TRAVELING GUIDE.

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OHESS COLUMN OF THE PHILADELPHIA EVENING BULLETIN. SATURDAY, April 2, 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.

- Another Chess magazine, called the Neue Schaehzeitung, has been commenced in Berlin, under the able management of Messrs. Anderssen and Neumann. The name of Anderssen is a tower of strength to a Chess journal, and we hall his re-appearance in the circle of Chess literature with great

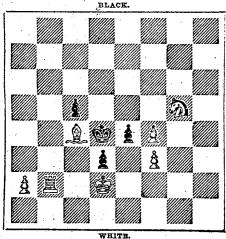
- A Chess Column appears this week in Forney's War Press, under the editorship of Mr. J. C. Warner. The first number presents a very credita ble appearance. We wish the editor all success in his difficult undertaking.

- The Philadelphia Chess Club, which felt the depressing effect of the war so severely last year, now displays a vigorous vitality, which reminds us of the palmy days of its earlier history. The atendance is regular and large, and the spirit of the members is manifested by a series of off-hand matches and games, which, with the Tournament now progressing, make the Rooms a most agreeable resort. A thorough renovation of the furniture and equipments of the Club is being made, which adds greatly to the attractiveness of the establish-

- We are glad to be able to inform our readers that Captain Mackenzie and Mr. Brenzinger, of New York, propose to pay the Philadelphia Chess Club a visit during the coming week, Captain Mackenzie's furlough having been extended on account of sickness. He is rapidly recovering, and we hope to see some fine specimens of play during his visit.

- The Third Section of the Tournament of the Philadelphia Chess Club has progressed somewhat slowly this week. Messrs. Warner and Jellett have played two games, the former giving the odds of pawn and move, and the latter winning both games. The Tournament will probably be concluded during the coming week.

Problem No. 326. BY W. J. L. VEERBECK.



White to play and mate in six moves. Solution to No. 324. BLACK. BxKt KtxQ KtxR 1. Kt to K 4 2. Q x R

to B 5 B to B 7 mates. Solution to No. 325. WHITE. BLACK. 1. B to B4 Kt to K4
2. B to B7 (ch) Kt x B
3. Kt to Q5, and mates next moves.

CHESS IN PHILADELPHIA. Game No. 730.

Played at the Philadelphia Athenæum, between Mr. R. Morris Smith and an Amateur. (Bishop's Gambit.)
WHITE (MR. SMITH.) BLACK (MR. —.) 1. P to K 4 2. P to K B 4 3. K B to B 4 P to K 4 P x P Kt to K B 3 (We consider this or P to Q 4 more satisfactory than Q to R 5 (ch).)

than Q to R 5 (ch).)

4. P to Q 3

5. P x P

6. Q to K B 3

7. Kt to K 2

8. B x Kt

9. Q x P

10. Kt x Q

11. Q Kt to B 3

12. Kt to K 4

13. Kt o Q 2

(The only move, and by it White obtains the superior game.) 13. B to Q Kt 3 Q Kt to B 3

14. Q R to K sq 15. Kt to K Kt 5 (He probably overlooked the palpable Kt to B 6 (ch), at this point.) 15. R x R (He has no good move. B to K 3 is perhaps the pest, but even then he loses the exchange.)

16. R x R B to Q 2
17. Kt x K B P K to B sq
18. Kt to K Kt 5 P to K Kt 3
19. K Kt to K 6 (ch), and wins. CHESS IN NEW YORK. Game No. 731.

Played between Messrs. Mackenzie and Brenzinger. (Evans' Gambit.) WH. (MR. MACKENZIE.) BL. (MR. BERNZINGER.)

H. (MR. MACRENZII 1. P to K4 2. K Kt to B 3 3. K B to B 4 4. P to Q K 4 5. P to Q B 3 6. Castles 7. P to Q 4 8. BP x P 9. Q K to B 3 10. K B to K t 5 11. Kt P x B 12. Q B to K R 8 q 14. K R to K R 8 q 14. K R to Q 5 16. Q to Q 5 P to K4
P to K4
P to K4
B x K1 B B A
B x K1 B A
B x K2 B A
B to Q B
K B to K1
C B to K Q Kt to Kt 5 K B x Kt 19. Q to Q Kt 8 20. K B to B 4 21. Q B to Kt 5 KBtoR4 QtoKB3 (This combination is faulty.) 22. KBxBP 23. KBxKt

21. Q x Q P Q to Q B 6 K R x B Q to K 4 K B to K t 3 Q R to K sq Q R to K 3 23. K B K Kt
21. Q to Q sq
25. Q R to B sq
26. Q to K 2
27. Q R to Q sq
28. Q to Q 2 (He cannot move R to Q 5, now, as to do so would oost him the Rook.) 29. Q to K B 4 (ch)

28. Q to Q B 4
K to K sq
Q x B lst P
P to K Kt 3
K R to B sq
Q x B P (ch)
K R x Q
B P x P
K R to K 7
igned. 23. Q R to Q 5 31. KR to Q sq 32. P to Q 5 33. Q to K4 34. Q x Q 35. KP x P 36. P to KR 4 And Mr. Mackenzie And Mr. Mackenzie resigned.

