OHESS COLUMN PHILADELPHIA EVENING BULLETIN. SATURDAY, April 16, 1864.

WINNERS AND LOSERS. There is a matter connected with the publication of Chess games, upon which we have long desired to express our views. We refer to the frequent appearance of semi-anonymous games, in almost all Chess columns. Mr. Snipp wins a game from Mr. Pipp, and straightway he hurries home and records it for the benefit of the public. But Mr. Pipp happens to hear that the game is to be printed, and he immediately declares, with great solemnity, that he objects," and the accommodating editor inserts "a lively game between Mr. Snipp and an Amateur," or perhaps "Mr. —." After a while Mr. Pipp gets a game, and then the same farce is re-enacted, and there appears "an interesting partie (this time) between Mr. Pipp and a distinguished member of the Mercantile Library, Mr. —_."

There is a great deal of humbug-to use plain language-in all this, and we mean to do our part towards curing it. A game should never be published unless it has intrinsic merit, and a game, as such, cannot be called meritorious if only played well on one side. To lose a game of Chess is not a matter of life or death, and to win one, is a less achievement than was Waterloo or Solferino or Gettysburg, and there is a degree of sensitiveness on the one hand, and self-glorification on the other constantly manifested by players of this day, that are, to our minds, ludicrous in the extreme. 15 a want of all that chivalrous feeling which is no pularly supposed to belong to the game, and which feeling we have always striven to develop.

We can imagine occasional instances where there may be good reasons for suppressing a player's name, but they are very few. Ordinarily the reason must be looked for in the absurd reluctance of the losing player to acknowledge that he has sustained the crushing calamity of being out-played in a game of Chess.

It is our intention to decline all games in future that have this semi-anonymous character, unless there is some satisfactory reason assigned for the omission of the name, and also to refuse the games of all winners who object to the publication of their names when they happen to be losers.

CHESS AT THE MERCANTILE LIBRARY.-We understand that complaints have been made to the dignitaries of the Mercantile Library, to the effect that the Philadelphia Chess Club is in the habit of sending delegations of its members to the Chess-Room of the Library for the purpose of criticizing and ridiculing the play there, and that several of the "strongest players" have discontinued their attendance in consequence. We should not notice uch an absurd and idle complaint had it not reached us through a channel which we respect too highly to allow it to pass with the silent contempt that the charge merits. Whoever made the charge knew that # was false, both in letter and spirit. We have often had our spirit stirred within us," in witnessing the miserable degradation which Chess has suffered at the hands of many of those who occupy the tables et the Library, and as our readers know, have lately referred to the subject in terms, which we are glad to say have gained for us the warmest thanks of nearly all the real Chess players of that institution, and the justice of our comments has been recognized by the authorities themselves, in the recent publication of special rules for the Chess-Room having regard to the evils of which we have complained.

Who the "strong players" are, who have left the Library because we exposed the monstrosities "committed in the name of Chess," we have not been able to learn. We have missed, occasionally, one or two somewhat familiar faces, but if they are the "strong players," we hope they have not left the Library to seek admission to the Club. Their chances there would be small indeed.

We desire again to assure the authorities of the Library that this Column is edited and published, not for the interest of the Philadelphia Chess Club. but for the good of the cause of Chess. We believe that we can benefit that cause (and possibly improve the Chess reputation of the Library) by administering an occasional mild castigation when ever it is so unmistakeably deserved, as in the case we have now referred to.

Monsieur Tonson.-Everybody who has ever read a Chess book is acquainted with the Hindoo player who used to play nineteen games blindfold, while he recited three poems in different languages at once, unmindful of the man who threw pavingstones at his back and exploded torpedoes on the top of his head, while two unfriendly cats were sewed up in the legs of his baggy trowsers. He appears at short intervals in various parts of the world, and although he cannot be less than fifteen hundred years old, is now starring it for a short engagement, if the English and American press is to believed in London. To be sure, we have not as yet seen his arrival there noticed in any Chess paper, but that is probably because he is no longer a novelty to Chess editors, and is compelled to resort to the general press for a continuation of his ancient celebrity. We should like, of all things, to see the old fellow. What a patriarch he must be! His back must look like the sides of an iron-clad after an attack on Charleston, and his head like a Western prairie after a fire. Does he still stick to his three original Poems? And how many lives must those unhappy cats possess, who have been tearing each other's vitals for these centuries past? We are in daily expectation of seeing our veteran Hindoo announced for a "Grand Exhibition for the Benefit of the Great Dentral Fair. Paving-Stones by the Wandering Jew. The Flying Dutchman to preside at the Torpedo. The Cats used on this oc casion have been kindly furnished by Kilkenny & Co.," &c. '

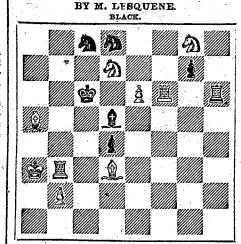
MORPHY AND DEACON .- It is like visiting the Catacombs of Egypt to see this old heading again in print, but the subject has been recently revived in such an extraordinary way, that we are com-pelled to recur to this long-buried controversy. An article has appeared in the Syracuse Daily Journal, (of which paper our ancient friend, Daniel Willard Fiske, once of fame in Chess, is a sub-editor,) renewing the old vexed question between Messrs. Morphy and Deacon, and producing a very coarse and abusive letter, written by an American in London, and intended to reverse the verdict that was rendered in the original trial of that interesting case. We merely notice the matter to-day, reserving our opinion of the new testimony upon which it is proposed to re-open this case, until we have time to examine it properly.

