## THE DAILY EVENING BULLETIN ; PHILADELPHIA, SATURDAN, APRIL 23, 1864 .--- TRIPLE SHEET.

OHESS COLUMN OF THE PHILADELPHIA EVENING BULLETIN. 6. Castles P to Q 3 7. P to Q 4 P x P 8. P x P B to Q Kt 3 9. B to Q Kt 2 B to K Kt 5 10. B to Q Kt 5 P to Q 4 (K to B sq is their best move at this point.)

SATURDAY, April 23, 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 the solution and name of the composer.

CHESS TOURNAMENT.-The Tournament at the Philadelphia Chess Club was brought to an unexpected termination this week, by the refusal of Mr. Jellett to accept the odds of pawn and two moves from Mr. Reichhelm. These gentlemen have re-cently played quite a number of off-hand games at these odds, a decided majority of which were won by Mr. Reichhelm. We think Mr. Jellett was wrong in claiming any reduction of odds under the circumstances, and we regret that the Tournament should have been brought to such an untoward end.

## THE KIESERITZKY GAMBIT.

Our readers will remember that we published a few weeks since a number of games played in a Tournament at the Café de la Régence, instituted for the purpose of testing M. de Jaenisch's new move, 7. Q to K B 3. By the last number of La Régence, we see that the Tournament has been concluded, resulting in a complete victory for the attack. M. de Jaenisch, in his analysis after the

	1. P to K 4	· • .	P to K 4		
	2. P to K B 4		PxP		
	3. K Kt to B 3		P to K Kt 4		
	4. PtoKR4		P to Kt 5		
	5. Kt to K 5		P to K R 4		
	6. K B to B 4		$\mathbf{R}$ to $\mathbf{R}$ 2		
	7. P to Q 4		Q to K B 3		
	8 QKt to B3		PtoQB3		
	9. Castles		K B to R 3		

continues the attack by 10. Q Kt to K 2, or 10. P to K Kt 3, but entirely overlooks the possibility of 10 Kt x K BP, which renders the defence hopeless, as an attentive examination will show. The remarks of La Régence are as follows : "The last section of the Tournament organized at the Café de la Régence, in order to test the classical defence of the Kieseritzky Gambit has fully established the strength and soundness of the new attack which it has developed, and the remarkable results of which we have mentioned in our preceding numbers. The success of the Tournament has been complete. A theoretical question has perhaps never before been more thoroughly sifted or more mathematically demonstrated. The lines of attack were so clearly defined that the final games became almost entirely identical, each player winning in the attack and losing in the defence. We learn with pleasure that in some of the Departments the Clubshave followed the example of the Regence, and adopted the inevi-table conclusion of the Tournament, and always with the same results. Besides this testimony, we have that of our honorable coadjutor, M. de Jaenisch, who has kindly informed us that he also recognizes the correctness of our demonstrations."

- We clip the following piece of antiquarian Chess from the Illustrated London News :

Chess from the Hutting at London Free: MARY QUEEN OF SCOTLAND A CHESSPLAYER. To the Editor of the Illustrated London News: In the year 1815, a number of ancient records, pre-served in the Register House of Edinburgh, were published in the form of a handsome volume, enti-tled "A Collection of Inventaries and other Re-cords of the Royal Wardrobe and Jewelhonse, and of the Artillery and Munitioun in some of the Royal Castles. 1485-1606." A part of the contents of this very curious and interesting book consists of an "Inventair of the Jowellis, Plenissings, &c., be-ing within the Castell of Edinburgh, pertening to our Soverane Lord and his Hienes derrest moder. 1878." The above-named inventory contains a list and minute description of the unhappy Queen Ma-ry's jewels, wearing apparel, books, &c., which must have been left in Edinburgh when she took the fatal step of going to England, and so have passed into the keeping of her son, King James. The subjoined items, which are extracted from the inventory in question, show that as Mary had amongst her personal effects three sets of Chess-men, and two works on the game, she was, in all probability, herself a Chessplayer. "The play of the Chas" was no doubt Caxton's well-known translation of Oesolis ; it is not, however, so easy to conjecture who the author of the "little buik" Was: Ane cubits polk\* of great Chas men of bane. MARY QUEEN OF SCOTLAND A CHESSPLAYER. Ane quhite polk\* of greit Chas men of bane, Ane litle grene polk with sum Chas men, Ane quhite buist; with Chas men in personages of

