimore for Philadelphia, 3 45 P. M.
Leave Wilmington for Philadelphia and intermediate places at 4 20 P. M.
SUNDAYS: Only at 4 30 A. M., 11 30 P. M.
from Philadelphia to Baltimore.
Fram Philadelphia to Wilmington at 4 30 A.
M., 11 P. M.
From Wilmington to Philadelphia at 6.30 P. M.
Only at 9 35 P M. from Baltimore to Philadelphia Only at 9 35 P M. from Baltimore to Philadel

WM. STEARNS, Sup't. WM. STEARNS, Sup't.

NORTH PENNSYLVANIA

E. R. FOR BETHLEHEM,
DOYLESTOWN, MAUCH CHUNK, HAZLETON, EASTON, WILLIAMSPORT, &o.
WINTER ARRANGEMENTS.

THREE THROUGH TRAINS.
On and after MONDAY, Nov. 16, 1863, Passenger Trz's will leave the NEW DEPOT, THIRD Street, Stove Thompson street, Philadelphia, adily, (Sandays excepted) as follows:
At 7 A. M. (Express) for Bethlehem, Allentown, Mauch Casuk, Hazleton, Williamsport.
The 7 S. M. truin makes close connection with the Lehigh Valley Railroad, at Bethlehem, being the shortest and most desirable route to all points in the Lehigh coal region.

in the Lehigh coal region.

At 3.15 P. M. (Express) for Bethlehem, East

At 3.15 P. M. (Express) for Bethlehem, Easton, &c.

This train reaches Easton at 8.40 P. M., and makes close connection with the New Jersey Central for New York.

At 5.15 P. M. for Bethlehem, Allentown, Manch Chunk.

For Doylestown at 9.15 A. M. and 4.15 P. M. For Fort Washington at 10.15 A. M. and 6.15 P. M. Whitepars of Second and Third street line City Pussenger Cars. run directly to the new depot.

City Passenger Cars, run directly to the new depot TRAINS FOR PHILADELPHIA. Leave Doylestown at 6.30 A. M. and 3.40 P. M. Leave Fort Washington at 6.40 A. M. and 3 ON SUNDAYS.
Philadelphia for Doylestown at 10 A. M. and 4. 18

ap18 WEST OHESTER AND PHI LADELPHIA RAILROAD:

VIA MEDIA.

WINTER ARRANGEMENT.

On and afrer MONDAY, December 7th, 1863, the Trains will leave Philadelphia, from the Depot, N. E. corner of EIGHTEENTH and MARKET atreets, at 8.00 and 10.45 A. M., and at 2.00 and 4.00 P. M. Truins leave the corner of Thirty-first and Market streets (West Philadelphia) 17 minutes after the starting time from Eighteenth and Market streets.

A Freight Train, with Passenger Car attached, will leave the corner of THIETY-FIRST and MARKET streets (West Philadelphia), at 6.30 P. M.

Trains leave West Ohester at 6.40, 8.20 and 10.35

Trains leave West Chester at 6.40, 8.20 and 16.35

Trains leave West Onester at 6. 40, 8. 20 and 16. 35

A. M., and at 1. 25 and 4. 35 P. M.
ON SUNDAYS,
Leave Philadelphia, at 8. 60 A. M. and 2. 66 P. M.
West Chester, at 7. 50 A. M. and 4. 60 P. M.
The Trains leaving Philadelphia at 8. 60 A. M., and 4. 00 P. M., connect at Pennelton with Trains on the Philadelphia and Baltimore Central Railroad, for Concord, Kennett, Oxford, &c., &c.

\*\*ENRY WOOD, Superintendent\*

TRAVELING GUIDE

BEADING BAILROAD

GREAT TRUNK LINE

GREAT TRUNK

LEYS,
THE
MORTH, NORTHWEST AND THE CANABAS
PASSENGER TRAINS
Leave the Company's Depot, THIRTEENT and OALLOWHILL streets, Philadelphia, at the following hours:

MORKING MAIL,
At 8.15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbary, Williamsport, Elmira, Rochester, Ningara Falis, Buffalo, Allentown, Wilkesbarre, Pinstol., York, Carlisle, Chambersburg, Hagerstown, &c., &c.
This train connects at READING with the Flast Pennsylvania Railroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catawisse Flair road trains for Wilkesbarre, Williamspo. Lock Haven, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and Schnylkill and Susquehanna trains, for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

AFTERNOON EXPRESS.

berland, Williamsport, York, Chambersburg.
Pinegrove, &c.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3.30 P. M. for Reading.
Pottsville, Pinegrove, Harrisburg, &c., 2019661.
lng at Harrisburg with Pennsylvania Central Railroad trains for Pittsburgh, &c., Northern Central Ballroad trains for Sunbury, Northern Central Ballroad trains for Sunbury, Northumberland, Elmira, &c., and at Port Clinton with Carawissa Railroad train for Milton, Williamsport, Elmira, Buffalo, &c.