New Move in Chess. - In a recent Code of Laws, based upon the play at the Mercantile Library, we omitted a rule, by which it appears, that a player whose King is in danger may capture his King with one of his pieces, and remove it out of harm's way. This occurred in actual play at that most estimable institution, quite recently. One player innocently captured his own King with a Bishop, and placed His Majesty in the pocket of the table. The game went peacefully on for some time, until his adversary, who was getting up a very deep (!) combination, remarked: "I ought to have a check some where about here," and it was then discovered that there was nothing for him to check. The move was a decidedly original one, and needs careful examination before being generally adopted.

-We are indebted to our friend Dr. N. C. Reid for the discovery of a second solution to Problem No. 326, by W. J. L. Veerbeck. We give the composer's low, but we think the following solution, by Dr. Reid, is a prettier one than the original: 1. Kt x P 2. R to Kt 6 3. R to Q R 6 4. Kt to Q B 3 5. R to Q R 5 6. Mate. KxB KtoQ5or(A) KtoB5 KtoQ5 Anything

(A) 3. K to B 3, and mates next move. We call the attention of La Nouvelle Régence to the double solution.

HESS TOURNAMENT.-In the Third Section of the Tournament at the Philadelphia Chess Club, Mr. Jellett proved victorious, scoring three games Mr. Jellett proved victorious, scotting three games against Mr. Warner's one, the latter giving the pawn and move. The contest in this Section, between Messrs. Reichhelm and Walden, is yet undecided... Two or three other little matches are also progressing at the Club, one between Messrs. Emerson Bennett and J. Holstein, and another hetween Messis. Hergesheimer and Wells, the former for the first cleven, and the latter for the first seven games.



Problem No. 328.

WHITE. White to play and mate in four moves. Solution to No. 326. BLACK. 1. PxP
2. Pto R4
3. R to Kt 5
4. Kt to B 7
5. Kt to K 6 6. R to Q 5 mate.

CHESS IN PHILADELPHIA. Game No. 743.

Played at the Athenæum, between Messrs. R. Morris Smith and Mr. G. H. McCabe. (Bishop's Gambit.) WHITE (MR. SMITH.) BLACK (MR. MCCABE.) 1. P to K4
2. P to K B4
3. B to Q B4
4. B x P
5. Kt to Q B 3
6. B to Q Kt 3
7. Kt to K B 3 P to K4
P x P
P to Q 4
Kt to K B 3
P to Q B 3
B to Q B 4 8 P to Q.4 (He should have played B x P (ch).)

9. Q x B 10. B x P 11. P to K 5 12. Q R to Q sq 13. K to K 2 14. P to Q R 3 15. K to K 3 QxP
Bto QKt5
Ktto K5
BxKt (ch)
Qto QKt5
Qto QKt4 (ch)
BxK P (Black's best play at this juncture was: 15. Kt to Q 7 Q to Q B 4 (ch) Castles 16. Q to K Kt 4 17. K to K 2 18. PxB

Kt to K 5 Kt x P (ch) 18. Px B
19. QR to K Bsq
20. K to Q.2
21. K to Bsq
22. K to K tsq
32. K to Bsq, with a drawn game.) 16. Q x Kt BxRP (Had he here Castled, he had to drend 17. BxP (ch), and 18. P to K c.) K to K sq K to K 2

(To tempt the check of the Bishop, which would have enabled Black to escape.)

20. Q to Q B 7 (ch) K to K 3

21. R to Q 6 (ch) B x R K to K3
BxR
K to B2 22. Q x B (ch) 23. P to K 6 (ch) (If he had played K to B 5 or Kt 3, White replies: 24. P to K 7 (ch)
25. P to K R 4
26. R to K R 2
27. B to K K t 5
28. R to B 2 (ch), &c.) K to B 2 (best)
P to K R 3
R to K sq
P x B Q to Q Kt 3 (ch) P to Q B 4 Q to Q Kt 4 (ch) Kt to Q R 2: 24. R to Q sq 25. K to K 2 Q to Q 5 K to K 3

White mates in four moves. CHESS IN LONDON. Game No. 744.