10. B to Q (K to B sq i 11. P x P 12. O Kt	Kt 5 5 their best mov to B 3	P to Q 4 re at this point.) Q x P B x Kt Q to K 3	The Camden Trenton Raily delphia to Ne FROM V
(The coup in	ete This more	wag annovently un-	and A. Acc
15. Kt x I 16 Q x Q 17. Kt x I	14. 3 (ch) 3 (ch)	Bx Q P Castles Px Q BPx Kt Px B Kt to R 2 Kt to Q 4 Kt to Q 2 R to K B sq P to Q B 4 Kt to Q 3 R to K B 3 R to K K B 3 P to Kt 4 P to B 5 awns a square lower	At 8 A. M., v Morning E: At 8 A. M., v Class Ticke At 12 M., via A. Accomm
18. Bx K - 19. Bx K 20. Bx R 21. Q R to	t tP oQsq	P x B Kt to K 2 R x B Kt to Q 4	A. Accomm At 2 P. M., v A. Express. At 1 P. M., vi modstion (F
22. KR to 23. P to K 24. P to K 25. R to K	<b>K</b> sq <b>B</b> 4 <b>K</b> t 3 5	K to Q 2 R to K B sq P to Q B 4 K to Q 3	modation (F At 6, P. M. vi modation ( Class Ticke 2d Olass do.
26. Q R to 27. K to E 28. K to E 29. R to Q	K sq 2 3 Kt sq	R to KB 3. P to Kt 4 P to B 5	At 7% P. M., commodatio Ulass Ticket
(Purposely down.) 30. R to C	enticing the p	awns a square lower P to Kt 5 P to B 6	2d Clas do For Mauch Belvidere, E &c., at 3 P. M For Mount 1
31. K to k 32. K to Q 33. P to Q 34. O R to		P o Q B 4 Kt to Kt 3 K to B 3 K to D 3	6 A. M., 2 an For Freehol For Palmyr
35. P x P 36. R to Q 37. R to Q	Kt 5 Kt sq, and wo	P to Kt 5 P to B 6 P o Q B 4 Kt to Kt 3 K to B 3 K to B 3 P x P Kt to Q 4 n the game.	lington, Flore 12 M., 1, 3 an Lines run dire For Palmyn Burlington at
	e Athenæum, Smith and Mr.	between Messrs. R. G. H. McCabe.	Steamboat
WHITE (MR. 1. P to K 2. K Kt t	(Guioco Pic MCCABE.) BL (4 (0 B 3	AOF (MR SWITH)	Will leave as At 1.50 A. M. City, Washi
3. KB to 4. P to Q 5. P to Q 6. P to K	<b>B</b> 4 <b>B</b> 3 1 4 5	P to K 4 Q Kt to B 3 K B to B 4 K Kt to B 3 P x P Q to K 2	At 4.30 P. M. Oity Expres At 4.30 P. M. Oity, Expre At 6.45 P. M. City, Washi Sanday Lin. M. There wi
7 Castle	aicious move.)	Kt x P	
10. Q to E 11. B to K 12. Kt to ( 13. R x K		P to B 4 Q to B 3 K to Q sq	For Water C barre, Montro lentown, Bet bertyille, Fler
			on Mondays. For Water G barre, Montro lentown, Bet bertville, Flei connects with Ohunk at 3.30 For Bristol, and 5 P. M. For Holmesl burg and Fra M
15. P x P 16. R to Q 17. B x Q 19. B x P	Bsq P (ch)	Ing very heatly.) P x R Q to Q B 3 B to K 2 P to Q 4 Q x B K moves ins.	For Nev
	OHESS IN P	ARTS	sington Depot Walnut, half run into the D run from the I
WH. (MR. LIN	(Centre Gam	Messrs. Lindehn and gen. bbit ) E. METDEPENNIGEN.) P to K 4	Fifty poend senger. Pass anything as All baggage o
2. P to Q 3. P to Q	4 B3	PxP	any amount be Graham's
	variation of the 3. P 7 2	n n	deliver bagga No. 3, Walnu Ap. 20, '64 LINES FEO
5. Q 10 K 7. Q Kt t 8. K Kt t 9. B to Q	o K 3	K Kt to B P to Q Kt 4 Kt to Kt 5	From foot of ( via Jersey 6, P. M. an Kensington.
10. Castler 11. P to K 12. R to K 13. B to K	3. B4 P ct3 o B3 o K 3 S B3 B4 Kt3 5 played contrar result is a mis	Q to K 5 P to K R 4 Kt to K R 3 Q to Q sq P to K K τ 4	From foot of M., via Am From Pier N P. M., (Fr
15. Kt to J	played contran result is a mis K 4	y to all rules of good erable position.) B to K 2	Camuen
16. P to K 17. P to K 18. Kt to I 19. K to R	B4 R4 Kt5 . sq	rable position.) B to K ? P to K Kt 5 Kt to B 4 Kt to K R 3 Q Kt to R 3 P to Kt 5 Kt to Q B 4	MORE KAIL On and atter S Trains leave H Baltimore at
20. Q to Q 21. Q to B 22. B to K (Well concei	ved.)		8.05 A. M., 12 Chester at 8. 11.45 P. M. Wilmington
23. Q R to 24. P to K	K sq	B to Q R 3 Q to R 4	M., 1.15, 2.30, New Castle Dover at 3 0: Milford at 8.
25. Kt x K 26. Q x P 27. Kt x K	24. P (ch)	QPxP PxB Ktou2 UxKt	Salisbury at Tra Baltimore a 4.55 and 7.25 H Wilmington
28. R to Q 29. P to B 30. R to Q 31. R to B	.sq (ch) e 5 (ch) 7 (ch) 7 (ch), and wit	K to B 2 K to Kt 3 K to B sq as.	6.30, 8.35 and 1 Saliebury at Milford at 2. Dover at 6.30
CI	HESS IN GEI Game No.	RMANY. 750.	New Castle a Chester at S. and 11.45 P. M Leave Baltin
WHTTE (MR	PFLAUM.) BL	t Lange and Pflaum. no.) ACK (MR. LANGE.) P to K4 O K to B 3	stations at 7.25 Leave Baltin tions at 1.10 P Trains for B