READING ACCOMMODATION.

Leves Reading at 5 20 A. M. Commodation.

READING ACCOMMODATION. LeavesReading at 6.30 A.M., stopping at all way stations; arrives in Philadelphia at 9.25 A.M. Returning, leaves Philadelphia at 4.30 P.M.; ar-Returning, leaves Philadelphia at 4.30 P. M.; arrives in Reading at 7.25 P. M.

Trans for Philadelphia leave Harrisburg at 5.8, M. and Pottsville at 9.15 A. M., arriving in Philadelphia at 1.50 P. M. Afternoon trains leave Harrisburg at 2.00 P. M., and Pottsville at 2.30 P. M. arriving at Philadelphia at 7.00 P. M.

Enriving at Philadelphia at 7.00 P. M.

Market trains, with a Passenger car attached aves Philadelphia at 1 P. M. for Reading and all way stations; leaves Beading at 12 Noon, and Downingtown at 12.24 P. M. for Philadelphia and all vay stations.

Bowning town as Leval and Sundays excepted All the above trains: an daily, Sundays excepted Sunday trains leave Pottsville at 7.30 A. M., and Philadelphia at 3.15 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 8.15 A. M. and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7.65 A. M. and 12.30 Noon.

\*\*MEW YORK EXPRESS, FOR PITTSBURG!!

AND THE WEST.

Leaves New York at 7 P. M., passing Reading at 12 midright, and connecting at Harrisburg with Pennsylvania Railroad Express Train for Pittzburger. burgh. Returning, Express Train leaves Harrisburg cu Returning, Express Train leaves Harrisburg chartival of Pennsylvania Express from Pittsburgh, at 6.30 A. M., passing Reading at 8.45 A. M., and arriving at New York at 1.45 P. M. Sleeping Caracompanying these trains through between Jarres Oity and Pittsburgh, without change.

Mail trains for New York leave Harrisburg at A. M. and 2 P. M. Mail trains for Harrisburg isave New York at 6 A. M. and 12 Noon.

SCHUYLKHLL VAILEY RAILROAD.

Trains leave Potsville at 7.15 A. M. and 3.30 P. M., returning from Turcarora at 8.05 A. M. and 8.45 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

SCHUYLKILL AND SUSQUE THE SCHUYLKILL AND SUS

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

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

COMMUTATION TICKETS.

At 25 per cent. discount between any points destred fer families and firms.

MILEAGE TICKETS.

Good for 2,000 miles, between all points, at 246 35 each, fer families and firms.

SEASON TICKETS.

For three, six, nine or twelve months, for holder only, to all points, at reduced rates. Through first-class tickets and emigrant tickets

only, to all points, at reduced rates. CLERGYMEN

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

EXCURSION TICKETS, From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced lare, to be had only at the Ticket Office at Thirteenth and Callowhill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.
FREIGHT TRAINS
Leave Philadelphia daily at 6 A. M., 1 P. M., and 6 P. M., for Reading Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

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

GERMANTOWN AND NORTOWN RAILROAD.

TIME TABLE.

On and after December 7th, 1863.

Until further notice.

FOR GERMANTOWN.

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

Leave Germantown—6, 7, 7½, 8, 8, 20, 9, 10, 11, 12 A. M.;
1, 12 A. M.; 1, 2, 3, 4, 5, 6, 6½, 7, 8, 9, 10 and 11 P.M. 1. The 8.20 down train will not stop after leaving Germantown.

ON SUNDAYS.

Leave Philadelphia—9.10 A. M.; 2, 7, 10 g. P. M.

Leave Germantown—5.10 A. M.; 1, 6, 9 g. P. M.

CHESTNUT HILL RAILROAD.

CHESTNUT HILL RAILROAD.
Leave Philsdelphis—6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9 and 11 P. M.
Leave Chestnut Hill—7. 10, 8, 9, 40, 11.40 A. M.
1.40, 3.40, 5.40, 6.40, 8.40 and 10.40 P. M.
The 3% and 5% up trains do not stop on Germantown Branch.
ON SUNDAYS.