Game No. 732. Between the same players. (Evans' Gambit.) WH. (MR. MACKENZIE.) BL. (MR. BRENZINGER.

(Mr. BRENZ P to K4 Kt to Q B 3 B to B 4 B x P B to B 4 P x P P to Q 3 B to Kt 3 K to K 2 Oastles Q x P Q to Q 4 1. P to K 4 2. Kt to K B 3 3. B to B 4 4. P to Q Kt 4
5. P to Q B 3
6. P to Q 4
7. Castles P. to Q.
Castles
8. Px P
9. Q Kt to B 3
10. B to Q 3
11. P to K 5
12. Px P
13. Kt to F
14. B to F
Q K 12. P x P 13. Kt to K 4 14. B to R 3 15. Q Kt to K t.5 16. B to K 4 17. Kt to K 5 Q to Q 2 Q x P B to K 3 P x Kt Q to B 7 (ch) White mates in four moves.

CHESS IN LONDON. Game No. 733. Played between Messrs. Boden and McDonnell. (King's Bishop's Gambit.)
WHITE (ME MCDONNELL.) BLACK (MR. BODEN. Pto K4
B to Q B4
B x Kt P
B to Q B4 1. P to K 4 2. B to Q B 4 3. P to Q Kt 4 4. P to Q B 3 (The best move here is, 5. Kt to K B 3, which re

solves the opening into an Evans's Gambit.) 5. PxP Bto Q Kt 5 (ch) 6. P x P 7. K to B sq (The attack obtained by this move hardly com-pensate for the future constraint of White's posi-7. B to Q R 4 (Anticipatory of White playing, 8. Q to Q Kt 3.)
8. Q to K R 5 P to Q 4
9. B x P Q to K 2
10. B to Q R 3 Kt to K B 3 8. Q to K R 5 9. B x P 10. B to Q R 3 11. K B x K B P (ch)

(Q to K Kt 5 would have been better play, we believe.) 11. Q x K B 12. Q x B
13. Q to Q R 4
14. Kt to K B 3
15. Q Kt to Q 2
16. Kt x Kt
17. R to Q Kt sq
16. Kt to K B 3
19. R to Q sq
(The first move of s) , Q x K B
Kt to Q B 3
Kt x K P
B to Q 2
Kt x Kt (ch)
Castles (Q's side) Q to Q 4 B to K B 4 (The first move of a beautiful combination.) 20. B to Q B 5 (White plays in happy unconsciousness of his im-

20. Q x Kt
B to K R 6 (ch)
R to K 3
Q R x Q P 21. P x Q 22. K to Kt sq 23. Q to Q B 2 24. B x R (If he had played 24. Q R to Q B sq, Black would have won equally by moving Kt to K 4.) 24. Kt x B And White resigned.

Game No. 734. Played some time ago, between Messrs. McDonnell and Maude.
(Queen's Bishon's Pawn Game-Knight's Opening.) WHITE (MR. MAUDE.) BLACK (MR. MCDONNELL.) P to K 4
Kt to Q B 3
P to Q 4
Q to Q 3
B to K Kt 5
B x Kt
B x Q
Castles 1. P to K 4 2. Kt to K B 3 3. P to Q B 3
4. B to Q Kt 5
5. P to Q 4
6. P x K P
7. P x Q
8. P x Q P

(Much better than retreating the Bishop.)

(Had White taken Kt with pawn, Black would have answered with R x P with a safe game.) 9. Bto K Kts
Bx P
P to Q R 3
Kx P
P to K B 4
B to K R 4 15. B to Q 4 16. P to Q Kt 4

(This would, at first sight, appear an unnecessary sacrifice of a pawn; but, as the progress of the game shows, Mr. Maude was perfectly justified in adopting that measure, being fully compensated by the superior position he obtained.)

(It is obvious that White would gain nothing by interposing the Bishop; because, in that case Rlack would simply take the Bishop with Rook, &c.) 18. Px B K R to K sq 19. P to Q R 4 20, R to Q R 2 (A good move.)