5. P to Q	<b>B</b> 3	P to K4 Q Kt to B 3 K B to B 4 P to Q 3 Q to K2 tyle of defence, but a	3.00, and 11.05 9.25 A. M., 3. Freight train run as follow Leave Phila
good one.)			Leave Phila diate places at Leave Wilm ate places at 7. SUNDAYS
9. Q Kt t 10. Q to B 11. P to Q	0 Q 2 2 5 8 4 5	B to Q Kt 3 B to Q 2 K Kt to B 3 Castles (K R) Q R to K sq Kt to Q sq P to K R 3 P to K K 4	M., from Phil delphia to Wil 11.45 P. M. H 6.30 and 11.12
13. B to K 14. Kt x B (An unsoun	R 4 It P d sacrifice. V	P to K Kt 4 White, however, pro- the constrained po- re obtained.)	Baltimore to .
15. BxP	d otherwise hav 14.	ve obtained.) P x Kt K to K t 2 R to K R sq () R to K K sq	On an
16. K to R 17. Q to Q 18. P to K 19. Q to K 20. B to K	<b>B</b> 4 t 3	Q R to K Kt sq Q R to K Kt sq K to B sq K to K sq P x P	F Leave Philad 1, 2, 3.10, 4, Leave German
$21. \mathbf{Q} \times \mathbf{P}$	vneeted to Whi	Kt x Q P	12 A. M.; 1, M. The 8.20 d leaving Germa
23. Q X Q 24. Q R to 25. K to R 26. Kt to I	K sq 2 K 4	R x Q K to B sq R x Q P R to K 4	Leave Philade Leave Germa CHES
27. B to Q 28. B x B 29. P to K 30. Kt to H	кt 4 36	Q x B	Leave Philad 5%, 7, 9 and Leave Chestra 1, 40, 3, 40, 5.
Be	Game No. tween the same Two Knights' D	751. e players. efence. )	The 3% and a town Branch.
1 P to K 2. K Kt to 3. K B to	4 0 B 3 B 4	LACK (MR. LANGE.) P to K4 Q Kt to B3 K Kt to B3 •	Leave Chestnu 9.25 P. M. FOR CONSH Leave Philade
(We prefer F	to Q 4 at once	) K Kt v P	4%, 6.05, 8.0 Leave Norrist 4% and 6, P.
5. R to R 6. B to Q 7. P to Q 8. Kt x P	sq Kt 5 4 3	$\begin{array}{c} \mathbf{B} \text{ to } \mathbf{Q}, \mathbf{B} 4 \\ \mathbf{P} \mathbf{x} \mathbf{P} \\ \mathbf{Castles} \\ \mathbf{K} \mathbf{t} \mathbf{x} \mathbf{V} \mathbf{t} \end{array}$	Leave Philad Leave Norrist
10. B x Kt (A very neat 11. B x Kt	sacrifice.)	Kt x K B P B x B (ch)	44, 6.05, 8.0 Leave Manay 2, 5 and 6% J Leave Philade Leave Manay H. K. SN
12. K x B 13. Q to B 14. K to K 15. Q Kt to	3 13 0 B 3	B x B (ch) Q to B 3 (ch) Q to Kt 3 (ch) Q x B Q x Kt P Q x Q B P K to R sq Q to Q 7 Q to Kt 4 (ch) B to K Kt 5 Q to Q B 4 (ch) B x B, and wins.	Leave Manayı H. K. SM
16. Kt x Q 17. Kt to K 18. Q R to 19. Q R to	P 7 (ch) Bsq Q gq	$Q \times Q B P$ K  to  R  sq Q  to  Q 7 Q  to  K t 4 (ch)	OHLESTNUTS 7th, 1862.
20. K to B 21. Q to K 22. K to B	Kt 3 sq Game No. 3	Q to Q B 4 (ch) B x R, and wins.	The Adams their facilities Railroad det
(Re	ween Messrs. 1 uy Lopez Knight	Lange and Sickel.	capacity for the forward Heav Parcels, to Wa Annapelis, H Monroe, and c
1. P to K 2. K Kt to 3. B to Q 4. B to R	4 B3 Kt5 4	Q Ktto B 3 Q Ktto B 3 P to Q R 3 P to Q Kt 4 K Kt to B 3 P x P Kt x K P	Monroe, and o army, at great Special agree large lots. So satisfactory pr
	letter blav. I		Soldiers' parce rates. Heavy and ceipted for a SEOAD and I
$\begin{array}{c} (B \ to \ K \ 2 \ 18 \ 0 \\ 8. \ R \ to \ K \\ 9. \ B \ x \ Q \\ 10. \ Q \ Kt \ to \\ 11. \ Kt \ x \ K \end{array}$	sq P- ) B 3	P to Q 4 Q x B Q to K R 4 B to K 3 B to Q 3	BEOAD and I
(PtoKR3)	would be ensure	red with R to R 6.)	MINGTON A BEIGHTS
(Ktx Kt wa	(ch) , P as probably str	conger, although the	RECEIVING Through Fre nd the Weste
16. <b>R</b> x <b>P</b> 17. Q to <b>B</b>	(ch) 15.	P x Kt · Kt to K 2 Q R to Q sq	by the above ro QUICK TH TRAINS with This route is injury by rebe
18. Q R to 19. Q to R 20. R x Kt	K sq 5 (ch) mate.	played.) R to K B sq Q x Q	more and Of owners against whilst in trans We have no
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<b>My1-1y</b>	Manufactu	A. PEYSSON, rer of Poudrette, Hall, Library street,	Of Philadelph
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TRAVELING GUIDE. t Camden and Amboy, C. and Freight and Passenger), 175 ia Camden and Amboy, Accom-[Freight and Passenger), 1st t..... 2 25 M. Holly, Evansville and Pemberton, at ind 4½ P-M. old, at 6 A. M. and 2 P. M. Yra, Riverton, Delanco, Beverly, Bur-yrence, Bordentown, &c., at 6 A. M., and 4½ P. M. The 3 and 4½ P. M. irest through to Trenton.