The 3% and 5% up trains do not stop on Germantown Branch

ON SUNDAYS.

Leave Philadelphia—9. 10. A. M.; 2, and 7 P. M.

Leave Chestnut Hill—7.50 A. M.; 12. 40, 5.40 and 9.25 P. M.

POR GONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia—6, 8%, 11.05 A. M.; 1%, 3, 4%, 6.05, 8.05, and 11% P. M.

Leave Norristown—5, 7, 7.50, 9, 11 A. M.; 1%, and 6.P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2% P. M.

Leave Norristown—7, A. M.; 5 P. M.

FOR MANAYUNK.

Leave Philadelphia—6, 8%, 11.05 A. M.; 1%, 5, 4%, 6.05, 8.05, and 11% P. M.

Leave Manayunk—6%, 7%, 8.20, 9%, 11% A. M.

2, 5 and 6% P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2% and 6% P. M.

Leave Manayunk—7% A. M.; 5% and 6% P. M.

Leave Manayunk—7% A. M.; 5% and 6% P. M.

Leave Manayunk—7% A. M.; 5% and 6% P. M.

Leave Manayunk—7% A. M.; 5% and 6% P. M.

Leave Manayunk—7% A. M.; 5% and 6% P. M.

Leave Manayunk—7% A. M.; 5% and 6% P. M.

Leave Manayunk—7% A. M.; 5% and 6% P. M.

Depot, Ninth and Green streets.

Depot, Ninth and Green streets.

ISS. PHILADELPHIA AND ERIE RAILROAD. ISS.

This great line traverses the Northern and Northwest counties of Pennsylvania to the city or Erie, on Lake Erie. It has been leased by the Pannsylvania Railroad Company, and under their auspices is being rapidly opened throughout its entire length.
It is now in use for Passenger and Freight business from Harrisburg to Emporium, (185 miles,) on the Eastern Division, and from Sheffield to Erie (78 miles) on the Western

TIME OF PASSENGER TRAIN AT PHILADELPHIA-TIME OF PASSENGER TRAIN AT PHILADELPHIALEAVE WESTWARD.

SLOW A. M.
Express Train.

Cars run through without change both ways on
these trains between Philadelphia and Look
Haven, and between Baltimore and Look Haven.
Elegant Sleeping Cars on Express Trains both
ways between Williamsport and Baltimore, and
williamsport and Baltimore, and
williamsport and Philadelphia.

For information respecting Passenger business,
apply at the Southeast corner of Eleventh and
Market streets,
And for Freight business of the Company's
Agents:

Agents: S. B. Kingston, Jr., Cor. Thirtsenth and Mar-Restate, Philadelphia.

J. W. Reynolds, Erie.

J. M. Drill, Agent N. C. H. R. Baltimore.

H. H. H. HOUSTON,

General Freight Agent, Philadelphia.

LEWIS L. HOUPT,

General Ticket Agent, Philadelphia.

JOSEPH D. POTTS,

mbs General Manager. Williamsport.

OFFICE OF THE ADAMS
EXPRESS COMPANY, 326
OHESTNUT STREET, PHILADELPHIA, January
17th, 1862.
The Adams Express Company having enlarged
their facilities at Washington, D. C., by building
a Railroad depot, and having acquired additional
capacity for traneportation, are now prepared to
forward Heavy Express freights, Packages and
Parcels, to Washington, Georgetown, Alexandria,
Annapolis, Frederick, Adamstown, Fortress
Monroe, and other places South, occupied by the
army, at greatly reduced rates.
Special agreements made for merchandize in
iarge lots. Sutlers' goods and army supplies at
sutisfactory prices, on application at eur office.
Soldiers' parcels taken at much less than our usual
rates.
Heavy and bulky packages received and receipted for at our depot, Southeast corner of
BROAD and LOCUUST Streets
JOHN BINGHAM, Superintendent.

TRAVELING GUIDE. 

Luncuster Train at 4.09 to The Through Expr. ss Train runs daily—all the

The Through Express Train runs daily—all the other trains daily except Sunday.

FOR PITTSEURGH AND THE WEST.

The Mail Train, Fast Line and Through Express connect at Pittsburgh with through trains on all the diverging roads from that point, North to the Lakes, West to the Mississippi and Missouri Rivers, and South and Southwest to all points accessible by railroad.

INDIANA BRANCH RAILROAD.

The Through Express connects at Blairsville Intersection with a train on this Road for Blairsville, Indians, &c.