20. R to Q 2 Q R to K 2 B to Q Kt 3 B to K 5 K to R 2 R to Q Kt sq B to K R 3 P x P 21. Kt to Q 2 22. Kt to Q Kt 3 23. P to R 5 R to Q Kt 2 B to Q 5 25. B to Q 5
26. K R to Q Kt sq
27. Pto K Kt 4
28. Kt to Q 4
29. K to Kt 2
30. K to B 2 PxP Rto K8 (eh) Pr P (ch)
R from Q Kt sq r
R (ch) 31. RxRatQKt2
32. KtxR
33. RtoQKt7(ch)
34. RtoQKtsq(dise R to K 7 (ch) R to Q Ktsq (dis ch) K to R sq B to K B3 Bto Q7 BxP BxP Kto Kt2 Kto B3 Kto Q3 K to K 3 P to K B 4

(The latter part of the game is extremely well played by White.) 43. K to K B 3 45. R to Q 7 K to K 3 46. R to Q 8 P to Q B 47. R to K Kt 8, and Black resigns. K to K 3 P to Q B 4

Game No. 735. Mr. Wormald gives the odds of the Pawn and move to Mr. Schröeder. (Remove Black's King's Bishop's Pawn.) WHITE (MR. SCHRÖEDER.) BL. (MR. WORMALD.) Kt to Q B3
P to Q 4
B to K B4
P to K3
K Kt to K 2

HITE (MR. SCHRÖ)

1. P to K4

2. P to Q 4

3. P to K5

4. B to Q Kt 5

5. B to K K5

6. B to K K4

7. P to K R4

8. P to K R5

9. P to K K4

10. B to K 3

11. P x P

12. B to K K 5 Q to Q2
B to Kt3
B to KB2
P to KR3
P to KR3
B x P (This Bishop has thus early in the game moved four times; tactics which must necessarily have lost much valuable time.) 12. B to Kt 2

13. Q B x Kt 14. B x Kt (ch); 15. P to Q B 3 16. Kt to Q 2 17. P to Q Kt 4 18. P to K Kt 5 QxB PxB RtoKBsq RtoQKtsq BtoQ6 (A useless sacrifice, as it obtains no adequate com-pensation in position. R to R 3 was the correct play.)

19. Q to R 5 (ch)
20. R x Q
21 Q K t to K B 3 QxQ KtoK2 (Again, we should have preferred playing R to R 3.)

21. R to K B 5
B to K B 4
B to R 2
R to K B 2
K to Q 2
B to K 5
Q R to K B sq
P to Q R 4 22. K to Q 2 23. Kt to K R 4 24. P to K B 3 25. Kt to K R 3 26. P to K B 4 27. K to K 3 28. R to K Kt sq 29. P to Q R 3 (Had White's move been P to K B 5, it would, probably, have led to the following interesting va-

riation: 29. P to K B 5 K P x P 30. Kt to B 4, winning, at least, the ex-29. PxP R to Q R sq 30. RPxP 31. Kt to KB 2

(P to K B 5 would still have been efficacious.) 31. B to K R 2
R to R 6
B to K B sq
K to Q sq
P x P 32. Kt to Kt 4 33. R to Q B sq 34. Kt to B 6 (ch) 35. P to K B 5 36. Kt x P (A fatal mistake, which loses a piece and the

36. B to K Kt 3 37. Kt x R P 38. Kt x R (ch) 39. R to K R sq 40. K to Q 2 BxR BxKt BxP(ch) BxKtP, and wins. TOBACCO AND SEGARS.

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Eagliers may be made for one or more articles, at the option of the bidder, and in case more than onarticle is contained in the offer, the Chief of the Bureau will have the right to accept one or more of the articles contained in such offer and reject the remain ter. The prices must be uniform, and offer must embrace all of any one or more articles delivered at all the stations.

For the description of articles in the above list bidgers are referred to the samples at the said Navy For the description of articles in the abova list bidders are referred to the samples at the said Navy Yards, and to the advertisement of this Bureau dated August 15, 1863, and for information as to the laws and regulations (in pamphlet form) regarding contracts, to the offices of the several commandants of Navy Yards and Navy Agents. E Blank forms of proposals may be obtained an application to the Navy Agents at. Portsmouth, New Hampshire, Boston, New York, Philadelphia, Billimore, and at this bureau.

NAVY DEPARTMENT.

NATT DEPARTMENT.
BUREAU OF PROVISIONS AND CLOTHING.
MARCH 19, 1961.
SEPARATE PROPOSALS, sealed, and dorsed "Proposals for Navy Supplies," will be received at this Bureau, for furnishing and delivering (on receiving ten days' notice) at the United States Navy Yards at Charlestown, Massachusetts; Brooklyn, New York, and Philadelphia, Pennsylvania, in such quantities only and at such times as may be required or ordered by the Chief of this Bureau, or by the Commandants of the said Navy Yards, respectively, duvisor the remainder Navy Yards, respectively, during the remainder of the fiscal year ending June 30, 1864, the quan-tities of the different articles at the places speci-

and reject the remainder.