ret through to Trenton. ra, Riverton, Delanco, Beverly and t 6% P. M. Trenton for Bristol. Burlington, resdale and Tacony at 9.30 A. M and

ROM KENSINGTON DEPOT Gap, Stroudsburg, Scranton, Wilkes-rose, Great Bend, Mauch Chunk, Al-ethlehem, Belvidere, Easton, Lam-lemington, &c., at 7 A. M. This Line th the Train leaving Easton for Mauch 30 P. M. 1, Trenton, &c., at 7 and 11.15 A. M. sburg, Tacony, Wissinoning, Brides-rankford, at 9 A. M., 5, 5.45 and 8 P. ranktord, at 9 A. M., 5, 5.45 and 8 P. iew York, and Way lines leaving Ken-oot, take the cars on Fifth street, above If an hour before departure. The Cars Depot, and on arrival of each Train. e Depot. nds of baggage only, allowed each Pas-ssengers are prohibited from taking s baggage but their wearing apparel over fifty pounds to be paid for extra. y limit their responsibility for baggage ar per pound, and will not be liable for beyond SUC, except by special contract, s Baggage Express will call for and gage to the Depots. Orders to be left at nut street. age to the Depots. Orders to be left at ut street. WM. H. GATZMER, Agent. DM NEW YORK FOR PHILADEL-PHIA, WILL LEAVE Courtland Street at 12M. and 4 P. M., City and Camden; at 7, 10 A. M., nd 12 (Night) via Jersey City and Barciay street, at 6 A. M., and 2 P. aboy and Camden. 10. 1, North Birer, at 12 M., 4 and 8 eight and Passengers) Amboy and

PHILADELPHIA, WIL-MINGTON AND BALTI-U.RUAD-CHANGE OF HOURS.-SUNDAY, April 10, 1564, Passenger Philadelphia for 2 00 M., 2.30 and, 10.30 P. M. 05 A. M., 1.15, 2 30, 3 50, 10.30 and c. 05 A. M., 1.15, 2.30, 3.50, 10.30 and point 4.30 (Mondays excepted), E. 05 A. 10, 03.50, 10.30 and 11.45 P. M.
le at 8.05 A. M. and 3.50 P. M.
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rains for Philadelphia leave at 8.45, 9.40 A. M. (Express), 1.10, P. M.
P. M.
rat 9.00 A. M., 12, 24, 1.00, 4, 32, d11.12 P. M.
at 8.05 P. M.
at 8.05 P. M.
at 9.00 A. M., 355 P. M.

at 5 30 A. M., and 5 55 P. M. 10, 9.40 A. M., 1,00, 5.00, 7.14, 9.13

TRAVELING GUIDE. PEOM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYL-KILL, SUSQUEHANNA, OUMBER-LAND AND WYOMING VAL-LEYS, THE

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Railroad train for Milton, Williamsport, Elmira, Brailroad train for Milton, Williamsport, Elmira, Baffalo, &c. BEADING ACCOMMODATION. LeavesReading at 6.30 A. M., stopping at all way stations; arrives in Philadelphia at 9.25 A. M. Beturning. leaves Philadelphia at 9.25 A. M. Trans for Philadelphia leave Harrisburg at 8 A. M. and Pottsville at 9.15 A. M., arriving in Phila-delphia at 1.50 P. M., Afternoon trains leave Har-risburg at 2.00 P. M., And Pottsville at 2.30 P. M.. Inarriving at Philadelphia at 7.00 P. M. Inarriving at Philadelphia at 7.00 P. M. Inarriving at Philadelphia at 7.00 P. M. Inarriving the Philadelphia at 1.20 Noon, and Downingtown at 12.2° P. M. for Philadelphia and all way stations.

Downingtown at 12 3<sup>a</sup> P. M. for Philadelphia and all way stations.
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Mail trains for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 B. A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 3 P. M. And 12 Noon.
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6.45 P. M. SOHUYLKILL AND SUSQUEHANNA RAIL-BOAD. Trains leave Anburn at 3.45 A. M. for Pinegrove and Harrisburg, at 10 A. M. and 1.20 and 7.16 P. M. for Pinegrove only; returning from Harris-burg 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 to all the principal points in the North and West and Canadas. The following tickets are obtainable only at the

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 Shippers are requested to send all preceipts and bills of lading with their goods.
 For freight or passage, naving fine accommodations, apply to HENRY WINSOR & CO., 322 South Delaware avenue.
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 Steamer S. Bristow and the above ports, sailing regularly as advertised, and carrying freight lower than by and bills of lading given. Apply to THOMAS
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 FOR NEW YORK.-DESPATOR
 "Town. P. M., from third Pier above Walnut st." To so and SWIFT-SURE LINES\_Via Delaward is 'nown. P. M., from third Pier above Walnut st.
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 "FOR NEW YORK.-New Daily Line".

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The splendid extreme clipper, OALYPSO,

The splendid extreme clipper, OALY PSO. Baker, Commander, It now rapidly loading at pier 11, East River. This little clipper is new and built at Newboryport expressly for the California and China trade. Shippers will please examine-this vessel 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 & GU., It 105 Arch street, above From. FOB SAN FRANCISCO, Cal.-Direct from Philadelphia-The fast sailing clipper bark OLD HIOKORY, Oharles Callaghan, com-mander (late of the clipper ship Storm King), is now loading at Cattell's wharf, above Marke, street, and having the balk of her cargo ergagedt will have quick dispatch. Shippers will please hurry their goods alongside, as this vessel will have quick dispatch. Apply to WORKMAN & OO., 123 Walnut street. appl2-tf

FOR LIVERPOOL. -20th instant. -Tae first class Neutral packet ship EMPIRE QUEEN, B. G. Moran, master, having ber cargo engaged, will sail as above. PETEB WRIGHT & SONS. 115 Walnut street. an9-tf

ap9tf

A. FOR LIVERPOOL TH FOR LIVERPOOL-The first class Neu-master having a large portion of her cargo en-gaged, will sail soon. For balance of freight, ap-ply to PETER WRIGHT & SONS, 115 Wainut street.