Played in the late match between Mesers. Steinitz and Green: (King's Gambit Evaded.) WRITE (MR. STEINITZ.) BLACK (MR. GERRE.) 1. P to K 4 2. P to K B 4 3. Kt to K B 3 4. P to Q B 2 5. B to K 2 6. P to Q K 1 Pto K4
Bto Q B4
Pto Q3
Bto K Kt5
Kt to Q B3
-Bto Q Kt2 Bto Q Kt 2
Bx Kt
Q Kt to K 2
Px B P 7. P to Q Kt 5 8. B x B 9. P to Q 4 (PxQPis a better move.) 10. Q B x P 11. B to K Kt 2 Kt to K Kt 2

(Mr. Morphy, in his match with Mr. Lowenthal, played B to K 3 in this position. The move, however, adopted by Mr. Steinitz, seems preferable.) 11. Kt to K B 3 12. Kt to Q 2 13. Castles 14. P to Q R 4 15. Kt to Q B 4 Castles Q to Q 2 P to Q B 3 manifest advantage of posi-(White has already

15. B to Q B 2 Q P x P Kt x Kt 16. P to K 5 17. Kt x P 18. P x Kt 19. K R x Q QxQ KttoQ4 (Black is compelled either to lose a pawn or submit to a ruinous attack.) 20. Bx Kt 21. Rx P Q R to Q sq 21. RXP
22. QR to Q sq
23. RX R
24. P to QB 4
25. K to B 2
26. B to KR 4 (ch) RIR B 19 Rt to Q 19 Rt to B 19 Rt to K 19 Rt to Q 19 Rt to Q 19 Rt to B 2 26. B to K K 4 (cl)
27. P x P (ch)
28. R x R
29. K to K 3
30. K to Q 4
31. B to K K t B
32. B to Q K t
334. B to Q 8
34. B to P 8
35. B to P 8
35. B to P 8
36. B to P 8
36. B to P 8
37. B to P 8
37. B to P 8
38. B

32. B to Q Kt 8

33. K to Q 3

34. B x P

35. P to Q R 5 and wips. Game No. 745. Between Mr. Green, giving the pawn and move, and Dr. Rogers. (Remove Black's King's Bishop's Pawn.)

WHITE (DR. ROGERS.) BLACK (MR. GREEN.) 1. P to K 4
2. P to Q 4
3. Q to R 5 (ch)
4. Q to K 5
5. Q B to K t 5
6. B to K t 5 (ch) P to K3
P to C4
P to K Kt 3
K Kt to B3
B to K2
P to B3 (If Q Kt to B 3, then follows: PtoQR3 PxB BxP 7. P x P 8. P x Kt 10. Q x Kt P (ch), winning a piece.) 7. PxP Castles

11. P to O Kt 3

(Considering the odds given, Black has managed to develop his game; the move in the text strengthens his counter-attack.) BxB BtoB8 PtoK4 BxKt (ch) PxP PtoB4 BtoKt2 12. Q to Kt 3 12. Q to Rt 3
18. Q x Kt
14. Q Kt to Q 2
15. Q to Kt 5
16. Q x B
17. Castles (K R) Kt to K 5 P to K B 4 21. Q to Q 3 22. Q to K 13

(The last series of moves was well played.) 28. R to Kt 2 P to K R 4 K to R 2 28. Kt to Kt 4 A to R 2 Q to R 3 B to K t 2 B to R 3 Q to B 6 R to K sq Q R to K 2 KR to B sq Kl to Q 3 R to Q B sq KR to K sq R x R Q to Kt 5 RxR RtoKt2 (That is Black's best move.) (The correct reply.)

35. P x B 36. P x P (ch) 37. R x P Q x Q P Q x P (Previous to the taking of this pawn, White hould have exchanged Queens.) 37. Q to Kt 8 (ch) 38. R to B sq R x Q R to Kt 6 R to Kt 5

R x Q R to Q sq K to B 2 K to B 3 R to Q 3 P to Kt 4 K to K 2 R x P K to Kt 3 R to Kt 5 K to B 4 K to K 4 And Black wins.

TRAVELING GUIDE. 1864. ARRANGEMENTS OF NEW YORK LINES. 1864. The Camden and Amboy and Philadelphia and Trenton Railroad Companies' Lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF, Will leave se follows, viz:

At 6 A. M., viz Camden and Amboy, C. and A. Accommodation.

Morning Express 368 At 8 A. M., via Camden and Jersey City, 2d Class Ticket
At 12 M., via Camden and Amboy, C. and A. Accommodation 225
At 2.P. M., via Camden and Amboy, C. and

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For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 3 P. M.
For Mount Holly, Evansville and Pemberton, at

For Mount Holly, Evansville and Pemberton, at 6 A. M., 2 and 4% P. M.
For Freehold, at 6 A. M. and 2 P. M.
For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3 and 4% P. M. The 3 and 4% P. M.
Lines run direct through to Trenton.
For Palmyra, Riverton, Delanco, Beverly and Burlington at 6% P. M.
LINES FROM KENSINGTON DEPOT Will leave as follows:
At 1.50 A. M., (Night) via Kensington and Jersey
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At 11.15 A. M., via Kensington and Jersey
Oity Express.

At 4.30 P. M., via Kensington and Jersey
Oity Express.

