CHESS COLUMN
OF THE
PHILADELPHIA EVENING BULLETIN.
FRIDAY, January 19, 1865.

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.

Answers to Correspondents.

"J. B., NEW YORK."—The excuse of losing games in order to draw on bets, is ridiculous in the extreme; and, indeed, most palpably so in the individual case you mention. Betting has always been discountenanced by the gentlemen of the Philadelphia Chess Club, and the fact is well known by all who have ever visited it. In regard to your second communication, we can only say that brilliant genius does not make actions the less contemptible or pitiable in the minds of all right-minded persons.

"A. M."—Mr. Knox is unquestionably the strongest player in Harrisburg; in a series of seven games with Mr. Mackenzie, he drew three. Unfortunately, only two out of the five games played with Mr. R——, at the Knight, were preserved, and they may be given at some future day.

"STUDENT."—The membership of the Library amounts to nearly 7,000, of whom several hundred frequent the Chess Room. The moderate tax of $3, or if a subscriber, $5 per annum will insure you all the privileges of the institution.

"W. C. McK., JR."—Have received your letter, and also replied to it.

PANTOMIMIC CHESS. — Amongst the Chrismas Pantomimes in London, was one at the New Surrey Theatre, called "King Chess; or, Tom the Piper's Son and See Saw-Margery Daws." The story of the opening turns upon the assumption of the guise of Simple Simon by a powerful and evil-disposed monarch, the King of Chess (Mr. H. Thompson), to win the heart of Margery Daw (Miss Goodall), who much prefers the Piper's Son (Miss E. Jacobs). There are several rustic scenes, and one of an entirely novel character—the Palace of King Chess—in which an actual game, following the rules of that scientific pastime, is played out upon the stage by living figures so costumed that Chang might do duty among them as a pawn. The *Illustrated News* of the 30th ult., gives a most amusing engraving of one of the scenes.

THE NEW YORK TOURNAMENT.

The New York *Evening Post*, of the 17th inst., says:

The Tournament of the New York Chess Club, which began about ten days ago, is still in progress at the Rooms at the Club, in the University Building. Much interest is taken in the games of Chess players, and the Rooms are frequently crowded in the evenings. The following games have been played thus far:

First Class—G. H. Mackenzie and Charles H. Stanley have played three games, two of which were won by Mr. Mackenzie, and one was a drawn game. These gentlemen are considered the best players in the United States, with the exception of Paul Morphy.

[These two gentlemen may be so "considered" in New York, but they have not yet proved their title to such consideration. We, of Philadelphia, are prepared to dispute it.—EDS. BULLETIN.]

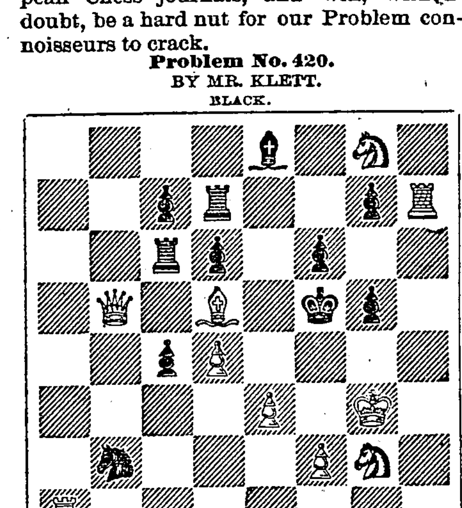
Messrs. James Thompson and A. Zerega have played three games, all of which were won by Mr. Thompson. Messrs. Belcher and W. Thompson have played two games, both of which were won by Mr. Belcher. Messrs. Warner and Delmar will play on Thursday evening. This will be an interesting match, as both gentlemen are considered excellent players.

Second Class—The following games have been played by members of the second class: Dr. Ward and Mr. Graham played two games; both were won by the former. Mr. Dill and General De Trobriand have played two games, the former winning them. Messrs. Graves and Martineau have played two games, each gentlemen winning one. Dr. Ward and Mr. Dill, winners of the first matches, have played two games, each winning one of them.

Third Class—Dr. Gilbert and Mr. Arietta have played two games, which were won by the latter.

WE direct especial attention to the following, one of the competing Problems of the *Palemède Français* Tournament. It is spoken of very highly by different European Chess journals, and will, without doubt, be a hard nut for our Problem connoisseurs to crack.

Problem No. 420.
BY MR. KLETT.
BLACK.



WHITE.
White to play and mate in four moves.

Solution to No. 412.

WHITE.	BLACK.
1. Kt to Kt 3	B to Kt 4
2. K to R 5	B to Q sq
3. Q to B 4 (ch)	K x Q
4. B to Q 6 mate.	

Solution to No. 413.

WHITE.	BLACK.
1. P x Kt	B x P
2. Q to Q 2	R to Q 6
3. Q x P (ch)	Kt x Q
4. B to Kt 7 mate.	

Solution to No. 414.

WHITE.	BLACK
1. Kt to Kt 5	Kt to Kt 6
2. K to Q 6	K x R
3. B to K 2 mate.	

CHESS IN PHILADELPHIA.
Game No. 1269.

Lately played at the Mercantile Library, between Mr. Reichhelm, giving the odds of a Knight, and Mr. W. C. McKibbin, Jr.

(*Remove White's Queen's Knight.*)
(*Evans' Gambit.*)

W. (MR. REICHHELM.)	B. (MR. MCKIBBIN.)
1. P to K 4	P to K 4
2. Kt to B 3	Q Kt to B 3
3. B to B 4	B to B 4
4. P to Q Kt 4	B x Q Kt P
5. P to Q B 3	B to B 4
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	

(In yielding the odds of a Knight to a strong player, no better attacking move can be adopted at this stage. P to K R 3 here also has its peculiar advantage to the giver of odds.)

9. K Kt to K 2

(The present line of defence, though somewhat inferior to 9. Kt to B 3, or 9. Kt to R 4, is conducted by the defending player with ingenuity and skill.)

10. Kt to Kt 5	P to Q 4

(10. Q to R 5 would evidently be the crushing reply to castling.)

11. P x P	Q Kt to R 4

(Again the only move; for, if

11. K Kt x P

12. Kt x B P	K x Kt
13. Q to B 3 (ch)	Q to B 3
14. B x Kt (ch)	K to B sq

If B to K 3, then B x B (ch) and P to Q 5 (ch)

15. B to R 3 (ch)	Kt to K 2
16. Q R to K sq	P to Q B 4
17. Q x Q (ch)	P x Q
18. R x Kt	

The only move to keep up the attack.