woid.	31. R to B	7 (ch), and w
Buikis. The play of the Chas. A litle buik of the Chas.	CH	IESS IN GE
		Game No.
I am, Sir, yours faithfully, H. A. KENNEDY.	Played betwee	Guioco Pi
BATH, March 21, 1864.	WHITE (MR. ]	
• Bag. † Box.	1. P to K 2. K Kt t	4 5 B 3
Problem No. 329.	3. K.B.to	B4
BY M. STAVENUTER.	4. Castles 5. P to Q	B3
BLACK.	(This is an o	old-fashioned
	good one.)	
	6. P to Q 7. P to K 8. B to K	R 3
	8. B to K 9. Q Kt to	3
	10. Q to B	2
	11. P to Q	5 Kt 5
	12. B to K 13. B to K	R 4
	14. Kt x K	
	(An unsound bably preferre sition he would	d making it, 1
	sition he would	
	15. B x P	14.
	15. B x P 16. K to R	sđ
	17. Q to Q 18. P to K	B4
	19. Q to K 20. B to K	t3
	$\begin{array}{c} 20, \mathbf{D} \in \mathbf{R} \\ 21, \mathbf{Q} \times \mathbf{P} \end{array}$	-
	(Raiher unex	spected to Wh
	22 P x Kt	
	22. Q x Q 23. Q x Q 24. Q R to 25. K to R 26. Kt to K 27. B to Q 28. B x B	K sq
WHITB.	25. K to R	2
White to play and mate in three moves.	27. B to Q	B 4
	28. B x B 20 P to K	Rt 4
Solution to No. 327. WHITE. BLACK.	29. P to K 30. Kt to H	6
$\begin{array}{c} \text{WHITE.} \\ \text{BLACK.} \\ \text{I. } \mathbf{P} \text{ to } \mathbf{R4} \text{ (ch)} \\ \text{K x P} \end{array}$		Game No.
-2. R x B (ch) Q to Kt 4		tween the sam
3. K to R 2 Anything 4. Mate.		Two Knights' . PFLAUM.)
	1 Pto K	4
CHESS IN PHILADELPHIA.	1 P to K 2. K Kt to 3. K B to	B3
<b>Game No. 746.</b> Played at the Germantown Chess Club, between	4. Castles	D4
the four strongest players of that Club, consulting	(We prefer P	to Q 4 at once
against Mr. Reichheim. (Evans' Gambit.)	5. R to K	4.
WHITE (GERMANTOWN.) BL. (MR. REICHHELM.)	6. B to Q	Kt 5
1. P to K4 P to K4	7. PtoQ S. KtxP	4
2. K Kt to B 3 3. K B to B 4 K B to B 4	9 Bto K	3
4. P to Q Kt 4 / B x Q Kt P	10. B x Kt (A very neat	coorifica )
5. P to Q B 3 B to Q B 4 6. Castles P to Q 3	11. Bx Kt	eacimet.)
7. $P to Q 4$ $P x P$	11. Bx Kt 12. K x B	
8. <b>P x P</b> 9. <b>P to Q 5</b> <b>B to Q Kt 3</b> <b>Q Kt to R 4</b>	13. Q to B 14. K to Kt	3
10. $\mathbf{Q}$ to $\mathbf{Q} \mathbf{R} 4$ (ch) <b>B</b> to $\mathbf{Q} 2$	15. Q Kt to 16. Kt x Q	100
12. $Q \times B$ (ch) $Q \text{ to } Q 2$	17. Kt to K	7 (ch)
13. $Q \ge Q$ (ch) $K \ge Q$ (It is true that Black is denoted as $f \ge 1$	18. QR to 19. QR to	Bisq
(It is true that Black is deprived of castling; but, as the Queens are exchanged, that is no disadvan-	20. K to B	2 -
tage.) 14. Kt to K Kt 5	21. Q to K 22. K to B	15-1-0 EQ
(Had our Germantown friends considered the po-		Game No.
altion more attentively, they would har bave i	Played ber	ween Messrs.
made this move.) 14. B to Q 5	(Ru	y Lopez Knigh
15. B to Q 2	WUTTE (NR.	LANGE D
(This is their best move under the circumstances.)	1. P to K 2. K Kt to 3. B to Q 4. B to B	<b>B</b> 3 .
16. Kt x K B P 15. B x R	3. B to Q	Kt 5
(Bx Kt was their best play; then they would	4. B to R 4 5. B to Kt 6. P to Q 4	
have lost only the exchange.)	6. P to Q 4 7. Castles	L .
17. Kt x R 16. Kt to Q B 5 R to K B sq	(B to K 2 is b	
$11$ $Kt \times R$ $R$ to K B sq $18$ $P$ to K B 4 $B$ to Q 5 (ch) $19$ $K$ to R sq $P$ to K Kt 3 $20$ $B$ to B 3 $B \times B$ $21$ $Kt \times B$ $K to K R 3$ $22$ $Kt \times R$ $K to K R 3$ $23$ $P$ to K R 3 $R$ to K sq $21$ $P$ to K Kt 4 $K to K B sq$	8. R to K	sq
$\begin{array}{c} 20. B to B 3 \\ 21. Kt x B \end{array}$	9. B x Q 1 10. Q Kt to	22.2
21. KIX B Kt to K R 3 22. Kt X Kt P P X Kt	11. Kt x Kt	e Galaria da Carta
23. P to K R 3 24. P to K Kt 4 R to K sq	12. B to Kt (P to K B 3 v	o 70uld be answ
	13. Kt x B	(ch)
(Winning a pawn by force )	14. Kt x Q 15. Kt x B	P
26. R to K sq 27. R to K 2 28. K to K 2 29. K to K 2 K to K B 6 R x P		s probably si
28. K to Kt 2 Kt to B 6 29. K to Kt 3 R x P	move made wo	n prettily eno
(If R to K B 2, then Kt to K 8 (ch).)	16. R x P (	ch) 15.
(11  ft  to It D 2, then Rt to K 8 (ch).) 29. R to K B2, and wins	17. Q to B	3
Game No. 747.		uld have been
Betv cen the same pla jers.	18. Q R to 19. Q to R	ь <sup>8</sup> Ч 5 (ch)
(Loans' Gamber )	20. R x Kt	mate.
WHITE (MR. REICHHELM.) BL. (GERMANNE	DRIVY WE	
1. Pto K 4     P to K 4       2. K Kt to B 3     Q Kt to B 3       3. K B to B 4     K B to B 4       4. P to Q Kt 4     B x Q Kt P       5. P to Q B 3     B to Q B 4	TYThe	only place
3. K B to B 4 K B to B 4 4. P to O K t A B to B 4	Oleansed and d	
$\begin{array}{ccc} \mathbf{x} & P & \text{to } \mathbf{Q} & \text{Kt } 4 & \mathbf{B} \mathbf{x} \mathbf{Q} & \text{Kt } \mathbf{P} \\ 5 & P & \text{to } \mathbf{Q} & \mathbf{B} 3 & \mathbf{B} & \text{to } \mathbf{Q} & \mathbf{B} 4 \end{array}$	W2 w 2 . 5	Manufact
	<b>Ey1-1y</b>	oldemith's