For the description of articles in the above list bidders are referred to the samples at the said navy-ydrds, and to the advertisement of this Bureau dated June 13, 1863, and for the information as to the laws and regulations (in pamphlet form) regarding contracts, to the offices of the several Commandants of Navy-Yards and Navy Agents.

Blank forms of proposals may be obtained on application to the Navy spents at Portunouth, New Imaghine; Boston, New Yerk, Philadelphia, Ballismore, and at this Bureau.

TEROPOSALS FOR RITHMINOUS (DALE) and reject the remainder.

PROPOSALS FOR BITUMINOUS JOALS.—Sealed Proposals will be received at the Office of the Philadelphis Gas Works, No. 20 South SEVENIH Street, until noon of FRIDAY, 22d of April, 18c4, for supplying the whole or any part of Eighty Thousand Tone of Bituminous Coals, suitable for the manufacture of illuminating Gas, to be delivered on the Railroad tracks of the Gas Works at the First Ward and the Ninth Ward Sations, in the following morthly apartities: eight thousand the following monthly quantities; eight thousand tons in each of the months of September, October, November, December, and six thousand tons in each of the months of June, July, August, 1864, and January, February, March, April and May. 1865.

and January, February, March, April and May. 1865.

The coals must be delivered fresh, dry, and of a quality approved by the Engineer of the Gas Works, as equal to the sample on which the contract is based.

The proposals must describe the particular variety of coals intended to be supplied and the location and name of the mine or pit from which they are to be raised. If they are of a kind not now or recently need at these Works, samples for trial of not less than fifty tons, must be delivered at the Works, on or before the 7th of April next.

The gross ton of 2240 pounds will be considered as the weight intended in the proposals, unless the contrary be expressly stated.

The Trustees referve the right to accept any proposals in whole or in part, or to reject all, as they may deem best for the interests of the Trust, and in the event of failure on the part of any contractor to deliver the coals according to his a reement, both in quantity and quality, the Trustees reserve the right to buy elsewhere, whatever quantity may be required to meet the deficiency, and charge to the contractor any loss or damage arising from each failure.

Payments will be made monthly, in two equal instalments at four and six months after the specified periods of delivery, the 18th of each month

rayments at four and six months after the speci-fied periods of delivery, the 15th of each month being taken as the average of the monthly delive-res, or at the option of the Trustees, will be made at earlier dates with legal interest off. at earther dates with legal interest off.

Should contractors prefer to make deliveries earlier than required, they may be received so far as they can be conveniently stored, but payments will be made to date from the time specified to the contractor.
Security for the fulfilment of centract will be required, and each proposal must name the amennt and character of security that will be ffered.

JOHN O. URESSON, fe20tap220 Engineer in Chief.

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MARSHAL'S SALE.—By virtue of a writ of sale, by the Hon. JOHN CADWALADER, Judge of the District Court of the United States in and for the Eastern District of Pennsylvania, in Admiralty, to me directed, will be sold at Public Sale, to the highest and best bidder, for cash, at MICHENER'S Store, No. 142 North FRONT street, on MIONDAY, April 4th, 1864, at 12 o'clock M., nine bales of Cotton, now in my custody by virtue of a writ of attachment lately issued out of this court at the sait of Obarles Sewell and others, and to be sold as perisbable. others, and to be sold as perishable.
WILLIAM MILLWARD,

U. S. Marshal E. D. of Pennsylvania. Philadelphia, March 28, 1864. mb28-6t WATCHES.

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At 1.50 A. M., (Night) via Kensington and Jersey
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At 11.15 A. M., via Kensington and Jersey
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Coly, Washington and New York Express 3 66
Sunday Lites leave at 1.50 A. M. and 6.45 P. M. There will be no line at 1.50 A. M. (Night)
on Mondays.

M. There will be no line at 1.50 A. M. (Night) on Mondays.

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

For Bristol, 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.

burg and Frankford, at 9 A.M., 5, 5.45 and 8 P. M.

For New York, and Way lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The Cars run into the Depot, and on arrival of each Train, run from the Depot.

Fitty ownids of bargage 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 Bollar per pound, and will not be liable for any amount beyond \$100, 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 PHILADELPHIA, WILL LEAVE

From foot of Gourtland Street at 12M, and 4 P. M., via Jersey Oity and Camden; at 7, 10 A. M., 6, P. M. and 12 (Night) via Jersey Oity and Kensington.

From foot of Barclay street, at 6 A. M., and 9 P. M., via Amboy and Camden.

From Pier No. 1, North River, at 12 M., 4 and 8 P. M.. (Freight and Passengers) Amboy and Camden.

P. M. (Freight and Passengers) Amboy and Camden.

PHILADELPHIA, WILMINGTON AND BALTIMORE

RAILBOAD.