18. K x R

19. P x P	B to B 2
20. P to B 6 (ch)	K to Q sq

21. R to Q sq, with an irresistable game.)

12. B to Q 3

(Suppose—

12. P to Q 6	Kt x B
13. P x Kt	Q to Q 4, &c.)

12. Q x P

13. P to B 4	B to Q 2

(In the next game Black takes the pawn at once, checking.)

14. R to K sq	B x P (ch)
15. B x B	Q x B (ch)
16. K to R sq	Q x B P

(He could not castle on either side withou sustaining loss.)

17. R x Kt (ch)	K x R
18. Q to K sq (ch)	K to B sq
19. Q x Kt	P to K R 3
20. Kt x B P	K x Kt

(This is the best relief; R to K Kt sq would have only added to his difficulties.)

21. R to K B sq	Q x R (ch)
22. B x Q	P to Q Kt 3
23. B to B 4 (ch)	K to K 2
24. Q to K 5 (ch)	K to Q sq
25. Q x Kt P	R to K sq
26. P to K R 3	P to B 3
27. Q x P	K to B 2
28. Q to B 4 (ch)	K to Kt 2
29. Q to Q 6	Q R to Q sq
30. Q to R 3	P to R 4
31. K to R 2	B to K 3
32. B x B	R x B
33. P to R 4	K R to Q 3
34. P to R 5	R to Q 6
35. Q to K 7 (ch)	K R to Q 2
36. Q to R 4	R to Q 5
37. P to Kt 4	R to Q 7 (ch)
38. K to Kt 3	Q R to Q 6 (ch)

(As Black afterwards demonstrated, the K R here would have drawn the game.)

39. K to B 4	R to Q 5 (ch)
40. K to K 5	R to Q 4 (ch)
41. K to K 6	R to Q 3 (ch)
42. K to K 7	K to B 2
43. Q to Kt 3	R to K 7 (ch)
44. K to B 7	K to Q 2
45. Q to R 4	Q R to K 3
46. P to R 6	R to K 2 (ch)
47. K to Kt 6	P to B 4
48. P to Kt 5	K R to K 4
49. Q to R 3 (ch)	K to Q sq
50. P to R 7	K R to K 3 (ch)
51. K to B 5	R to K 4 (ch)
52. K to B 6, and wins.	

Game No. 1270.

Another game between the same players.
(*Remove White's Queen's Knight.*)
(*Evans' Gambit.*)

W. (MR. REICHHELM.)	B. (MR. MCKIBBIN.)
1. P to K 4	P to K 4
2. Kt to B 3	Q Kt to B 3
3. B to B 4	B to B 4
4. P to Q Kt 4	B x Q Kt P
5. P to Q B 3	B to B 4
6. Castles	P to Q 3
7. P to Q 4	P x P
8. P x P	B to Kt 3
9. B to Kt 2	K Kt to K 2
10. Kt to Kt 5	P to Q 4
11. P x P	Q Kt to R 4
12. B to Q 3	Q x Q P
13. P to K B 4	

(Up to this point the game is the same, move for move, as the last one.)

13. B x P (ch)

14. B x B	Q x B (ch)
15. K to R sq	Q to B 3
16. Q to R 5	

(Played in order to have Black advance his K Kt P, and thus weaken his position on the King's side.)

16. P to K Kt 3

17. Q to K 2	B to Q 2
18. Kt to K 4	Q to K 3
19. Q to Q 2	Q Kt to B 3
20. Q R to Kt sq	

(20. Q to Kt 2 would also have been a perplexing move for Black.)

20. P to Q Kt 3

21. Q to B 3	K R to B sq
22 K R to K sq	P to K B 4
23. Kt to Kt 5	Q to B 3
24. Q to R 3	Q to Q 3
25. Q to B 3	Q x B P
26. Kt x R P	Q to Q 5
27. R x Kt (ch)	K x R
28. R to K sq (ch)	K to Q sq

(If K to B 2, then B to B 4 (ch), &c.)

29. Q x Q	Kt x Q
30. Kt x R	B to K sq
31. B to B 4	P to Q B 4

And after a prolonged struggle, the game was scored by Black.

DRUGS.

COD LIVER OIL.—Twenty-five barrels, new made, Cod Liver Oil, of very superior quality; Carb. Ammonia, just received, in jars; also, just received, twenty-five barrels very superior Alcohol, warranted 95 per cent., in the best of packages, and for sale by JOHN C. BAKER & CO.,
oc21-1y No. 718 Market street.

HODGSON'S BRONCHIAL TABLETS.—The Alleviation of Bronchitis, Catarrh, Hoarseness, and Similar Complaints, affecting the Organs of the Voice. Public Speakers, Singer and Amateurs have been greatly benefited by using these Tablets, and their high appreciation of their intrinsic merit, particularly recommends them to persons affected with BRONCHITIS, HOARSENESS, and CATARRH of the HEAD and BREAST. For sale by Druggists generally.
Prepared only by LANCASTER & WILLS, Apothecaries, northeast corner Arch and Tenth streets, Philadelphia. oc12

NEW STRENGTHENING AND REVULSIVE PLASTERS, with the pliancy of silk, the strength and softness of kid. For affections of the Chest, pains weakness, &c., &c. They are cleanly and odorless, comfortable and effective. Sold by HUBBELL, Apothecary, 1410 Chestnut street. au16

DRUGGISTS' SUNDRIES. — Graduates — Mortars Pill Tiles, Combs, Brushes, Mirrors, Tweezers, Puff Boxes, Horn Scoops, Surgical Instruments, Trusses, Hard and Soft Rubber Goods, Vial Cases, Glass and Metal Syringes, &c., all at "First Hands" prices.
SNOWDEN & BROTHER,
ap5-tf 23 South Eighth street.

ROBERT SHOEMAKER & CO., N. E. CORNER FOURTH AND RACE STREETS, Wholesale Druggists, Manufacturers and Dealers in Window Glass, White Lead, and Paints of every description, offer to the trade, or consumers, a complete stock of goods in their line, at the lowest market rates.
ROBERT SHOEMAKER & CO.,
Northeast corner Fourth and Race streets.

MAGNESIA—Jenning's Calcined, in 10lb. round tins and boxes, also in bottles. Jenning's Carbonate of Magnesia, in 2 oz. and 4 oz. papers. Heavy Calcined Magnesia lynding and for sale by CHARLES ELLIS, SON & CO., Druggists, Market and Seventh streets, Philadelphia. se16

ESSENTIAL OILS.—PURE OILS OF ALMONDS, Lemon, Bergamot, Anise, Carraway, Cloves, Orange, Wintergreen, Cinnamon, Lavender, Juniper, Cognac, Peppermint, Sassafras, Rose, Rose Geranium, Citronella, Verbena, &c., all of warranted quality. For sale by WILLIAM ELLIS, & Co., Druggists, Nos. 724 and 722 Market street. e27

DRUGS.—A LARGE AND GENERAL STOCK OF Drugs, Chemicals and Pharmaceutical Preparations, for sale by WILLIAM ELLIS & CO., Druggists, Nos. 724 and 722 Market street.