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

For Water Gap, Stroudsburg, 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, Brides-For Holmesburg, Tacony, Wissinoning, Bridesburg and Frankford, at 9 A. M., 5, 5.45 and 8 P.

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Fitty pounds 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 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 Courtland 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. Kensington.
From foot of Barclay 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 and Camden.

Camden.

PHILADELPHIA, WILMORD MINGTON AND BALTI-MUNE KAILROAD—CHANGE OF HOURS.—On and atter SUNDAY, April 10, 1864, Passenger Trains leave Philadelphia for Baltimore at 4.30 (Express, Mondays excepted), 8.05 A. M., 12 00 M., 2.30 and 10.30 P. M. Chester at 8.05 A. M., 1.15, 2.30, 3.50, 10.30 and 11.45 P. M.

Wilmingten at 4.30 (Mondays excepted), 8.05 A. M., 1.15, 2.30, 3.50, 10.30 and 11.45 P. M.

Wilmington at 4. 30(and thanks excepted), c M., 1.15, 2.30, 3.50, 10.30 and 11.45 P. M. New Castle at 8.05 A. M. and 3.50 P. M. Dover at 9.05 A. M. and 3.50 P. M. Milford at 8.05 A. M. Salisbury at 8.05 A. M. Trains for Philadelphia leave

Trains for Philadelphia leave

Baltimore at 8.45, 9.40 A. M. (Express), 1.10,
4.55 and 7.25 P. M.
Wilmington at 7.15, 9.00 A. M., 12,24, 1.00, 4,33,
6.30, 6.35 and 11.12 P. M.
Saliebury at 12.05 P. M.
Millord 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., 1,60, 5.00, 7.14, 9.13
and 11.45 P. M. Leave Baltimere for Salisbury and intermediate tations at 7.25 P. M. Leave Baltimore for Dover and intermediate sta-Leave Battimore at 1.10 P. M.

Trains for Baltimore leave Chester at 8.40 A. M.

on and 11.05 P. M. Leave Wilmington at 5.30, 2.00, and 11.05 P. M. Freight train with Passenger Car attached will rnu as follows: has follows: Leave Philadelphia for Perryville and interme-

Leave Philadelphia for Perryville and intermediate places at 5 40 P. M.

Leave Wilming on for Perryville and intermediate places at 7.20 P. M.

SUNDAYS—Only at 4.30 A. M., and 10.30 P.
M., from Philadelphia to Baltimore. From Philadelphia to Wilmington at 4.30 A. M., 10 30 and 11.45 P. M. From Wilmington to Philadelphia at 6.30 and 11.12 P. M. Only at 7.25 P. M., from Baltimore to Philadelphia.

H. F. KENNEY.

Apsistant Superintendent.

Assistant Superintendent. GERMANTOWN AND NORTOWN RAILEOAD.

TIME TABLE.

On and after December 7th, 1863.
Until further notice.
FOR GERMANTOWN.

Leave Philadelphia—5, 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, 16, 11, 12 A. M.; 1, 2, 3, 4, 5, 6, 6½, 7, 8, 9, 10 and 11 P. The 8.20 down train will not stop after

The 8.20 down train will not stop after leaving Germantown.

ON SUNDAYS.

Leave Philadelphia—9.10 A. M.; 2, 7, 16 K. P. M.

CHESTNUT HILL RAILROAD.

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

Leave Chestnut Hill—7.10, 8, 9.40, 11.46 A. M.

1.40, 3.40, 5.40, 6.40, 8.40 and 10.40 P. M.

The 3 K and 5 K up trains do not stop on Germantown Branch. town Branch. ON SUNDAYS.
Leave Philadelphia—9.10, A. M.; 2, and 7 P. M.
Leave Chestnat Hill—7.50 A. M.; 12.40, 5.40 and

Leave Chestnat Hill—7.50 A. M.; 12.40, 5.46 and 9.25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia—6, 8%, 11.05 A. M.; 1%, 3, 1%, 6.05, 8.05, and 11% P. M.
Leave Norristown—6, 7, 7.50, 9, 11 A. M.; 1%, 4% 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%, 3, 1%, 6.05, 8.05, and 11% P. M.
Leave Manayunk—6%, 7%, 8.20, 9%, 11% A. M...
2, 5 and 6% P. M.

2, Sand 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.
H. K. SMITH, General Superintendent, Depot, Ninth and Green streets.

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au7-115

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TRAVELING GUIDE. READING BAILROAD.
FEUM PHILADELPHIA TO THE INTERIOM
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LEYS. MORTH, NORTHWEST AND THE CANADAS
PASSENGER TRAINS
Leave the Company's Depot, THIRTEENT
and CALLOWHILL streets, Philadelphia, at the

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

At 8. 15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niegara Falls, Oarlisle, Chambersburg, Hagerstown, &c., &c. This train connects at READING with the East Pennsylvania Railroad trains for Allentown, &c., ac, and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catawissa Railroad trains for Wilkesbarre, Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains, for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

AFTERNOON EXPRESS.

