FRIDAY, February 9, 1866. 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. "A READER."—We have in our possession three games played by the great Napoleon. The first was played at the Palace of the Tuilleries, against Madame de Ramusat, and

uns as follows	3:	
(MAD. DE RA	AMUSAT.)	(NAPOLEON I.)
1. P to Q	3	K Kt to B 3
2. P to K	4 .	Q Kt to B 3
3. P to K	B 4	P to K 4
4. P x P		$\mathbf{Q} \mathbf{K} \mathbf{t} \mathbf{x} \mathbf{P}$
5. Q Kt to	B3	K Kt to Kt 5
6. P to Q	4	Q to R 5 (ch)
7. P to K	Kt 3	Q to B3
8. Kt to R	. 3	Kt to B 6 (ch)
9. K to K	2 •	$Kt \times Q P (ch)$
10. K to Q		Kt to K 4 (ch)
11. K x Kt		B to B 4 (ch)
12. K x B		Q to Kt 3 (ch)
13. K to Q	5	Q to Q 3 mate.

The second was played in Berlin, 1806, against the celebrated automaten of v. Kempelen, and was very poorly managed by Napoleon. And the third was contested with General Bertrand, at St. Helena. It was won by the Emperor.

"A. K."—We will give you a complete analysis of Problem No. 420, e. g. 1. R to KKt sq B to R 4 or (A)(B

2. R x B (Threatening Kt to R 4 mate.) 3. Kt to B 4 (ch) 2. K to Kt 8 4. K to P 4

(A) 1. B to B 2 2. R x P, and mate next move. (B) 1. R to B2

K to Kt 3 2. R to R 5 3. Kt to B 4 (ch), &c.

(C) 1. P to B 6 or Kt to 2. B to K 4 (ch), and mate next move. The other variations are given in our last

"K. B."-Your problem is solvable in two moves, by 1. Kt to R 3 and Kt to B 2 mates. The Bishop at Q R 2 is evidently white, and the one at Q B 8 is probably meant to be black. The two, however, are marked exactly alike. The solution in three moves is entirely too obvious. "J. C. W., NEW YORK."-Have received

your letter, but not any paper. Will send "A. M."-The New York Tournament will, in all probability, be won by Mr. Mac-

"B. R."-Solutions correct.

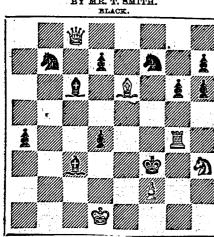
Column.

THE PHILADELPHIA CHESS CLUB. The new location of the Philadelphia Chess Club is found to be inconvenient, and too much "out-of-the-way," and a movement is now being agitated by the members, looking towards an enlargement and improvement of the Club. It is proposed, if the project meets with the favor of our Chess community, to effect an entire re-organization of the Club, and to establish it in handsome quarters in some central part of the city. There are large numbers of Chess players in Philadelphia who feel interested in maintaining the ancient Chess fame of our city, and who, we believe, will be glad to co-operate in establishing a pleasant and convenient Chess resort in our midst. During the six years of its exist. ence the Philadelphia Chess Club has done much to promote the game, and has ably represented the Chess players of our city in its hospitalities to visitors from other Clubs and in its victorious contests with other cities.

There should be no difficulty in re-organizing this Club on a basis of at least one hundred members, which, at the present very moderate subscription price, would enable us to secure commodious and attractive apartments, and would give a most vigorous impetus to the Chess interest which, for want of a little public spirit on the part of the lovers of the game, has flagged sadly, during the past year. It is proposed to hold a general meeting of Philadelphia Chess players, on Tuesday evening next, 13th inst., at the Club Rooms, 1218 Market street (third-story front), at 8 o'clock, to which all are hereby invited. The purpose of the meeting will be to obtain a free expression of opinion on the subject of Philadelphia Chess, and to devise such means as shall be deemed most advisable to promote its interests. We hope there will be a large attendance on this occasion. The members of the Club are particularly requested to be

NEW CHESS COLUMN. - A new Chess Column has been started in the New York Leader, conducted by Mr. James C. Warner. formerly of this city. We have not yet seen any numbers of it.

Problem No. 428. BY MR. T. SMITH.



WHITE. White to play and mate in four moves. CHESS IN PHILADELPHIA.

Game No. 1277. Played at the Athenæum, in 1856, between Mr. H. P. Montgomery and Mr. W. J. A. Fuller, of New York. (Centre Gambit.)