BAY RUM.—Just received, an invoice of Genuine Imported Bay Rum, for sale by the gallon, by ROBERT SHOEMAKER & CO., Druggist, N. E. corner Fourth and Race streets.

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SHEATHING FELT.—LOWELL PATENT ELASTIC Sheathing Felt for Ships; also, Johnson's Patent Woolding Felt for Steam Pipes and Boilers, in store and for sale by WILLIAM S. GRANT, No. 118 South Delaware avenue.

TRAVELING GUIDE.

READING RAILROAD.
GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST and the CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS leaving the Company's Depot, THIRTEENTH and CALLOWHILL Streets, Philadelphia at the following hours:

MORNING MAIL.
At 8 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, 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 CLINTON with Catawissa Railroad trains for 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.
Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia R. R. trains for Columbia &c., and with Catawissa Railroad train for Milton, Williamsport, Elmira, Buffalo, &c.

READING ACCOMMODATION.
Leaves Reading at 6.30 A. M., stopping at all way stations; arrives in Philadelphia at 9.30 A. M.
Returning, leaves Philadelphia at 4.30 P. M.; arrives in Reading at 7.30 P. M.
Trains for Philadelphia leave Harrisburg at 7.25 A. M., and Pottsville at 8.30 A. M., arriving in Philadelphia at 12.45 P. M. Afternoon trains leave Harrisburg at 1.45 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 7.05 P. M.
Harrisburg accommodation leaves Reading at 7.35 A. M. and Harrisburg at 9.00 P. M.
Market train, with a Passenger car attached, leaves Philadelphia at 12.45 noon for Reading and all way stations; leaves Reading 11.30 A. M., and Downingtown 12.30 P. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8.00 A. M., and Philadelphia at 3.15 P. M.

CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 8.00 A. M. and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7.05 A. M. and 2 30 Noon.

NEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST.
Leaves New York at 9.00 A. M. and 8 P. M., passing Reading at 1 A. M., and 1.48 P. M., and connecting at Harrisburg with Pennsylvania, and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c.
Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 3 and 9.05 A. M., passing Reading at 4.49 and 10.52 A. M., arriving at New York 10 A. M., and 2.45 P. M. Sleeping Car accompanying these trains through between Jersey City and Pittsburgh, without charge.
Mail train for New York leaves Harrisburg at 1.45 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6.45, 11 A. M. and 7.15 P. M., returning from Tamaqua at 7.35 A. M., and 1.40 and 4.15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7.45 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont; returning from Harrisburg at 4.00 P. M. and from Tremont at 7.00 A. M. and 6.00 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 obtained only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.
At 25 per cent., discount between any points desired for families and firms.

MILEAGE TICKETS.
Good for 2,000 miles, between all points, at $52 50 each, for families and firms.

SEASON TICKETS.
For three, six, nine or twelve months, for holders 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 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 5.30 A. M., 12.45 noon 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.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—TIME TABLE.—Commencing MONDAY, January 8th, 1866. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:
Express Train, at 4.05 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.
Delaware R.R. Train, [illegible] A.M. (Sunday excepted), for Salisbury, Milford and intermediate stations.
Way-mail Train, at 9.15 A. M. (Sundays excepted), for Baltimore, stopping at Chester, Thurlow, Linwood, Claymont, and all regular stations between Wilmington and Baltimore.
Express Train at 2.45 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.
Night Express at 11.15 P. M. for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville and Havre-de-Grace.
Passengers by boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the 9.15 A. M. Train.
As an additional accommodation for those holding through tickets for Baltimore, Washington and Southern points, a special car will leave the Philadelphia Depot at 11.30 A. M., connecting at Gray's Ferry with the Morning Express train from New York.
WILMINGTON ACCOMMODATION TRAINS, stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 8.15, 11.15 A.M., 3.30, 5 00 and 7.00 P. M. The 3.30 P. M. train connects with the Delaware Railroad for Milford and intermediate stations.
Leave Wilmington 7.00, 8.15 and 9.30 A. M., 3.00 and 5.00 P. M.
Trains for Newcastle leave Philadelphia at 8.15 A. M., 3.30 and 5.00 P. M.
THROUGH TRAINS FROM BALTIMORE
Leave Wilmington at 12.00 M., 4.30 and 9.55 P.M.
CHESTER FOR PHILADELPHIA.
Leave Chester at 8.01, 8.58 and 10.14 A. M., 12.36, 3.43, 5.01, 5.44 and 10.29 P. M.
From Baltimore to Philadelphia.—Leave Baltimore 8.25 A. M., Way Mail. 1.10 P. M., Express. 6.35 P. M., Express. 9.25 P. M., Express.
An Accommodation Train for Havre-de-Grace and intermediate stations, will leave Baltimore at 4.10 P. M.
Trains for Baltimore leave Chester at 9.52 A. M., 3.23 and 11.50 P. M.
Trains for Baltimore leave Wilmington at 12.27, 5.13 10.33 A. M., and 4.00 P. M.
SUNDAY TRAINS.
Express Train at 4.05 A. M. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.
Night Express 11.15 P. M. for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville and Havre-de Grace.
A Special Train will leave Philadelphia for Wilmington and Intermediate Stations at 9.00 P. M.
BALTIMORE FOR PHILADELPHIA.
Leave Baltimore at 9.25 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stop at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.
A special train will leave Wilmington for Philadelphia and Intermediate Stations at 6.30 P. M.
Freight train with passenger car attached will leave Wilmington for Perryville and intermediate stations at 6.04 P. M. H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.
WINTER ARRANGEMENTS.
On and after WEDNESDAY, October 18th, 1865, the trains will leave as follows:
WEST CHESTER TRAINS.
Leave Philadelphia for West Chester 8.05, 11.00 A. M., 2.15, 4.30 and 6.00 P. M.
Leave West Chester for Philadelphia 6.45, 8.15, 10.45 A. M., 1.40, 4.35 P. M.
Trains leaving West Chester at 8.15 A.M. and leaving Philadelphia at 4.30 P. M., will not stop at Pennelton, and will stop below B. C. Junction at Media only.
PENNELTON TRAINS.
Leave Philadelphia for Pennelton 4.00 and 11.00 P. M.
Leave Pennelton for Philadelphia 9.02 A. M., 6.20 P. M.
These Trains stop at all intermediate Stations.
ON SUNDAYS—Leave Philadelphia at 8.30 A. M. and 2.00 P. M.
Leave West Chester 7.55 A. M and 4.00 P M.
Trains leaving Philadelphia at 8.05 A. M. and 4.30 P. M., and leaving West Chester at 8.15 A. M. and 4.35 P. M. connect at B. C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points.
☞ Passengers are allowed to take wearing apparel only as Baggage, and the Company will not, in any case, be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same. HENRY WOOD, General Superintendent.