more for Salisbury and intermediate nore for Dover and intermediate sta-5 M. J. Standard Chester at 3.40 A. M. 5 P. M. Leave Wilmington at 5.30, .35 and 11.40 P. M. n with Passenger Car attached will xs: adelphia for Perryville and interme at 5.40 P. M. ming on for Perryville and intermedi-7.20 P. M. S.–Only at 4.30 A. M., and 10.30 P. include to Petrimora, ferom Build From Wilmington at 7.25 P. M., from Philadelphia. H. F. KENNEY. Assistant Superintendent. GERMANTOWN AND NOR-TOWN RAILROAD. TIME TABLE. TIME TABLE. Ind after December 7th, 1863. Until further notice. FOR GERMANTOWN. Melphia-6, 7, 8, 3; 10, 11, 12, A. M.; 4, 5, 6, 7, 8, 0, 10, 11 and 12 P.M. antown-6, 7, 74, 8, 8: 20, 9, 16, 11, , 2, 3, 4, 5, 6, 64, 7, 8, 9, 10 and 11 P. down train will not stop after ON SUNDAYS. ON SUNDAYS. delphia-9.10 A. M.; 2, 7, 18% P. M. iantown-5.10 A. M.; 1, 6, 9% P. M. STNUT HILL RAILNOAD. ielphia-6, 8, 10, 12 A. M., 2, 3X, i 11 P. M. 14. 11. 11. 10. 8, 9.46, 11. 46 A. M. 40, 6.40, 8.40 and 10.40 P. M. 5% up trains do not stop on German-ON SUNDAYS. leiphis-9.10, A. M.; 2, and 7 P. M. ant Hill-7.50 A. M.; 12.40, 5.49 and OHOOKEN AND NORRISTOWN. elphia-6, 8%, 11.05 A. M.; 1%, 3, 05, and 11% P. M. town-6, 7, 7.50, 9, 11 A. M.; 1%, M. ON SUNDAYS. ON SUNDAYS. delphia-9 A. M.; 2 ¥ P. M. stown-7¥ A. M.; 5 P. M FOR MANAYUNK. delphia-6, 8¥, 11.65 A. M.; 1¥. 3, 05, and 11¥ P. M. yunk-6¥, 7¥, 8.20, 9¥, 11¥ A. M. P. M. P. M. ON SUNDAYS. elphia-9A. M.; 2% and 6% P. M. runk-7% A. M.; 5% and 8 P. M. MITH, General Superintendent, Depot, Ninth and Green streets. OFFICE OF THE ADAMS EXPRESS COMPANY, 329 STREET, PHILADELPHIA, January Express Company having enlarged at Washington, D. C., by building s Express Company having enlarged s at Washington, D. O., by building opot, and having acquired additional traneportation, are now prepared to vy Express freights, Packages and ashington, Georgetown, Alexandria, Frederick, Adamstown, Fortress other places South, occupied by the tily reduced rates. reements made for merchandize in Sutlers' goods and army supplies at prices, on application at eur office. bulky packages received and re-tt our depot, Southeast corner of LOOUST Streets HE RIPCHAM. Superintendent. 1864. RE-OPENED. 1864. PHILADELPHIA, WIL-AND BALTIMORE BAILBOAD. WESTWARD VIA. BALTIMORE AND OHIO ROUTE. G DEPOT, BROAD STREET, ABOVE CHEREY. reight facilities between Philadelphia term States, have been fully resumed route. at lowest rates. oute, at lowest rates. RANSIT BY FAST FREIGHT RANSIT BY FAST FREIGHT hout change of cars to the Ohio river. is now considered entirely safe from el raids, in proof of which the Balt-blio Baliroad Company guarantee st loss of damage by military seizure, est to the line of that road. hesitation therefore in respectfully fidence and patronage of shippers. COLHOUN & COWTON, JOHN S. WILSON, Agents, Office, Sixth street, above Unestant, PHLADELPHA, JANUARY 6, 1963. 807-159

817-119

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.