Schuylbill and Susquehanna trains, for Northumberland, Williamsport, York, Chambersburg, 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 Fittsburgh, &c., Northern Central Railroad trains for Sunbury, Northumberland, Elmira, &c., and at Port Clinton with Cafawissa Railroad train for Milton, Williamsport, Elmira, Buffalo, &c. Buffalo, &c.

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READING ACCOMMODATION.

Burnio, &C.

READING ACCOMMODATION.

Leaves Reading at 6.30 A. M., stopping at all way stations; arrives in Philadelphia at 4.30 A. M.; arrives in Reading at 7.25 P. M.

Trans for Philadelphia leave Harrisburg at 8 A. M. and Pottaville at 9.15 A. M. arriving in Philadelphia at 1.50 P. M. Afternoon trains leave Harrisburg at 2.00 P. M., and Pottaville at 2.30 P. M. arriving at Philadelphia at 7.00 P. M. arriving at Philadelphia at 1 P. M. for Reading and all way stations; leaves Reading at 12 Noon, and Downingtown at 12 M. M. for Philadelphia and all way stations.

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CHESTER VALLEY RAILROAD.

hiladelphia at 3.15 P. M.: CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermedia points take the 8.15 A. M. and 4.30 P. M. trains fro

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.

NEW YORK EXPRESS, FOR PITTSBURGH 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 Pittsburgh. Pennsylvania Railroad Express Train for Pitzburgh.

Returning, Express Train leaves Harrisburg on arrival of Yennsylvania 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 Car accompanying these trains through between Jersey City and Pittsburgh, without change.

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

SOHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7.15 A. M. and 3.30 P. M., returning from Tuscarora at 8.05 A. M. and

SCHUYLKILL AND SUSQUEHANNA RAIL-

SOHUYIKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Anburn at3.45 A. M. for Pinegrove and Harrisburg, at 10 A. M. and 1.20 and 7.19 P. M. for Pinegrove only; returning from Harrisburg at7.30 P. M. and from Pinegrove at 8.15 A. M. and 4 and 5 P. M.

TICKETS.

Through first-class tickets and emigrant tickets 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. Nicolla, General Superintendent, Reading.

COMMUTATION TICKETS.

At 25 per cent. discount between any points de-

At 25 per cent. discount between any points de-dred fer families and firms.

MILEAGE TIOKETS.

milteage Tiokets.

Good for families and firms.

Milteage Tiokets.

Good for 2,000 miles, between all points, at \$45 35 sech, for families and firms.

SEASON TIOKETS,

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

CLERGYMEN

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

EXCURSION TIOKETS,

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

MALLS

Close at the Philadelphia Post Office for all faces on the road and its branches at 5 A. M., and for the principal Stations only at 2. 15 P. M.

or the principal Stations only at 2.15 P. M.

NORTH PENNSYLVANIA
R. R. FOR BETHLEHEM,
DOYLESTOWN, MAUCH OHUNK, HAZLETON, EASTON, WILLIAMSPORT, &c.
WINTER ARRANGEMENTS.
THREE THROUGH TRAINS.
On and after MONDAY, Nov. 16, 1863, Passenger Trains will leave the NEW DEPOT, THIRD Street, Shove Thompson street, Philadelphia, daily, (Sandays excepted) as follows:
At 7 A. M. (Express) for Bethlehem, Allentown,
Mauch Okank, 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. in the Lehigh coal region.

At 3.15 P. M. (Express) for Bethlehem, Eas-

ton, &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, Mauch For Doylestown at 9.15 A. M. and 4.15 P. M. For Fort Washington at 10.15 A. M. and 6.15 m. White cars of Second and Third street line City Passenger Cars, run directly to the new depot.

TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.30 A. M., 9.30 A. M. and
6.07 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.
Philadelphia for Doylestown at 10 A. M. and 4. 15 P. M. Boylestown for Philadelphia at 7.30 A. M. and 2 P. M.

o secure the above rates of tare.
ap18 ELLIS CLARK, Agent.

1864. PHILADELPHIA AND
ERIE RAILROAD. 1864.
This great line traverses the Northern and
Northwest countles of Pennsylvania to the city on Erie, on Lake Erie. Erie, on Lake Erie.

It 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, (189 miles,) on the Eastern Division, and from Sheffield to Erie (78 miles) on the Western Division. Division.
FIME OF PASSENGER TRAIN AT PHILADELPHIA.

And for Freight business of the Company's

And for Freight Statistics
Agents:
S. B. Kingston, Jr., Cor. Thirteenth and Marketsts., Philadelphia.
J. W. Reynolds, Erie.
J. M. Drill, Agent N. C. B. B. Baltimore.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
JOSEPH D. POTTS,
This General Manager. Williamsport.