On and after WEDNESDAY, January 29, 1964,
Passenger trains leave Philadelphia for
Baltimore at 4.30 A. M. (Express, Mondays excepted), 8.65, 12.00, A. M., 230 and 11.30 P. M.
Chester at 9.05, 1.15, 2.30, 3.50 and 11.00 P. M.,
Wilmington at 4.30, (Mondays excepted), 8.65.
Lis, 2.30, 3.50 and 11 P. M.
New Castle at 8.05 A. M. and 3.50 P. M.
Dover at 8.05 A. M. and 3.50 P. M.
Milford at 8.05 A. M.
Salisbury at 8.05 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., 18.45 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.
Leave Baltimore for Salisbury and intermediate
stations at 7 10.

11 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 5 40, A. M., 3 00 P. M.

Leave Wilmington at 5 35, 9 25 A. M., and 3 35 P. M.

Freight Trains with Passenger Oar attached, will run as follows:

Freight Trains with Passenger Car attached, will run as follows:
Leave Philadelphia for Perryville and intermediate places at 540 P. M.
Leave Wilmington for Perryville and intermediate places at 730 P. M.
Leave Baltimore for Philadelphia, 3 45 P. M.
Leave Wilmington for Philadelphia and intermediate places at 420 P. M.
SUNDAYS: Only at 430 A. M., 1136 P. M.
from Philadelphia to Baltimore.
From Philadelphia to Baltimore at 436 A.
M., 11 P. M.
From Wilmington to Philadelphia at 6.39 P. M.
Only at 9 35 P. M. from Baltimore to Philade

Prom Philadelphia to Wilmington at 4 38 A.

M., 11 P. M.
From Wilmington to Philadelphia at 6.39 P. M.
Only at 9 35 P M. from Baltimore to Philads
WM. STEARNS, Sup't.

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WINTER ARRANGEMENTS.
THREE THROUGH TRAINS.
On and after MONDAY, Nov. 18, 1863, Passenger Trains will leave the NEW DEPOT, THIRD
Street, above Thompson street, Philadelphia.
daily, (Skndays excepted) as follows:
At 7 A. M. (Express) for Bethlehem, Ailentown,
Mauch Crark, Hazleton, Williamsport.
The 7 A. M. train 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.

At 3.15 P. M. (Express) for Bethlehem, Esain the Lehigh coal region.

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

At 3.15 P. M. (Express) for Bethlenem, Easton, &c.
This train reaches Easton at 6.40 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.

For Fort Washington at 10.15 A. M. and 6.15 P. M. White cars of Second and Third street line City Passenger Care, run directly to the new depot TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6.30 A. M., 9.30 A. M. and 4.07 P. M.

Leave Doylestown at 6.30 A. M. and 3.40 P. M.

Leave Fort Washington at 6.40 A. M. and 2. P. M.

ON SUNDAYS. ON SUNDAYS.
Philadelphia for Doylestown at 10 A. M. and 4. 15

nd the Western States, have been fully resumed by the above route, at lowest rates.

QUICK TRANSIT BY FAST FREIGHT TRAINS without change of cars to the Gaio river. This route is now considered entirely safe from it.jury by rebel raids, in proof of which the Baltimore and Obio Railroad Company guarantes owners against loss or damage by military saisure, whilst in transit on the line of that road.

We have no hesitation therefore in respectfully aking the confidence and patronage of shippers.

For further information, apply to

COLHOUN & COWTON,

General Freight Agents.

COLHOUN & COWTON,
General Freight Agents.
JOHN S. WILSON, Agents,
Office, Sixth street, above Chestnat.
PHILADELPHIA. January 6, 1863. au7-16

OFFIUE OF THE ADAMS
EXPRESS COMPANY, 328
OHESTNUT STREET, PHILADELPHIA, January
7tth, 1862.
The Adams Express Company having enlarged their facilities at Washington, D. C., by building a Railroad depot, and having acquired additional capacity for transportation, 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 large lots. Sutlers' goods and army supplies at satisfactory prices, on application at eur office. Soldiers' parcels taken at much less than our usual rates.
Heavy and bulky packages, received and re-

rates.

Heavy and bulky packages, received and re-selected for at our depot, Southeast corner of BEOAD and LOOUST Streets JOHN BINGHAM, Superintendent.

TRAVELING GUIDE.

LAND AND WYOMING VALLEYS,

MORTH, NORTHWEST AND THE CANABAS

PASSENGER TRAINS

Leave the Company's Depot, THIRTEENT and CALLOWHILL streets, Philadelphia, at the following hours:

MORNING MAIL,

Atelia, M., for Reading, Lebanon, Harrisburg, Pottsyille, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falla, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c., &c.