1865. PHILADELPHIA AND ERIE RAILROAD. 1865.
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie, on Lake Erie.
It has been leased and is operated by the Pennsylvania Railroad Company.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.
ARRIVE EASTWARD.
Erie Mail Train - - - 1 00 P. M.
Erie Express Train - - - 11 10 A. M.
LEAVE WESTWARD.
Erie Mail Train - - - 7 20 P. M.
Erie Express Train - - - 7 20 A. M.
Passenger cars run through on Erie Mail and Express Trains without change, both ways, between Philadelphia and Erie.
NEW YORK CONNECTION.
Leave New York at 6 00 P. M., arrive at Erie 3 37 A. M.
Leave Erie at 1 55 P. M., arrive at New York 1.15 P. M.
No change of cars between Erie and New York.
Elegant Sleeping Cars on all Night Trains.
For information respecting Passenger business apply at corner THIRTIETH and MARKET streets, Philadelphia.
And for Freight business, of the Company's Agents:
S. B. Kingston, Jr., corner Thirteenth and Market sts., Philadelphia. J. W. Reynolds, Erie.
William Brown, Agent, N. C. R. R., Baltimore.
H. H. HOUSTON, General Freight Agent, Philadelphia.
H. W. GWINNER, General Ticket Agent, Philadelphia.
A. L. TYLER, General Sup't., Williamsport.

TRAVELING GUIDE.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, and all points in the Lehigh and Wyoming Coal Regions.
Passenger Depots in Philadelphia, THIRD street above Thompson, and corner of BERKS and AMERICAN streets.
WINTER ARRANGEMENT.
NINE DAILY TRAINS.
On and after Monday, Nov. 20th, 1865, Passenger trains leave the Depot, Third street, above Thompson, daily (Sundays excepted), as follows:
AT 7.30 A. M.—Morning Express for Bethlehem and and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City, and with Catawissa Railroad, for Rupert, Danville, Milton and Williamsport. Arrive at Mauch Chunk at 11.45 A. M.; at Wilkesbarre at 2.45 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 12.00 M. for Easton and points on New Jersey Central Railroad to New York.
AT 8.35 A. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take Stage at Old York Road.
AT 10 A. M.—Accommodation, for Fort Washington, stopping at all intermediate Stations.
At 2.30 P.M. Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope.
AT 3.30 P. M.—Evening Express for Bethlehem and principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh Valley Train for Easton, reaching there at 6.45 P. M. Passengers for Plainfield, Somerville and other points on New Jersey Central R.R. take N. J. C. Train at Easton, which arrives in New York at 10 P. M. Passengers for Sumneytown take stage at North Wales, and for Nazareth at Bethlehem and for Greenville at Quakertown.
AT 4.15 P. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville take stage at Abington; for Lumberville at Doylestown.
AT 5.15 P. M.—Through Accommodation, for Bethlehem and all Stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for points on Lehigh Valley Railroad and for Danville, Williamsport and Catawissa Railroad.
AT 6.15 P. M.—Accommodation, for Lansdale, stopping at all intermediate Stations.
At 11 P. M. Accommodation for Fort Washington.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.25 and 10.02 A. M., and 5.15 P. M.
Passengers leaving Easton at 9.30 A. M., connect at Bethlehem and arrive in Philadelphia at 12.25 P. M.
Passengers leaving Wilkesbarre at 1 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 8.45 P. M.
Leave Doylestown at 6.30 A. M. 8.15 and 5.30 P. M.
Leave Lansdale at 6.10 A. M.
Leave Fort Washington at 10.50 and 2.15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7.20 A. M.
Bethlehem for Philadelphia at 4 P. M.
Fifth and Sixth Streets Passenger Cars convey passengers to and from Berks Street Depot.
White Cars of Second and Third Streets Line convey passengers to Third Street Depot.
Tickets must be procured at the Ticket Offices, THIRD street or BERKS street, in order to secure the lowest rates of fare. ELLIS CLARK, Agent.
Hillman's Baggage Express will call for and deliver Baggage at the Depot.
Office, No. 113 South THIRD street. no14-tf

PENNSYLVANIA CENTRAL RAILROAD.
WINTER ARRANGEMENTS.
The trains of the Pennsylvania R. R. will leave the New Depot at Thirtieth and Market streets.
The cars of the Market Street Passenger Railway run to and from this Depot. They also leave Front street every two minutes, commencing one hour previous to the time of departure of each Train and allow about 30 minutes for a trip. Their cars are in waiting on the arrival of each Train to convey Passengers into the city, and connections are made with all roads crossing Market street.
ON SUNDAYS—Cars leave Eleventh and Market streets at 6.45 P. M., to connect with the Pittsburgh and Erie Mail, and at 10.25 P. M. with the Philadelphia Express.
Mann's Baggage Express will hereafter be located at No. 31 South Eleventh street. Parties desiring Baggage taken to the trains, can have it done at reasonable rates upon application to him.
TRAINS LEAVE AND ARRIVE AT DEPOT THUS:

LEAVE.	
ERIE EXPRESS	at 7.30 A. M.
MAIL TRAIN	at 8.00 A. M.
PAOLI ACCOM., No. 1	" 10.00 "
FAST LINE	" 12.00 M.
PARKESBURG	" 1.00 P. M.
HARRISBURG ACCOM.	" 2.30 "
LANCASTER ACCOM.	" 4.00 "
PAOLI TRAIN, No. 2	" 5.30 "
PITTSBURGH & ERIE MAIL	" 7.30 "
PHILADELPHIA EXPRESS	" 11.10 "
ARRIVE.	
CINCINNATI EXPRESS	" 1.30 A. M.
PHILADELPHIA EXPRESS	" 7.10 "
PAOLI ACCOM., No. 1	" 8.20 "
PARKESBURG	" 9.30 "
ERIE EXPRESS	" 11.20 "
LANCASTER TRAIN	" 12.30 P. M.
FAST LINE	" 1.10 "
PAOLI ACCOM., No. 2	" 4.40 "
DAY EXPRESS	" 5.45 "
HARRISBURG ACCOM.	" 8.40 "