WEST OHESTER AND PHILADELPHIA RAIL-RUAD, VIA MEDIA.—SPRING ARRANGE-MENT.—CHANGE OF DEPOT.—On and after FRIDAY. April 1, 1864, the Trains will leave Philadelphia, from the DEPOT, CORNER OF THIRTY-FIRST AND MARKET STREETS, (West Phivadelphia), at 8.00 and 11.05 A.M., and at 2.30 and 4.30, and 6.45 P.M. Leave West Chester at 6.20, 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 Jompany
be liable for an amount exceeding \$100.
apt HENRY WOOD, Gen. Supt. LACTURE - L COLOR OF SERVICE TO SERVICE DY

TRAVELING GUIDE.

accessible by railroad.

INDIANA BRANCH RAILEOAD.

The Through Express connects at Blairsville Intersection with a train on this Road for Blairs.

Intersection with a train on this Road for Blairsville, Indiana, &c.

EBENSBURG AND ORESSON BRANCH

RAILROAD.

The Through Express Train connects at Oresson at 10.45 Å. M., with a train no this road for
Ebensburg. A train also leaves Oresson 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 OLEARFIELD BRANCH

EAILROAD.

The through Express Train connects at Tyrone
with Trains for Sandy Ridge, Philipsburg, Port
Matida, Milesburg and Bellefonte.

HUNTINGDON AND BROAD TOP BAILROAD.

The Through Express Train connects at Hun-

ROAD.

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

NORTHERN CENTRAL AND PHILADEL PHIA AND ERIE RAILROADS.

FOR SUNBURY. WILLIAMSPORT, LOCK HAVEE and all points on the Philadelphia and Erie R. E., and ELMIRA, ROCHESTER, BUFFALO AND NIAGARA FALLS. Passengers taking the Mail Train at 8.06 A. M., and the Through Express at 10.30 P. M., (Daily, except Sunday,) go directly through without change of cals between Philadelphia and Williamsport.

liamsport.
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 that the same of th stations

MANN'S BAGGAGE EXPRESS. MANN'S BAUGAGE EXPLESS.

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 resonable. are assured that it is entirely responsible.

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

JAMES COWDEN,

WESTERN EMIGRATION.
An Emigrant Accommodation Train leaves No.
137 Dock street daily, (Sundays excepted,) at 4.66 . 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 Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by railroad direct, or to any port on the navigable rivers of the West, by steam-sers from Pittsburgh. ers from Pittsburgh.

For freight contracts or shipping directions, apply to S. B. KINGSTON, Jr., Philadelphia.
ENOCH LEWIS,
jans General Superintendent, Altoons, Ps. jans General Superintendent, Altoons. Pa.

WEST JERSEY RAILROAD

Running time of trains, com.

mencing FRIDAY, Jan. 1, 1864.

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 8 99 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.

jeturning at 4 and 8 A. M. and 110 P. M.

For x toury, &c., at 9 A. M. and 3 and 4 P. M.

jeturning at 4 and 8 A. M. and 110 P. M.

M. Returning at 7.00, 7.48, 9.38 A. M. and 9

45 P. M.

J. VAN RENSSELAER, Superintendent.

J. VAN RENSSELAER, Superintendent. SALEM RAILROAD. Running vir of trains, commencing FRIDAY, Jan. 1, 1864.

Walnut Street Wharf at 9 A. M. and 4P. M. Freight 12 M. Returning, leave Salem at 6.10 A. M. and 1.10 P. M. Freight daily each way. Apply to MORTON MILLS, Agent, 2d Covered Pier below Spruce st. J. VAN RENSSELAER, Superintendent.

CAPE MAY AND MILLVILLE RAILROAD. CAPE MAY AND MILLVILLE RAILROAD.
Running time of trains, commencing FRIDAY,
Jan. 1, 1884, 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 below
Spruce street. prince street.

1. VAN RENSSELAER, Sup't.

PHILADELPHIA AND BALTIMORE CENTRAL RAILKOAD.—SPRING ARRANGEMENT.
Cu and after FRIDAY, April 1, 1864 the trains will leave Philadelphia from the Depot of the W. C. and P. R. R. Co., corner of THIRTY-FIRST and MARKET Streets, (West Philada.), at 8,00 A. M. SHARA 30 P. M. Jessey Oxford et 8,20 A. W. 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, ap1

HENRY WOOD, Gen'l Supt.

ap1 PHILADELPHIA AND EIGHT AND EIGHT AND EIGHT AND EIGHT AND WINTER ARRANGEMENT.
For Williamsport, Scranton, Elmira, Buffalo, Magara Falls, and all points in the West and Northwest. Passenger Trains leave the Depot of Philadelphia and Reading Railroad, cor. BROAB 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. cor. Sixth and Chestrat

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.—Estate of EDWARD CARR, deceased. The auditor appointed by the Court to audit, settle and adjust the account of CATHARINE CARR, administrative and to cover discrete. ministratrix, and to report distribution of the balance in her hands will meet the parties interested for the purposes of his appointment on WEDNES-DAY, April 27th, 1864, at 31/2 o'clock P. M., at his office No. 601 SANSOM Street, second-story, front room, in the City of Philadelphia OHARLES A. FREEMAN,

TO WASHINGTON C. HARLENA, Respondent in above case.