This train connects at READING with the East Pennsylvania Railroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c., at PORT OLINTON with Catawissa Railroad trains for Wilkesbarre, Williamsport, Lock Haven, Elmira, &c., at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains, for Northfumberland, Williamsport, York, Ohambersburg, Pinegrove, &c.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Pinegrove, Harrisburg, &c., connecting at Harrisburg with Pennsylvania Central Railroad trains for Pittsburgh, &c., Northern Central Railroad trains for Sunbury, Northumberland, Elmira, &c., and at Port Clinton with Catawissa Balfroad train for Milton, Williamsport, Elmira, Buffalo, &c.

READING ACCOMMODATION.

LeavesReading at 6, 30 A. M., stopping at all way stations; arrives in Philadelphia at 9, 25 A. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 8.15A. 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 PITTSBURGE AND THE WEST.

Leaves New York at 7 P. M., passing Reading at 12 midnight, and connecting at Harrisburg with Pennsylvania Railroad Express Train for Pittaburgh.

burgh.

Returning, Express Train leaves Harrisburg on

Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 6.30 Å. M., passing Reading at 8.45 Å. M., and arriving at New York at 1.45 P. M. Sleeping Caraccompanying these trains through between Jersey City and Pittsburgh, without change.

Mail trains for New York leave Harrisburg at 8 Å. M. and 2 P. M. Mail trains for Harrisburg leave New York at 6 Å. M. and 12 Noon.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7.15 Å. M. and 3.30 P. M., returning from Tuscarora at 8.65 Å. M. and 6.45 P. M.

M., returning from Tuscarora as e. us a. m. and 4.45 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 3.45 A. M. for Pinegrove and Harrisburg, at 10 A. M. and 1.20 and 7.18
P. M. for Pinegrove only; returning from Harrisburg at 7.30 P. M. and from Pinegrove at 8.15 A.
M. and 4 and 5 P. M.
TICKETS.
Through first-class tickets and emigrant tickets tall the principal points in the North and West

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.

Or 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, 2 A. M.; 1, 2, 3, 4, 5, 6, 6½, 7, 8, 9, 10 and 11 P. M. M. The 8.20 down train will not stop after

Depot, Ninth and Green streets.

WEST JERSEY RAILEOAD
Running time of trains, commencing FRIDAY, Jan. 1, 1864.

FROM WALNUT STREET WHARF.
For Cape Mayat 9 A. M. Returning at 6 A. M.
For Milleville, &c., at 9 A. M. and 3 P. M. Returning at 6.30 A. M. and 110 P. M.
For Bridgeton, &c., at 9 A. M. and 4 P. M. Returning at 6.30 A. M. and 130 P. M.
For Salem, &c., at 9 A. M. and 3 and 4 P. M.
For Salem, &c., at 9 A. M. and 1 10 P. M.

For Milleville, &c., at 9 A. M. and 1 10 P. M.

For Milleville, &c., at 9 A. M. and 1 10 P. M.

J. VAN REUNTING at 7.00, 7.48, 9.38 A. M. and 2

45 P. M.

J. VAN RENSSELAER, Superintendent.

SALEM RAILROAD. Running im of trains, commencing FRIDAY,

Jan. 1, 1884.
From Walnut Street Wharfat 9 A. M. and 3 and 4 P. M. Freight 12 M. Returning, leave Salem at 4 and S 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.
Running time of trains, commencing FRIDAY,
Jan. 1, 1864, from Walnut Street Wharf.
For Cape Island, Court House, Dennisyille,
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.
no 12 J. VAN RENSSELAER, Sup't.

HILADELPHIA AND
PHILADELPHIA AND
BALTIMORE CENTRAL
KALKUAD.—SPRING ARRANGEMENT.—
On and after FRIDAY, April 1, 1884 the trains
will leave Philadelphia from the Depot of the W.
O. and P R. R. Co., corner of THIRTY-FIRST
and MARKET Streets, (West Philada.), at 8.00
A. M. and 4 30 P. M.; leave Oxford at 6.30 A. M.
3 25 P. M.
The, train leaving Philadelphia at 8 00 A. M.
connects at Oxford with a daily line of stages for
Beach Bottom in Lancaster county; returning,
leaves Beach Bottom to connect at Oxford with the
afternoon train for Philadelphia.

Passengers are allowed to take wearing apparel
only as baggage; and in no case will the company
be liable for an amount exceeding \$100.

API HENRY WOOD, Gen'l Supt.

PRIVY WELLS.—UWNERS OF PROPERTY.—The only place to get Privy Wells
Gleansed and disinfected at very low prices.

Manufacturer of Pondretts,

myl-ly oldsmith's Hall Library st'eet.