Philadelphia Express leaves daily. Pittsburgh and Erie Mail leaves daily (except Saturday). All other Trains daily—except Sunday.
The Pennsylvania Railroad Co. will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value, will be at the risk of the owner, unless taken by special contract.
For further information, as to time and connections, see bills and framed cards, or apply to THOMAS H. PARKE, Ticket Agent, at the Depot.
An Emigrant Train runs daily, except Sunday. For full information as to fare and accommodations, apply to FRANCIS FUNK, No. 137 Dock street.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.—TIME TABLE.—On and after WEDNESDAY, November 1st, 1865, until further notice.
FOR GERMANTOWN.
Leave Philadelphia—6, 7, 8, 9, 10, 11, 12, A. M.; 1, 2, 3.10 minutes, 3¼, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12, P. M.
Leave Germantown—6, 7, 7½, 8, 8.20, 9, 10, 11, 12, A. M.; 1, 2, 3, 4, 4½, 5, 5½, 7, 8, 9, 10, 11 P. M.
The 8.20 down train, and the 3¾ and 5¾ up trains do not stop on Germantown Branch.
ON SUNDAYS.
Leave Philadelphia—9.10 minutes, A. M.; 2, 7 and 10¾, P. M.
Leave Germantown—8 A. M.; 1, 6 and 9¾, P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia—6, 8, 10, 12, A. M.; 2, 3¾, 5¾, 7, 9, and 11, P. M.
Leave Chestnut Hill—7.10 minutes, 8, 9.40, and 11.40 A. M.; 1.40, 3.40, 5.40, 6.40, 8.40, and 10.40 P. M.
ON SUNDAYS.
Leave Philadelphia—9.10 minutes, A. M.; 2, and 7 P. M.
Leave Chestnut Hill—7.40 minutes, A. M.; 12.40, 5.40 and 9.25 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia—6, 8.35, 11.05 minutes, A. M.; 1½, 3, 4½, 5½, 6¼, 8.05, and 11½, P. M.
Leave Norristown—5½, 7, 7.50, 9, 11, A. M.; 1½, 4½, 6 and 8 P. M.
The 5¼ P. M. train will stop at School Lane, Wissahickon, Manayunk, Spring Mills and Conshohocken only.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 2½, and 7 P. M.
Leave Norristown—7 A. M., and 5 P. M.
FOR MANAYUNK.
Leave Philadelphia—6, 8.35, 11.05 A. M.; 1½, 3, 4½, 5½, 6¼, 8.05, and 11½ P M
Leave Manayunk—6½, 7½, 8.20, 9½, 11½, A. M.; 2, 5, 6½ and 8, P. M.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 2½ and 7 P. M.
Leave Manayunk—7½ A. M.; 5½ and 8 P. M.
W. T. WILSON, General Superintendent, Depot, Ninth and Green streets.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—WINTER ARRANGEMENTS.—On and after WEDNESDAY, October 18th, 1865, the trains will leave Philadelphia from the depot of West Chester and Philadelphia Railroad, corner of Thirty-first and Market streets, (West Philadelphia,) at 8.05 A. M., and 4.30 P. M. Leave Oxford at 6.50 A. M., and 3.10 P. M.
The train leaving Philadelphia at 8.05 A. M., connects at Oxford with a daily line of stages from Peach Bottom in Lancaster. Returning leaves Peach 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 responsible for an amount exceeding $100.
H. WOOD, General Superintendent.

OFFICE OF THE ADAMS EXPRESS COMPANY, 320 CHESTNUT STREET PHILADELPHIA, January 27th, 1862.
The Adams Express Company have 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 Merchandise in large lots. Sutler's goods and army supplies at satisfactory prices, on application at our office. Soldiers' parcels taken at much less than our usual rates.
Heavy and bulky packages received and receipted for at our depot, Southeast corner of BROAD and LOCUST streets. JOHN BINGHAM, Superintendent.

(1864.) PHILADA., WILMINGTON AND BALTIMORE RAILROAD VIA BALTIMORE AND OHIO RAILROAD. (1864.)
THROUGH FREIGHT DEPARTMENT, DEPOT, BROAD STREET, ABOVE CHERRY.
The undersigned will continue the General Freight Agency of the Philadelphia, Wilmington and Baltimore Railroad, for Philadelphia, by way of the above route to the West.
Shippers and the public generally are assured that the organization of through trains secures to Freight regular transit and prompt delivery to all parts parts.
For through rates and further information, apply to A. COWTON & CO., General Freight Agents.
JOHN S. WILSON, Freight Agent,
ja17-tf Office, Sixth street, above Chestnut.

FOR NEW YORK—BY THE NEW RAILROAD ROUTE FROM CAMDEN. LOW FARE.
ON AND AFTER MONDAY, JAN. 8TH, 1866, the Express Train of the Raritan and Delaware Bay Railroad will leave Camden, from Vine Street Ferry at 11 P. M.
Through in five hours. Fare $2 00. Excursion Tickets good for three days, $3 00.
Freight Train leaves at 12.10 P. M. and arrives in New York next morning.
FROM NEW YORK, Express line leaves Pier No. 3 at 12.20 P. M. and arrives in Camden at 5.30 P. M.
Freight and Accommodation line leaves at 4 P.M. and arrives at Camden at 11 P. M.
Freight taken at low rates. Apply to L. B. Cole Agent Cooper's Point, Camden.
ja6-tf W. S. SNEDEN, Superintendent.

TRAVELING GUIDE.