To THE ORDER OF COMMON PLEAS FOR AUDITOR OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILA-DELPHIA.—AMANDA E. HARTMAN, by her next Friend, &c., vs. WASHINGTON C. HARTMAN. Dec. Term, 1863, No. 28, Divorce.—You will please take notice that a rule has been granted on you to show cause why a divorce a vinculo matrimonité hould not be decreed in the above cause, returnable SATURDAY, April 23d, 1864.

H. C. TOWNSEND,
Attorney for Libellant.

To WASHINGTON C. HARTMAN, Respondent in above case.

To Washington C. Hartman, app. s&w4ts above case.

App. s&w4ts

IN THE ORPHANS' COURT FOR THE UITY AND COUNTY OF PHILADELPHIA.—Estate of FRANCES HOWE, deceased. The Auditor appointed by the Court to audit, settle and adjust the account of WM. W. KNIGHT and CHARLES ADAMS, Executors of FRANCES HOWE, deceased, and to make distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his apthenomenance of the accountant, will meet the parties interested for the purposes of his applicable of the purpose balance in the names of the accountance, which parties interested for the purposes of his appointment, on WEDNESDAY, April 20th, 1864, at 4 o'clock P. M., at his office, No. 131 South FIFTH street, in the city of Philadelphia.

Ap9, s, tu, th-5t*

ap9, s, tu, th-5t* CO-PARTNERSHIPS. NOTICE. -CHARLES C. KNIGHT IS AD-IN mitted to an interest in our business from this date. C. D. ROBBINS & CO., Iron and Steel Merchants, N. E. Cor. Second and Vine sts., and 42 and 44 North Front street,
PHILADELPHIA. April 1. 1889 and 1.1m*

DURHAM MUSTARD.—The subscribers are now receiving an invoice of this celebrated English Mustard, the finest in the world, put up in pound and halt-pound bottles, imported and for sal by april 108 and 110 south Wharves

SHIPPING.

rates.
For further information, apply at the Company's Offices.

JOHN G. DALE, Agent,

111 Walnutstreet, Philadelphia.

BOSTON AND PHILADELPHIA
STEAMSHIP LINE-Sailing from each
port on Saturday-From first wharf above 2nd
street, Philadelphia, and Long wharf, Boston, on
Saturday, April —, 1864.
The steamship —— will sail from Philadelphia
on Saturday, April —, and steamship NORMAN,
from Boston on Saturday, April 16, at 4 P. M.
These new and substantial Steamships form a
regular line, sailing from each port punctually on
Saturdays. Saturdays.
Insurance at one-half the premium charged by

Freight taken at fair rates. Shippers are requested to send slip receipts and bills of lading with their goods.

For freight or passage, naving fine accommodations, apply to HENRY WINSOR & CO.,

332 South Delaware avenue.

TOWN and WASHINGTON—Hand's Steam Line, via Canal—Every Wednesday at 12 M., and every Saturday at 8 A.M.

Steamer LEADER, Captain Caliahan.

Steamer H. J. DEVINNY, Captain Bristow.

Steamer E. CHAMBERLIN, Captain Stewart.

These steamers form a semi-weekly line between Philadelphia and the above ports; salling regularly as advertised, and carrying freight lower than by any other route. Freight received every day and bills of lading given. Apply to THOMAS WEBSTER, 14 North Wharves.

FOR NEW YORK—DESPATING

FOR NEW YORK.—DESPATOH
and SWIFT-SURE LINES—Vis Delaware and Raritan Canal.—The steamers of these
ilnes are leaving daily at 12 o'clock, M., and
o'clock, P. M., from third Pier above Walnut'st.
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD &
OO., 132 South Delaware avenue.

FOR NEW YORK—New Daily Line
—Via Delaware and Raritan Canal—
Philadelphia and New York Express Steamboat
Company will receive freight and leave daily at \$\frac{1}{2}\$ P. M., delivering their cargoes in New York the following days. ollowing days. Freight taken at reasonable rates.

WILLIAM P. CLYDE, Agent, 14 South Wharves, Philads. JAMES HAND, Agent, Piers 14 and 15 East River, M. Y.

FOE SAN FRANCISCO.

COLEMAN'S CALIFORNIA LINE.

SAILING BEGULARLY AS ADVERTISED.

Freight for this Line sent to New York via Swift.

Sure Line at reduced rates.

The splendid extreme clipper,

CALLYPSO,

Baker, Commander,

Is now rapidly loading at pier 11, East River.

This little clipper is new and built at Newburyport expressly for the California and China trade. Shippers will please examine this yessel and send their goods down at ence.

She will only carry about 1,300 tons, and will be dispatched in a very few days. For balance of freight, apply to

BISHOP, SON & OU.,

105 Arch street, above Front.

FOR LIVERPOOL. 20th instant.