tor the principal Stations only at 2.15 P. M. NORTH PENNSYLVANIA DOYLESTOWN, MAUCH CHUNK, HAZLE-TON, EASTON, WILLIAMSPORT, &C WINTER ARRANGEMENTS. THREE THROUGH TRAINS. On and after MONDAY, Nov. 16, 1963, Prassen-ger Treins will leave the NEW DEPOT, THIRD Street, Sove Thompson street, Philadslphia, daily, (Skndnys excepted) as follows: Ai7 A. M (Express) for Bethlehem, Allentown, Mauch Otzurk, Hazleton, Williamsport. The 7 A. M. train makes close connection with the Lehigh Valley Railread, at Bethlehem, being he shortest and most desirable route to all points

the shortest and most desirable route to all points 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 Cen-

It has been leased by the Pennsylvania Railroad Company, and under their anspices is being rap-idly opened throughout its entire length. It is now in use for Passenger and Freight busi-ness from Harrisburg to Emporium, (125 miles,) on the Eastern Division, and from Shefield to Eric (78 miles) on the Western Division. At 5. 15 P. M. for Bethlehem, Allentown, Mauch 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. White cars of Second and Third street line White cars of Second and Third street line 

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 6.67 P. M. Leave Doylestown at 6.30 A. M. and 3.40 P. M. Leave Fort Washington at 6.46 A. M. and 3 P. M.

Philadelphia for Doylestown at 10 A. M. and 4. 15 Doylestown for Philadelphia at 7.30 A. M. and P. M.

The Trains leaving Philadelphia at S 00 A. M., and 4.30 P. M. connect at Penuellton with trains on the P. & B. C. R. R., for Concord, Kennett, Oxford, & c., & c.

Oxford, &c., &c. Passengers are allowed to take wearing apparel only, as Baggage and in no case will the Company be hable for an amount exceeding \$100. ap1 HENRY WOOD, Gen. Supt.

LEGAL NOTICES. IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.— Estate of JOHN H. SHELMIRE, decased. Notice is given that ELIZA H. SHELMIRE, the widow of said decedent, has filed in said Court her petition and appraisement of the personal es-tate, which she elects to retain under the act of April 14th, 1551 and supplements thereto; and that the same will be approved by the Court on Fri-day, the sixth day of May, 1864, unless exception thereto be filed. J. AUSTIN SPENCER, ap2:14s-416 AUSTIN SPENCER, ap2:14s-416 AUSTIN SPENCER, ap2:14s-416 COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.— Estate of EDWARD CARR, deceased. The auditor appointed by the Court to andit, settle and adjust the account of CATHARINE CARR, ad-ministratrix, and to report distribution of the balance in her hands will meet the parties interested for the purposes of his appointment on WEDNES. api HENRY WOOD, Gen. Supt. PHILADELPHIA AND BALTIMORE CENTRAL RALLKOAD. SPRING ARRANGEMENT.-On and after FRIDAY, Ayril 1, 1864 the trains will leave Philadelphia from the Depot of the W. C. and P. R. E. 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 5 00 A. M. connects at Oxford with a daily line of stages for Beach Bottom in Lancaster connty; 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 S100. ap1 HENRY WOOD, Gen'l Snpt. barting in the number of the appointment on WEDNES-DAY, April 27th, 1864, at 3% o'ciock P. M, at his office No. 601 SANSOM Street, second-story, in the City of Pulsdelphia

front room, in the City of Philadelphia. CHARLES D. FREEMAN, api4-th, s, tu, 5t, Auditor Auditor. LETTERS testameniary upon the estate of Wm. Morris, deceased, having been granted by the Register of Wills for the city of Philadel-phna to W. J. R. Morris and F. Carroll Brewster, all persons indebted to said estate are requested to

apl HENRY WOOD, Gen'l Snpt. ¬ PHILADELPHIA AND EL-1663. FALLAND WINTER ARAILROAD LINE. 1663. FALLAND WINTER ARRANGEMENT. For Williamsport, Scrantos, Elmira, Buffalc, Niagara Falls, and all points in the West and Northwest. Passenger Trains leave the Depot of Philadelphia and Reading Bailroad, cor. BROAD and CALLOWHILL streets, at S. 15 A. M. and 3.30 P. M. dally, except Sundays. QUICKEST ROUTE from Philadelphia to points in Northern and Western Penns ylvanis, Western New York, &c., &c. Baggagechecked through to Buffale, Niagara Falls, or intemediate points. For further information apply to JOHNS. HILLES, General Agent, Thirteenth and Callowhill streets, and office N.W. cor Sixth and Chestunt make payment, and those having claims or de-mands to make them known to them. W. J. R. MURRIS, 1719 Locust street, F. CARROLL BREWSTER, 118 S. SIXTH street. ap16-s, 61\* DENTISTRY. DR. FINE, PRACTICAL DENTIST below Third, inserts the most besutiful TEETH of the age, mounted on fine Gold, Platina, Silver, Vulcanite, Coralite, Amber, &cc., at prices for neat and substantial work, more reasonable than any Dentist in this city or State. Teeth plugged to last for life. Artificial Teath repaired to suit. No pain in extracting. All work warranted to fit. Beforence, best familier mbyo.smi

COBKS, 50 Bales of Spanish Corks just received and for sale, by DALLETT & SON, 129 South Frontstreet.

SALEM RAILROAD.

And for Freight business of the Company's Agents: S. B. Kingston, Jr., Cor. Thirteenth and Mar-

S. B. Kingston, Jr., Cor. Thirteenth and Mar ket sts., Philadelphia.
 J. W. Reynolds, Erie.
 J. M. Drill, Agent N. O. B. R. Baltimore.
 J. M. Drill, Agent N. O. B. R. Baltimore.
 J. W. Brill, Agent, Philadelphia. LEWIS L. HOUPT, General Ticket Agent, Philadelphia. JOSEPH D. POTTS, General Manager. Williamsport.