FOR NEW YORK.—The CAMDEN AND AMBOY and PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and way places, from WALNUT STREET WHARF, will leave as follows, viz: *Fare.*
At 6 A. M., via Camden and Amboy, Accom., $2 25
At 8 A. M., via Camden and Jersey City Express, 3 00
At 2 P. M., via Camden and Amboy Express, [illegible]
At 12 M. (noon) and 8 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger.) 2 25
At 6 and 11.30 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger) 1st Class Ticket, 2 25; 2d Class Ticket, 1 50
At 6 and 10 A.M., 2 and 5 P.M. For Mount Holly, Ewansville, Pemberton and Vincentown. At 6 A. M., and 2 P. M., for Freehold.
At 6 and 10 A. M. 12 M. 3.00, 5, 6 and 11.30 P. M. for Palmyra, Riverton, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, &c. The 10 A. M. and 5 P. M. Line runs direct through to Trenton.
LINES FROM KENSINGTON DEPOT will leave as follows:
At 11.15 A. M., 4.30 P. M and 6.45 P. M. via Kensington and Jersey City Express $3 00
At 12 P. M. (Night) via Kensington and Jersey City Express 2 25
The 6.45 P. M. Line will run daily. All others Sundays excepted.
At 7.30 and 11.15 A. M., 3, 3.30, 4.30, 5 and 6.45 P. M., and 12 Midnight, for Bristol, Trenton, &c.
At 7 A. M., 10.50, 3, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford and at 8 P. M. for Holmesburg and intermediate stations.
BELVIDERE DELAWARE RAILROAD, for the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through trains daily (Sundays excepted) from Kensington Depot, as follows:
At 7.30 A. M. and 3.30 P. M, for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, &c. The 3.30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.
At 5 P. M. for Lambertville and intermediate Stations.
☞ 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. On Sunday, Omnibusses will leave Walnut street wharf at 6 P. M. to connect with 6.45 P. M line.
Fifty 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.
☞ *Tickets sold and baggage checked direct through to Boston.*
Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut street.
LINES FROM NEW YORK FOR PHILADELPHIA:
Will leave from foot of Cortland street, at 12 M. and 4 P. M., via Jersey City and Camden. At 7, 10 and 11½ A. M., 6 P. M. and 12 Night via Jersey City and Kensington.
From Pier No. 1 N. River, at 6 A. M. and 2 P. M., via Amboy and Camden. At 12 M., 3 and 6 P. M. (Freight and Passenger), via Amboy and Camden.
WM. H. GATZMER, Agent.

PHILADELPHIA AND ELMIRA THROUGH LINE.
CATAWISSA RAILROAD.
Short line to Williamsport, Elmira, Oil Regions, Erie, Buffalo, Niagara Falls, Suspension Bridge, and all places in the Western, North Western and South Western States and the Canadas.
Four through trains daily (Sundays excepted).

Leave Philadelphia and Reading R.R. Depot.	Leave North Pennsylvania R.R. Depot.
8 A. M.	7.30 A. M.
3.30 P. M.	5.15 P. M.

One train on Sunday at 3 15 P. M.
By all these trains direct connection is made at Elmira with Erie railway; at Salamanca with Atlantic and Great Western railway; at Dunkirk and Buffalo with Lake Shore R. R.; and at Suspension Bridge with Great Western railway.
Fare always as low as by any other line.
Sleeping cars on all night trains.
Second class cars with cushioned seats accompany each express train, giving passengers the advantage of high speed with low fare.
For through tickets and further particulars concerning the routes, apply at the
Ticket Office, 425 Chestnut street.
oc21 N. VAN HORN, Pas. Agt.

WEST JERSEY RAILROAD LINES—From foot of Market street (Upper Ferry). Daily, except Sundays. FALL AND WINTER ARRANGEMENT.
Commencing WEDNESDAY, NOVEMBER 15th, 1865.
For Bridgeton, Salem, and all Stations on West Jersey and Salem Railroads, at 9 A. M. and 3.30 P. M.
For Millville and all intermediate Stations, at 9 A. M. and 3 P. M.
For Cape May and intermediate Stations, at 9 A. M., to Millville connecting with freight train (Passenger car attached) for Cape May, due 3.45 P. M. and 3.00 P. M. through passenger, due 8.00 P. M.
For Glassboro' and intermediate Stations, at 9 A. M. and 3.30 P. M.
For Woodbury, Gloucester, &c., at 9 A. M., 3, 3.30, and 5.30 P. M.
Freight train will leave Philadelphia from Sandford's Wharf at 10 A. M., and Camden, at 12 M.
J. VAN RENSSELAER, Superintendent.
THE WEST JERSEY EXPRESS COMPANY
Will attend to all the usual branches of EXPRESS BUSINESS, receive, deliver, and forward, through other responsible Express Companies, to all parts of the country, any article entrusted to them. A Special Messenger accompanies each through train. Office, No. 5 Walnut street

SHIPPING.

FOR NEW YORK.
EXPRESS STEAMSHIP LINE
Have commenced their regular OUTSIDE trips.
The NEW and first class Steamships
WASHINGTON, Captain Chichester.
NORFOLK, Captain Vance.
ALEXANDRIA, Captain Hattrick.
VIRGINIA, Captain Snider.
Leaving from each city on TUESDAYS, THURSDAYS and SATURDAYS, from first wharf below Market street, Philadelphia, and Piers 14 and 15 East River, New York.
These Steamships insure at lowest rates.
Freight received DAILY at our usual low rates.
WM. P. CLYDE & CO Agents, 14 South Wharves, Philadelphia.
JAS. HAND, Agent,
ja3-tf 117 Wall street, New York.

HAMILL'S PASSAGE OFFICE. FOR LIVERPOOL AND CORK DIRECT.
The first-class full powered Clyde built iron screw steamships of this Line leave regularly
EVERY WEDNESDAY AND SATURDAY THROUGHOUT the YEAR.
First Cabin (by Wednesday's steamer) $90 00
Steerage (through from Philadelphia) 35 00
PAYABLE IN PAPER MONEY,
FOR
LONDONDERRY, BELFAST, DUBLIN, GLASGOW OR LIVERPOOL.
The elegant Clyde built iron screw steamship CALEDONIA leaves on WEDNESDAY, Jan. 17. 1866.
Cabin (according to location) ...... $90, $80 and $70
Steerage $30
All payable in paper money and booked through free from Philadelphia to any of the above ports.
Parties about visiting the old country will find it to their advantage to call on the undersigned before engaging elsewhere, as they can secure choice berths and save their railroad expenses to New York.
For passage, apply to W. A. HAMILL, No. 217 Walnut street (up stairs).
Drafts issued for any amount, payable in any part of England, Ireland, Scotland and Wales or on the Continent. 1e21 tf

STEAM TO LIVERPOOL.
Calling at QUEENSTOWN, the Inman Line, sailing SEMI-WEEKLY, carrying the U. S. Mails.
EDINBURGH ...... Wednesday, Jan. 17
CITY OF BALTIMORE ...... Saturday, Jan. 20
CITY OF MANCHESTER ...... Wednesday, Jan. 24
CITY OF NEW YORK ...... Saturday, Jan. 27
At Noon, from Pier 44 North River.
RATES OF PASSAGE.
PAYABLE IN GOLD.