READING BAILEOAD.
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR
OF PENNSYLVANIA, THE SCHUYIKILL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEYS,
THE

Buffalo, &c.

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.; artives in Reading at 7.25 P. M.

Trans for Philadelphia leave Harrisburg at 8 A. M. and Pontsville at 9.15 A. M. arriving in Philadelphia at 1.50 P. M. Afternoon trains leave Harrisburg at 2.60 P. M., and Pottsville at 2.30 P. M.

Arriving at Philadelphia at 7.60 P. M.

Arriving at Philadelphia at 7.60 P. M.

Market trains, with a Passenger car attached, aves Philadelphia at 1 P. M. for Reading and all way stations; leaves Reading at 12 Noon, and Downingtown at 12.30 P. M. for Philadelphia and all way stations.

The Through Express connects at Blarsville Intersection with a train on this Road for Blairsville, Indexes, ac.

EBENSBURG AND CRESSON BRANCH RAILROAD.

The Through Express Train connects at Cresson at 10.45 A. M., with a train no this road for Ebensburg. A train also leaves Cresson for Ebensburg. A train also leaves Cresson for Ebensburg at 8.45 P. M.

HOLLIDAYSBURG BRANCH RAILROAD.

The Mail Train and Through Express connect at Altoona with trains for Hollidaysburg at 7.55 P. M. and 8.40 A. M.

TYRONE AND CLEARFIELD BRANCH

RAILROAD.

The through Express Train connects at Tyrons with Trains for Sandy Ridge, Philipsburg, Port Matilda, Milesburg and Bollefonte.

HUNTINGBON AND BROAD TOP RAILLED.

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

NORTHERN CENTRAL AND PHILADELS PHIA AND ERIE RAILROADS.

FOR SUNBURT, WILLIAMSPORT, LOCK HAVE and II points on the Philadelphia and Erie B. B., and II points on the Philadelphia and Erie B. B., and II paints of the Philadelphia and Erie B. B., and II paints of the Through Express at 10.30 P. M., (Daily, except Sunday,) go directly through without change of cais between Philadelphia and Williamsport.

For YORK, HANOVER and GETTYSBURG all way stations.
All the above trains: m daily, Sundays excepted.
Sunday trains leave Pottsville at 7.30 A. M.,
and Philadelphia at 3.15 P. M.;
CHESTER VALLEY RAILROAD. Itansport.

For YORK, HANOVER and GETTYSBURG the trains leaving 8.00 A. M., and 2.30 P. M., connect at Columbia with trains on the North Central Railroad.

CUMBERLAND VALLEY RAILROAD.

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

burg and Hagerstown.

WAYNESBURG BRANCH BAILROAD.

The Trains leaving at 8 00 A. M. and 2 38 P. M., connect at Downingtown with Trains on this road for Waynesburg and all intermediate stations. this road for Waynesburg and all intermediate stations

MANN'S BAGGAGE EXPRESS.

An Agent of this reliable Express Company will pass through each train before reaching the depot, and take up checks and deliver baggage to any part of the city. Baggage will be called for promptly when orders are left at the Passenger Depot Eleventh and Market streets. The traveling public are assured that it is entirely responsible.

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

JAMES COWDEN,
Ticket Agent.

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 desired for families and firms.

MILEAGE TICKETS,

Good for 2, 600 miles, between all points, at \$46 35 sech, for families and firms.

SEASON TICKETS,

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

CLERGYMEN

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

EXCURSION TICKETS,

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be had only at the Ticket Office at Thirleenth 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

port of the havigance rivers of the west, by seeming ers from Pittsburgh.

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

ENOCH LEWIS, jans General Superintendent, Altoons, Pa.

jan9 General Superintendent, Altoona, Pa.

1864. PHILADELPHIA AND
EBIE RAILBOAD. 1864.

This great line traverses the Northern and
Morthwest counties of Pennsylvania to the city or
Erie, on Lake Erie.

If has been leased by the Pennsylvania 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
Division. Division.

PIME OF PASSENGER TRAIN AT PHILADELPHIA.

Agents: S. B. Kingston, Jr., Cor. Thirteenth and Mar-

Agents:
S. B. Kingston, Jr., Oor. Thirteenth and Market sts., Philadelphia.
J. W. Reynolds, Erie.
J. M. Drill, Agent N. O. R. R. Baltimore.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
JOSEPH D. POTTS,
Mhs. General Manager. Williamsport.

WEST CHESTER AND
PHILADELPHIA RAILRUAL, VIA MEDIA.—SPRING ARRANGEMENT.—CHANGE OF DEPOT.—On and after
FBIDAY. April 1, 1864, the Trains will 'leave
Philadelphia, from the DEPOT, CORNER OF
THIRTY-FIRST AND MARKET STREETS,
(West Philadelphia), at 8.00 and 11.05 A. M., and
at 2.30 and 4.30, and 6.45 P. M. Leave West
Chester at 6.10, 7.45, and 11.00 A. M., and at 2.00
and 4.45 P. M.
ON SUNDAYS—Leave Philadelphia at 8.20 a M. The 8.20 down train will not stop after leaving Germantown.