FOR LIVERPOOL—20th instant.—The first class Neutral packet ship EMPIRE. QUEEN, B. G. Moran, master, having her cargo engaged, will sail as above. PETER WRIGHT & SONS. 115 Walnut street. FOR LIVERPOOL—The first class Neutral ship THE ORAIGS, G. A. Baker,
master having a large portion of her cargo engaged, will sail soon. For balance of freight, apply to PETER WRIGHT & SONS, 115 Walnut
street.

apply

PETROLFUM FREIGHT FOR LIVERPOOL.—The fine British bark SHERWOLD,—, master, having the greater part of her eargo engaged, will have quick dispatch for the above port. For balance of freight, apply to WORKMAN & CO.. 123 Walnut street. mh25 FOR BARBADOS—The British schooner DART, Jacob Conrod, master, will sail in a lew days. For freight, apply to GEORGE ALKINS & CO, 154 North Delaware avenue, mh29. FOR NEW OBLEANS.—The Al new clipper built bark ZELINDA, Bucknam, master, having freight all engaged, will have quick dispatch for the above port. Splendid accommodations for passengers. Apply to E. A. SOUDER & CO., Dock street wharf. april-6t

FOR BUSTON—Express Line—The fine packet schr FANNY KEATING, Porter, master, is now receiving freight at Girard's wharf, second wharf above Market street, and will sail for the above port with prompt dispatch. For freight, apply to DAVID COOPER. 18 North Wharves. bark Louise Jewett, Hopkirk, master, 472 toni register; brig J. W. Spencer, Spencer, master, 3.800 bbls. capacity; Br. brig H. F. Ochthurst, Emory, master, 18,000 bbls. capacity; Br. schr. Maria Jane, Parritt, master, 1,600 bbls. capacity; schr. J. H. French, Crosby, master, 2,200 bbls.

capacity. For terms, apply to E. A. SOUDER. & CO., Dock street wharf. FOR SALE—The brig MOUNTAIN EAGLE, 257 tons register, built at Tremont, Me., in 1825; 104 feet long, 37 feet 3 inches beam. 10 feet 3 inches hold; received extensive repairs and was opened and found sound in 1802; now well found in sails, rigging, &c. Apply to J. E. BAZLEY & CO., 122 South Wharves. apil

FOR SALE, FREIGHT OR UHARTER
The fine three masted schooner SAMUEL.
CULT, Captain Hilliard, 240 tons, 1,200 barrels
capacity, light draft. Apply to DAVID COOPER,
18 North Wharves. JOHN SHINDLER & SONS, SAIL-MAKERS, No. 244 North WARVES, below Vine street, Philadelphia. All work done in the best manner and on the lowest and most favorable terms, and warranted to give perfect satisfaction. o give perfect satisfaction.
Particular attention given to repairing. mhl5-tf CONSIGNEES' NOTICE.—British ship THE

ORAIGS, Baker, master, from Liverpool, is now discharging under general order at
Shippen street wharf. Consignees will please attend to the reception of their goods. PETER
WRIGHT & SONS, 115 Walnut street. ap13-tf NOTIOE.—All persons are hereby cautioned against trusting any of the crew of the Danish brig C. EUNOMIA, as no debts of their contracting will be paid by captain or consignees. WORKMAN & CO., 123 Walnut street. ap12 NOTICE.—All persons are hereby cautoned against trusting any of the crew of the British ship THE CRAIGS, Baker, master, from Liverpool, as no debts of their contracting will be paid by captain or consignees. PETER WRIGHT & SONS, 115 Walnut street

THE CUNSIGNEE of 1 barrel Sugar, ½ barrel Molasses, 1 box Pecan Nuts, per brig ALFRED, from New Orleans, marked Mrs. Elizabeth Lear, care of George Curtz, will please call for the same at BISHCP, SON & CO.'S, 105 Arch

LIQUORS, &C. TONIC ALE.—Jordan's Tonic Ale, warranted pure and free from dregs, browed expressly for invalids and family use. Philadelphia Ales constantly on hand, and bottled only for family use; delivered free to all parts of the city. English and Scotch Ales; also, Brown Stout, on hand at reasonable prices. Catawba Wines, from celebrated Vineyards, by the dozen or gallon. P. J. JORDAN, 220 PEAR street, below Third an Walnut and Dock streets.

J. F. DUNTON,
149 South Front street, above Walnut.
Agency of CRUSOE and CAMPELL, SHERRIES,
ERNEST IRROY & CO. 'S CHAMPAGNES,
Golden Star Brand,
Agency Agency Agency Co. BRANDIES PORTS and MADEIRAS. 2010

TRUSSES.

Walnut and Dock streets.

MRS. JAMES BETTS'S CELEBRATED SUPPORTERS FOR LADIES, and the only Supporters under Medical patronage. Ladies and Physicians are respectfully requested to call only on Mrs. BETTS, at her residence, 1039 WALNUT street, Philadelphis (to avoid counterfeits), thirty thousand invalids having been advised by their Physicians to use her appliances. Those only are genuine bearing the United States Copywright Labels on the box and signatures also on the Supporters with Testimonials.