First Cabin	$90	Steerage	$30
First to London	95	Steerage to London	34
First to Paris	105	Steerage to Paris	40

Passengers also forwarded to Havre, Hamburg, Bremen, &c., &c., at moderate rates.
Passage by the Wednesday Steamers, First Cabin, $90. Steerage, $35, payable in United States currency.
Steerage passage from Liverpool or Queenstown, $30 gold, or its equivalent. Tickets can be bought here by persons sending for their friends.
For further information, apply at the Company's Offices. JOHN G. DALE, Agent,
de28 111 Walnut street, Philadelphia.

RE-OPENING OF THE OUTSIDE LINE OF STEAMERS between PHILADELPHIA AND NEW YORK.
This favorite line will commence their trips on THURSDAY next, 30th inst. The following well known and staunch sea-boats will be placed on the route:
Steamer ADMIRAL ...... Capt. Nichols.
" EASTERN CITY ...... " Mundy.
" KENNEBEC ...... " Edmonds
Days of departure (from each city) will be TUESDAYS, THURSDAYS AND SATURDAYS, leaving this city from first wharf below Spruce street at 11 o'clock, A. M., and New York from pier 4, North River, at 4 o'clock P. M.
Freights received daily, and taken at reasonable rates. All goods destined beyond New York will be forwarded free of commissions.
For rates of freight, &c., &c., apply at the office, 314 and 316 South Delaware avenue.
no25tf P. R. CLARK, Agent.

FOR BOSTON, STEAMSHIP LINE DIRECT.
SAILING FROM EACH PORT EVERY FIVE DAYS.
FROM PINE ST. WHARF, PHILADELPHIA, AND LONG WHARF, BOSTON.
The steamship NORMAN, Captain Baker, will sail from Philadelphia on Wednesday, Jan. 24, at 10 A.M.
The steamship ARIES, Captain Crowell, will sail from Boston on Monday, January 22, at 12 M.
The line between Philadelphia and Boston is now composed of the
SAXON, Captain Matthews, 1200 tons burthen.
NORMAN, Captain Baker, 1200 tons burthen.
ARIES, Captain Crowell, 900 tons burthen.
These substantial and well appointed steamships will sail punctually as advertised, and freight will be received every day, a steamer being always on the berth to receive cargo.
Shippers are requested to send Bills of Lading with their goods.
For freight or passage, apply to HENRY WINSOR & CO.,
ja19 332 South Delaware avenue.

FOR BREMEN.—The A1 Bremen ship EMIL, Capt. Henry Oeken. For Cabin passage, having fine accommodations, apply to the Captain on board, or to WORKMAN & CO., 123 Walnut st. de18

SHIPPING

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY.
The fine steamships of this Line insure at the lowest rates and sail regularly from the First Wharf above Market street, every
WEDNESDAY and SATURDAY,
At Noon,
Connecting with Railroads from Richmond, Norfolk and City Point, forming the most direct route for the South and Southwest.
For freight or passage, with excellent accommodations, apply to WM. P. CLYDE & CO., 14 North and South Wharves.

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown and Washington, via Chesapeake and Delaware Canal, with connections at Alexandria, Va., form the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest.
Steamers leave First Wharf above Market street every Wednesday and Saturday at 12 M.
For freight apply to the agents.
W. P. CLYDE & CO., 14 North Wharves.
J. B. Davidson, Agent at Georgetown; M. Eldridge & Co., Agents at Alexandria.

NEW TOW-BOAT LINE.
DELAWARE and CHESAPEAKE STEAM TOW-BOAT COMPANY.
BARGES towed to and from PHILADELPHIA, HAVRE-DE-GRACE, BALTIMORE, WASHINGTON, and intermediate points.
WM. P. CLYDE & CO., Agents, No. 14 South Wharves, Philadelphia.
Captain JOHN LAUGHLIN, Superintendent.

FOR SAN FRANCISCO.
ROBINSON'S CALIFORNIA CLIPPER LINE.
SAILING REGULARLY AS ADVERTISED.
Freight for this Line sent to New York by Swift-Sure Line at reduced rates.
The renowned clipper ship STAR OF THE UNION
Is now taking in the balance of her cargo at pier 11 East River, and will positively be the first clipper ship to sail. All freight should be forwarded immediately, as she will close out in a few days. For freight, apply to BISHOP, SON & CO., 105 Arch street.

FOR BOSTON—Express Line.—The fine schr. ISABELLA BLAKE, Newcomb, master, is now loading for the above port at Girard's wharf, above Market street, and will have prompt despatch. For freight, apply to DAVID COOPER & CO., 18 North Wharves. ja6

FOR PROVIDENCE, R. I.—Express Line.—The fine schooner DELAWARE, Bishop, master, now loading for the above port at first wharf above Race street will have prompt despatch. For freight, apply to DAVID COOPER & CO., 18 N. Wharves. ja5

FOR FREIGHT OR CHARTER.—The fine schooner ELIZABETH MAGEE, Magee, master, 450 tons burden, or 4,000 bbls. capacity; coppered and copper fastened; now in port and ready for any voyage. Apply to DAVID COOPER & CO., 18 North Wharves. de23

FOR BALTIMORE, MD.—The fine schooner MARY GAY, Captain Keen, is now loading for the above port at Girard's wharf, above Market street, and will sail with despatch. For freight, apply to DAVID COOPER & CO., 18 N. Wharves.

FOR CARDENAS.—The Br. bark ROANOKE, Cooksey, master, now loading, will despatch for the above port. For freight or passage, apply to DALLETT & SON, 129 South Front street. ja15

SHIP ZOUAVE, Blair, master, from Liverpool, is now discharging under general order at Walnut street wharf. Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street. ja18-tf

ALL PERSONS ARE HEREBY CAUTIONED against trusting the crew of the Br. ship MOUNT ROYAL, Cumminger, master, from Liverpool, as no debts of their contraction will be paid by the Captain or Consignees. PETER WRIGHT & SONS, 115 Walnut street.

NOTICE.—All persons are hereby cautioned against harboring and trusting any of the crew of the Danish brig DENMARK, as no debts of their contracting will be paid by captain or consignees. WORKMAN & CO., Consignees, 123 Walnut street.

SHIP NOTICE.—All persons are hereby cautioned against trusting any of the crew of the Br. ship S. L. TILLY, whereof Cann is master, from City Point, Va., as no debts of their contracting will be paid by captain or consignee. EDMUND A. SOUDER & CO., Dock street wharf. de19

JAS. S. SHINDLER, successor to JOHN SHINDLER & SONS, Sail Makers, No. 244 North WHARVES, 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.
Particular attention given to repairing.

FOR SALE.—S. ELLIS & CO.'S SHIP SHEATHING FELT, in lots to suit. Apply to PETER WRIGHT & SONS, 115 Walnut street. de28-tf

REGISTER'S NOTICE.