EBENSBURG AND CRESSON BRANCH

The Through Express Train connects at Oreson at 19.45 A. M., with a train no this road for Ebensburg. A train also leaves Cresson for Ebensburg.

burg at 8.45 F. M.
HOLLIDAYSBURG BRANCH RAILROAD.
The Mail Train and Through Express connect at Altoone with trains for Hollidaysburg at 7.55 M. and 5.40 A. M. TYRONE AND CLEARFIELD BRANCH

F. M. and S. 10 A. M.

TYRONE. AND CLEARFIELD BRANCH
RAILROAD.

The through Express Train connects at Tyrone
with Trains for Sandy Ridge, Philipsburg, Port
Marikda, Milesburg and Bellefonte.
HUNTINGBON AND BROAD TOP BAILROAD.

The Through Express Train connects at Huningdon with a train for Hopewell and Bioody
Run at 6.56 A. M.

NORH HS KN. CENTRAL. AND PHILADEL;
PHILA AND ERIE RAILROADS.

FOR SUNBLEY. WILLIAMSPORT, LOCK HAVNE
and all points on the Philadelphia and Erie R. E.,
and ELMIRA. KOCHESTER, BUFFALO AND NIAGARA
FALLS. PASSEGETS taking the Mail Train at 8.06
A. M. and the Through Express at 10.30 P. M.,
go directly through without change of cais between
Philadelphia and Williamsport.

For YORK, HANOVER and GETTYSBURG
the trains leaving 8.06 A. M., and 2.30 P. M., consect at Columbia with trains on the North Central
Railroad.

CUMBERLAND VALLEY RAILROAD.

Railroad

CUMBERLAND VALLEY RAILROAD.

The Mail Trains and Through Express connect at Harrisburg with trains for Carlisle, Chambers burg and Hagerstown.

WAYNESBURG BRANCH RAILROAD.

The Trains leaving at 8-00 A. M. and 2-30 P. M., connect at Downingtown with Trains on this road for Waynesburg and all intermediate stations.

stations. FOR WESTCHESTER. Passengers for Westenesser taking the trains leaving at 4.60 A.M., 100 and 4.60 P.M., go directly through without change of cars.

For further information, apply at the Passenger Station, S. E. corner of Eleventh and Market streets.

JAMES COWDEN,

Ticket Agent.

WESTERN EMIGRATION. AL Emigrant Accommodation Train leaves No. 137 Dock street daily, (Sundays excepted,) at 4.60 P. M

'. M
For full information, apply to
FRANCIS FUNK, Emigrant Agent,
No. 137 Dock street

FREIGHTS.

By this route freights of all description can be forwarded to and from any point on the Railroads of Onio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by railroad direct, or to any port on the navigable rivers of the West, by steamers from Pittsburgh.

For freight contracts or shipping directions, apply to S. B. KINGSTON, Jr., Philadelphia.

ENOCH LEWIS, Jans General Superintendent, Altoona, Pa.

WEST CHESTER AND
PHILADELPHIA, VIA THE
PENNSYLVANIA CENTRAL RAILEOAD.
Passengers for West Chester leave the Depot, corner of ELEVENTH and MABKET streets, and

go through without change of cars.
FROM PHILADELPHIA.
Leave at 8.00 A. M., arrive at West Chester 9 50 A. M. Leave at 1.00 P. M., arrive at West Chester 3.00 P. M. Leave at 4.00 P. M., arrive West Chester 6.00 P. M

P. M
FROM WEST CHESTER.
Leave at 6.56 A. M., arrive West Philadelphia
8.35 A. M. Leave at 18.45 A. M., arrive West Philadelphia 12.25 P. M. Leave at 3.50 P. M., arrive West Philadelphia

Passengers for Western points from Western connect at the Intersection with the Mail Train at 9.17 A. M., the Harrisburg Accommodation at 3.55 P. M., and the Lancaster Train at 5.25 P. M.
Freights delivered at the Depot, corner THIRTEENTH and MARKET streets, previous to
11.30 P.M., will be forwarded by the Accommodation Train, and reach West Chester at 3.50
P. M.

modation Train, and reach West Chester at 3.56 P. M.

For tickets and further information, apply to JAMES COWDEN, Ticket Agent, 122-U Eleventh and Market streets.

182-U Eleventh and Market streets.

183- RE-OPENED. 1864.
PHILADELPHIA, WIL-MINGTON AND BALTIMORE-RAILROAD.

184- RECEIVING DEPOT, BROAD STREET, AND OHIO ROUTE.

RECEIVING DEPOT, BROAD STREET, ABOVE CHERRY.