LEGAL NOTICES.

DENTISTRY.

SHEATHING FELT.-LOWELL' PATENT. DElastic Sheathing Feit for ships; also, John-son's Patent Woolding Feit for Steam Pipes and Boliers, in store and for sale by WILLIAM S GRAWT.Mo. 1% South Delaware scenze

Auditor.

SALEM RAILROAD. Running of trains, commencing FRIDAY, Jan. 1, 1864. From Walnut Street Wharf at 9 A. M. and 4 P. 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 Sprace st. J. VAN RENSSELAER, Superintendent.

street. ap9t FOR BARBADOS- The British schooner DART, Jacob Conrod, master. will sail in a tew days. For freight, apply to GEORGE AL-KINS & CO, 154 North Delaware avenue. mh29 J. VAN KENSSELAER, Superintendent. CAPE MAY AND MILLVILLE RAILROAD, Running time of trains, commencing FRIDAY, Jan. 1, 1884, from Walnut Street Wharf. For Cape Island, Court House, Dennisville, Tuckshoe, 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 Philadelphis at 10.15 A. M. Freight sent or brought daily. Apply to MOR-TON MILLS, Agent, 2d covered Pier below Spruce street. no 12 J. VAN RENSSELAER, Sup't.

PASSAGE FUK HAVANA\_Eagle Line —The regular packet Br. brig PRUTEGE, hey nolds, master, can take a few passencers, if applied for immediately. For passage, apply to J. E. BAZLEY & CO., 122 S. Wharves. ap23-6t

J. E. BAZLEY & CO., 122 S. WHARVES. AP23-GE FOR BOSTON-Express Line-The fine proceedings of the second state of the second wharf above Market street, and will sail for the above part with prompt dispatch. For freight, apply to DAVID COOPER. 16 North Wharves.

FOR BOSTON-EXPress Line-The fine packet schr. QUEEN OF THE SOUTH-Corson, master, is now receiving freight at Ken, nedy's wharf, above Arch street, and will sail with dispatch. For freight, apply to DAVID COOPER, 18 North Wharves. ap21 1864. PHILADELPHIA AND ERIE RAILROAD. 1864. This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie, on Lake Erie. It has been leased by the Pennsylvania Railroad

COOPER, 15 North Wharves. ap21 COOPER, 15 North Wharves. ap21 ap21 FOR FREIGHT OK OHARTER—The fine live oak Br. bark Sherwood, Bailey, master, 6 000 bbls, or 700 tons cap.city; the A1 clipper Br brig H. O. Bazley, Fevin, master, 1, 500 bbls. or 700 tons capacity: the A1 brig Centaur, Kilton, master, 240 tons, 360 tons capa-city. For terms, apply to J. E.BAZLEY & O()., 129 South Wharves. ap23-4t JOHN SHINDLER & SONS, SAiL-MAKERS, No. 244 North WABVES, 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. mhl5-tf Particular attention given to repairing.

CONSIGNEES' NOTICE.-British ship RE-COVERY, Wilber, master, from Liver-pool, is now discharging under general order at Shippen street wharf. Consignees will please at-tend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street. ap23-tf CONSIGNELS' NOTICE.—Schr. TENNES-DNEE, Wooster. master, from New York, is now discharging cargo at second wharf above Race street. Consignees will please send for their goods, and oblige DAVID COOPER, 18 North Wharves.

Wharves. ap21-3t **N** OTICE.—All persons are hereby cautioned against trusting any of the crew of the British ship RECOVERY, Wilber, master, from Liver-pool, as no debts of their contracting will be paid by captain or consignees. PETER WRIGHT & SONS. 115 Walnut street ap21tt

THE CONSIGNEE of 1 barrel Sugar, & barrel Molasses, 1 box Pecan Nuts, per brig AL-FRED, from New Orleans, marked Mrs. Eliza-beth Lear, care of George Curtz, will please call for the same at BISHCP, SON & CO.'S, 105 Arch street.

PIANOS, &C.

PIANOS, &C. UNITED STOCK COMPANY FIRST-OLASS PIANOS, of New York; also, Worcester's inimitable Patent Hinged Plate Pianos, for sale at No. 18 North Seventh street. mbl6-2m0 CLOSE & BAECKLER. A. STANKOWITCH, PIANO to 930 RIDGE avenue, above Vine, and is prepared to receive orders as usad. His many customers bear testimoay to his skill and ability as a correct and thorough Tunêr. His Ee-pairing is done in a durable and artistic manner, as he is a practical Piano Maker; has eight years' 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. MASSORTMENT of the best

AN ASSORTMENT of the best New York and Philadelphia Manu-facturing, from \$275 upwards Also, MELODEONS, Harmoniums and Cabines Organs. No. 233 South FIFTH street, at the New Store, a few doors below Walnut. P. SCHULEE & CO. 1917-30

THE PHILADELPHIA RIDING SOHOOL, FOURTH Street, above Vine, will re-open for the Fall and Winter season on MONDAY, Sept. 20th. Ladies and gentlemen desiring to acquire a theorem becomide of this accountishment, will atth. Ladies and gentlemen desiring to acquire a thorough knowledge of this accomplishment will and every facility at this school. The horses are safe and well trained, so that the most timid need not fear. Saddle horses trained in the best man uer. Saddle horses, horses and vehicles to hird Also carriages for funerals, to cars, steamboats, & Sadde Market and Salar and Salar a soft

COPPER AND YELLOW METAL SHEATH-ING, Brazers, Copper, Nails, Bolts and Ingot Copper, constantly on hand, and for sale by HENRY WINSOR & CO., 322 South Wharves