REGISTERS' NOTICE.—To all Creditors, Legatees and other persons interested:
Notice is hereby given that the following named persons did, on the dates affixed to their names, file the accounts of their Administration to the estates of those persons deceased, and Guardians' and Trustees' accounts whose names are undermentioned, in the office of the Register for the Probate of Wills and granting Letters of Administration, in and for the City and County of Philadelphia; and that the same will be presented to the Orphans' Court of said City and County for confirmation and allowance, on the third FRIDAY in January next, at 10 o'clock in the morning, at the County Court House in said city.

1865.
Nov. 24, Maria E. Seeger, Administratrix of FRED'K L. SEEGER, dec'd.
" 24, James McCutcheon and George Junkin, Jr., Exec'rs and Trustees of JAMES WRAY, dec'd.
" 25, Fred'k C. Brightly, Exec'r of MARTIN CURREN, dec'd.
" 27, Chapman Biddle, Adm'r of ANN C. O'CONNOR, dec'd.
" 28, John A. Childs, Exec'r of MARGARET B. LIVINGSTON, dec'd.
" 29, A. W. Hoopes, Adm'r of JOHN T. HOOPES, dec'd.
" 29, Eliza Traner, Adm'x of FELIX TRANER, dec'd.
" 30, Elizabeth Wister, Adm'x of ANDREW J. Wister, dec'd.
" 30, George H. Boker, Adm'r of JAMES W. BACON, M. D., dec'd.
Dec. 1, Wm. Berger, Exec'r of JONATHAN BERGER, dec'd.
" 1, John Gest, Exec'r and Trustee of THOMAS BLACK, dec'd.
" 1, Joseph Snowdon and Charles Williams, Ex'rs, Trustees and Guardians under the will of ANGUS CAMERON, dec'd, with MARGARET C. VAN GILDER.
" 1, Henry P. Borie and Robert Leech, Executors and Trustees of MARIA LEECH, deceased.
" 2, A. E. and William F. Mort, Administrator of JOSEPH R. MORT, dec'd.
" 2, J. Dickinson Logan and John Lambert, Executors of MARIA D. LOGAN, dec'd.
" 2, Thomas Mather and Rachel M. Shoemaker, Adm'rs of CHARLES SHOEMAKER, dec'd.
" 4, A. D. and A. H. Ashton, Executors of CATHARINE L. ASHTON, dec'd.
" 4, Edward Hopper, Executor of EMILY MAY, dec'd.
" 5, David K. and Stephen D. Large, Adm'rs d. b. n. of JACOB LARGE, dec'd.
" 6, Abram L. Hart, Adm'r of ALLYN BACON, dec'd.
" 6, William Taylor, Adm'r of STEPHEN VIERIA, dec'd.
" 8, David Penick, Executor of ANN R. PENICK, dec'd.
" 9, Julia A. Riggs, Adm'x of WILLIAM H. C. RIGGS, dec'd.
" 9, John A. Kasson, Executor of FRANK A. ELIOT, dec'd.
" 11, William Foering, Executor and Trustee of SARAH MORRIS, dec'd.
" 12, John A. Brown, Trustee of JAMES HUNTER, dec'd.
" 13, Edwin Hall, Administrator of WILLIAM H. G. HARDERS, dec'd.
" 13, Cornelia C. and James C. Wray, Administrators of EDWARD WRAY, deceased.
" 14, William Hughes, Executor of PATIENCE SIMONS, (as filed by his Adm'rs) dec'd.
" 14, Penn'a Co for Ins. on Lives, &c., Trustees of JOHN G. RUSSELL, deceased.
" 15, E. D. Buckman, Administrator of SAMUEL Y. BUCKMAN, deceased.
" 16, John F. Peniston, Executor of ANN SIMMONS, deceased.
" 16, William B. Clymer, et al, Executors of RICHARD WILLING, deceased.
" 18, Francis J. Ott, Sr., Executor of ELIZA CLARK, deceased.
" 18, John O'Byrne, Administrator of ANNE McMAHON, deceased.
" 18, Susanna C. Brown, Administratrix c. t. a. of JOSEPH GALLY, Sr., deceased.
" 20 John and George W. Brazier, Executors of CHRISTOPHER BRAZIER, deceased.
" 20, Edwin M. F. Mortimer, S. Weir, John A., Theodore C., and G. Albert Lewis, Executors of JOHN F. LEWIS, deceased.
" 21, John F. Baum, Administrator of JACOB S. BAUM, deceased.
" 21 Samuel L. Shober, Adm'r d. b. n. c. t. a. of SAMUEL L. SHOBER, deceased.
" 21, Samuel L. Shober, et al. Executors of JOHN B. SHOBER, deceased.
" 21, Samuel L. Shober and A. M. Kimber Ex'rs, of H. REGINA SHOBER, deceased.
" 22, Rachel W. Moore, et al., Executors of JOHN WILSON MOORE, M. D., dec'd.
" 22, David Shetzline and Henry Barry, Executors of HENRY BARRY, dec'd.
" 23, C. F. Maennel and Frederick Heyer, Ex'rs of F. L. JOHN, dec'd.
" 26, Edwin M. Lewis, Exec'r of ELIZA LEWIS, dec'd.
" 27, Elizabeth Hodgkinson, Adm'x of JOHN S. HODGKINSON, dec'd.
" 27, Samuel H. Davis, Executor of DANIEL FITLER, dec'd.
" 27, Henrietta W. Womrath, et al, Executors of GEORGE F. WOMRATH, dec'd.
" 28, Charles Macalester and Charles Ingersoll, Executors and Trustees of BENJAMIN C. WILCOCKS, dec'd.
" 28, John Hume, Executor and Trustee of CALEB FELLOWES deceased.
" 28, Jos. P. and Israel Maule, Executors of MARY EVES, deceased.
" 28, James M. Smith and Isaac Mullen, Trustee of PATRICK MULLEN, deceased.
" 28, Isaac Mullen, Guardian of MARY A. and ELLEN MULLEN, (late minors).
" 28, Neal Campbell and Edward Friel, Executors of PATRICK CAMPBELL, deceased.
" 28, John R. Witcraft, Administrator of JAMES TAGERT, deceased.
" 28, Charles L. Orum, Administrator, d. b. n. c. t. a. of DAVIS ORUM, deceased.
de-29f4t FRED'K M. ADAMS, Register.

NEW RAISINS.—500 boxes Bunch and Layer Raisins 300 boxes Valencia Raisins, 100 mats Seedless Raisins for sale by JOS. B. BUSSIER & CO., 115 South Water street.