Through Freight facilities between Philadelphia and the Westera States, have been fully resumed by the above route, at lowest rates.

QUICK TRANSIT BY FAST FREIGHT TRAINS without change of cars to the Ohio river.

This route is now considered entirely asfe from This route is now considered entirely safe from thigh by rebel raids, in proof of which the Baltimore and Obio Railroad Company guarantee owners against loss or damage by military selvare, whilst in transit on the line of that road. We have no hesitation therefore in respectfully

sking the confidence and patronage of shippers. For further information, apply to COLHOUN & COWTON, General Freight Agents.

JOHN S. WILSON, Agents,

Office, Sixth street, above Chestnet.

PHILADELPHIA. January 6, 1863.

au7-146

PHILADRIPHIA. January 6, 1863. an7-146

WEST JERSEY RAILROAD
Running time of trains, commencing FRIDAY, Jan. 1, 1863.

FROM WALNUT STREET WHARF.
For Cape May at 9 A. M. Returning at 6 A. M.
For Milleville, &c., at 9 A. M. and 3 P. M. Returning at 5 09 A. M. and 1 10 P. M.
For Bridgeton, &c., at 9 A. M. and 4 P. M. Returning at 6.30 A. M. and 1 30 P. M.
For Salem, &c., at 9 A. M. and 3 and 4 P. M., sturning at 4 and 8 A. M. and 1 10 P. M.
For Salem, &c., at 9 A. M. and 1 10 P. M.
For water at 4 and 8 A. M. and 1 10 P. M.
J. WAN RENSSELAER, Superintendent.

SALEM RAILROAD. Running or of trains, commencing FRIDAY, Jan. 1, 1864. From Walnut Street Wharf at 9 A. M. and 3 and

4 P. M. Freight 12 M. Returning, leave Salem at 4 and 8 A. M. and 1.10 P. M. Freight daily each way. Apply to MORTON MILLS, Agent 2d Covered Pier above Walnutst. J. VAN RENSSELAER, Superintendent. CAPE MAY AND MILLVILLE RAILROAD. CAPE MAY AND MILLVIDLE RAILROAD.
Running time of trains, commencing FRIDAY,
Jan. 1, 1861, from Walnut Street Wharf.
For Cape Island, Court House, Dennisville,
Tuckahoe, Port Elizabeth, and by connecting
lines of stages to all parts of Cape May county, at 9
A. M. Returning, leave Cape Island at 6 A. M.
Due in Philadelphia at 10, 15 A. M.
Freight sent or brought daily. Apply to MORTON MILLS, Agent, 2d covered Pier above Walnut street.

nut street.

10 12 .J. VAN RENSSELAER, Sup't. PHILADELPHIA: AND ELBess. FALL AND WINTER ARRANGEMENT.
For Williamsport, Scranton, Elmira, Buffalo, Niagara Falls, and all points in the West and Northwest. Passenger Trains leave the Depot of Philadelphia and Reading Railrosd, cor. BROAD and CALLOWHILL streets, at 5: 15 A. M. and 3.30 P. M. daily, except Sundays.
QUICK EST ROUTE from Philadelphia to points in Northern and Western Penns ylvania; Western New York, &c., &c. Baggagechecked through to Buffalo, Niagara Falls, or intemediate points.
For further information apply to For further information apply to JOHN S. HILLES, General Agent,

Thirteenth and Callowhill streets, and office N W cor Sixth and Chestnut. PHILADELPHIA AND BALTIMORE CENTRAL WINTER ARRANGEMENT.

WINTER ARRANGEMENT.
On and after Monday, Dec. 7th; 1863, the Trains will leave Philadelphia from the DEPOT of the W. C. & P. R. R. Co., NORTHEAST CORNER OF EIGHTEENTH AND MARKET STREETS, at 8.00 A. M. and 4.00 P. M. Returning, leave Oxford at 7.00 A. M., and 3.18 P. M. P. M.
The Train leaving Philadelphia at 8.00 A. M.
connects at Oxford with a line of Stages for Peach
Bottom, in Lancaster County, returning, leaves
Peach Bottom to connect with the afternoon Train
for Philadelphia.
HENRY WOOD,

reach Bottom to connect with the attribute Train for Philadelphia.

HENRY WOOD,

Superintendent.

VELLOW METAL SHEATHING.—CROCKer Brothers & Co.'s Taunton Yellow Metal

Sheathing, Boits, Nails and Spikes of all sizes, in

stree and for sale by WILLIAM S. GRANT, 13

South Delaware avenue.