ON SUNDAYS.

Leave Philadelphia—9.10 A. M.; 2, 7, 18% P. M.

CHESTNUT HILL RAILROAD.

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

Leave Chestnut Hill—7.10, 8, 9.42, 11.46 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 German
town 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

2.25 P. M.

FOR CONSHOHOUKEN AND NORRISTOWN.

Leave Philadelphia—6, 8%, 11.05 A. M.; 1%, 3,

4%, 6.05, 8.05, and 11% P. M.

Leave Norristown—6, 7, 7.59, 9, 11 A. M.; 1%,

and 6 P. M.

ON SUNDAYS.

Leave Philadelphia—9. M.; 2% P. M.

Leave Philadelphia—9. M.; 2% P. M.

Leave Philadelphia—6, 8%, 11.05 A. M.; 1%, 3,

4%, 6.05, 8.05, and 11% P. M.

Leave Manayunk—8, 7, 7, 8, 20, 9%, 11% A. M.

2, 8 and 6% P. M.

ON SUNDAYS.

Leave Manayunk—8, 7%, 8, 20, 9%, 11% A. M.

2, 8 and 6% P. M.

Leave Manayunk—7, 7, 8, 20, 9%, 11% A. M.

Eave Manayunk—7, 7, 8, 20, 9%, 11% A. M.

WEST JERSEY RAILROAD

Running time of trains, com-

Chester at 6.10, 7.45, and 11.00 A.M., and at 2.00 and 4.45 P. M.

ON SUNDAYS—Leave Philadelphia at 8.30 A. M.; and 2.30 P. M.

West Chester, at 8.00 A. M.; and 4.30 P. M.

The Trains leaving Philadelphia at 8.00 A. M.; and 4.30 P. M. connect at Pennellton with trains on the P. & B. C. R. R., for Concord, Kennett, Oxford, &c.; &c.

Passengers are allowed to take wearing apparel only, as Baggage and in no case will the Company be liable for an amount exceeding \$100.

apl HENRY WOOD, Gen. Supt. API HENRY WOOD, Gen. Supt.

PHILADELPHIA AND EL.

BESS. FALL AND WINTER ARRANGEMENT.

For Williamsport, Scranton, Elmira, Buffalo, Niagara Falis, and all points in the West and Northwest. Passenger Trains leave the Depot of Philadelphia and Reading Railroad, cor. BROAD and CALLOWHILL streets, at 8.16 A. M. and 3.30 P. M. daily, except Sundays.

QUICKEST 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 oor Sixth and Chestout. Planus, &u. UNITED STOCK COMPANY
FIRST-CLASS PIANOS, of New
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Patent Hinged Plate Planos, for sale at No. 18
North Seventh street.
mb16-2mb GLOSE & BAECKLER.

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TUNER and REPAIRER, removed
TUNER and REPAIRER, removed
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Tuner and repairer as usual. His
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city experience, with the best references which
can be given. All orders promptly attended to;
and guarantees to give entire satisfaction. Price
for tuning \$1. Orders from the country accepted,
and done very reasonably.

AN ASSORTMENT of the best
New York and Philadelphia Manufacturing, from \$275 upwards
Also, MFLODEONS, Harmoniums and Cabiner
Organs. No. 233 South FIFTH street, at the New
Store, a few doors below Walnut, P. SCHULER
& CO.

DENTISTRY.

TEETH.—THE BEST ARE THE CHEAPEST.—Sets mounted on Gold, Silver, Vulcanite, and on Platina plates with continuous gum (Alten's), beautiful and natural in appearance, and accurately fitted, may be obtained at the shortest notice of O. B. FOSTER, M. D., Dentist, mh5-1m* No. 1233 CHESTNUT street.

mh5-lm*
No. 1233 CHESTNUT street.

DR. FINE, PRACTICAL DENTIST
For the last twenty years, 219 VINE Street,
below Third, inserts the most beautiful TEETH of
the age, mounted on fine Gold, Platina, Silver,
Vulcanite, Coralite, Amber, &c., at prices for
neat and substantial work, more reasonable than
any Dentist in this city or State. Teeth plugged
to last for life. Artificial Teeth repaired to suit.
No pain in extracting. All work warranted to fit.
Reference best families mh22-2m6

20 TONS LIGNUMVITAE, NOW LANDING from Br. bark Thomas Dallett. For sale by PALLETT & SOR, 129 SORE FRONT street.