(Coluite G	Carrov co.)
W. (Mr. Montgomery	.) B. (Mr. Fuller
1. P to K 4	P to K 4
2. P to Q.4	PxP
3. K Kt to B 3	B to B 4
4. P to B 3	경제하는 것이 되는 것이 없다.
(We prefer 4. K B to	B 4.)
	4. P x P
5. Kt x P	P to Q 3
6. B to Q 3	Q.Kt to B3
7. Castles	Kt to B3
8. B to K Kt 5	Castles
9. Q to B 2	Kt to KA
(He should have play	ed O Kt to Kt 5.)
10. Kt x Kt	PxKt
11. Kt to Q 5	B to Q3
₩ ,	

12. Kt to K 3 P to K R 3 P to K Kt 4 Kt to Q 2 K to R 2 14. B to Kt 3 15. Kt to B 5 16. Q to Q 2 17. P to K R 4 18. Kt to K 3 R to K Kt sq PxP 19. B to R 2 Kt to B 4 20. B to B 2 Q to Kt 4 21. K to R sq (White's premature attack has been completely repulsed, and has left him with an inferior position.)

22. Q to K 2 23. Kt x B B to Kt 5 Q x Kt Q to R 4 P to R 6 24. P to B 3 25. B to Q sq 26. PxP 27. Pto B 4, 28. Pto B 5 P to K B 3 Q R to K Kt sq Q to R 5 29. Q to B 3 30. Q to B 2 31. B to B 3 Q to R 6 R to Kt 6 32. Q to K 2 33. B to R 5 QR to Kt 2 Kt to K 3 (Ingeniously played.)

№ 34. Px Kt R to Kt 7, & wins It is but right to state that Mr. Fuller, alhough the victor in this instance, was beaten an overwhelming majority by Mr. Montgomery.

CHESS IN NEW YORK. Game No. 1278. Fifth game of the Mackenzie-Stanley match. (French Opening.) W. (MR. MACKENZIE.) B. (MR. STANLEY. 1. P to K 4 2. P to Q 4 3. P x P P to K 3 P to Q 4

4. B to Q 8 B to Q8 B to K & K Kt to B & 5. K Kt to B 3 6. Castles 7. Kt to B 8 Castles P to Q B \$ QKt to Q 2 P to KR 8 9. Q to Q 2 QR to K sq 11. B to R 4 Q to B2 (An unsound sacrifice.) 12. Kt x Kt

13. P x Kt 14. P to B 4 15. P x B BxKt Kt to K 5 16. B x Kt 17. P to B 5 B to B 5 18. R to B 2 19. R x P QR to Q sq P to QKt 4 BxRP 20. Q to K sq 21. R to B 3 22. R to Kt 3 23. R to K 7 (A thoughtiess move.)

23. Q x R And Mr. Mackenzie resigns the game, for reasons which will readily be perceived. CHESS IN LONDON.

Game No. 1279. Second game of the match in which Mr. Steinitz gives the pawn and move to Mr. de (Remove Black's King's Bishop's Pawn.)

WH. (MR. DE VERB.) BL. (MR. STEINITZ.) 1. P to K 4 P to K 3 2. P to Q 4 3. P to K 5 P to B4 4. K Kt to B 3 5. Kt x P QKt to B\$ 6. Ktx Kt Px Kt Kt to K 2 7. B to Q 3 8. B to K Kt 5 Q to Kt 3 9. P to Q Kt 3 B to Q 2 Castles P to K R 3 10. Castles 11. Kt to B 3 Q to B 2 Kt to B 4 12. Kt to R 4 PxB K to Kt sq 14. B x Kt 15. Q to Q 4 16. P to K B 4 B to B sq K to R sq B to K 2 18. P to Q R 4 KR to K sq 19. P to Q Kt 4 20. P to Kt 5 21. P x P Q to Kt 8 BxKt QxQ BtoR3 23. B x Q QR to Baq 25. R x P RxBP 26. R to Q 6 B to Kt 2 27. R x R  $B \times R$ 

28. B to Q 6 29. P to K R 4 R to K Kt sq P to Kt 4 31. BPxP PxP (Mr. de Vere conducted the whole gam with much ability.)

33. R to K R sq BxRP BxP PtoB5 34. P to R 6 35. P to K 6 36. B to K 5 37. B to Kt 7 Pto R4 38. P to K 7 39. R to Q sq, and wins.

REAL ESTATE. FOR SALE.—All those valuable properties Nose 218 and 229 WALNUT street; 35 feet front on Wat but street and 185 feet in depth to Pear street.

These properties are opposite the Merchants' Exchange, have two fronts and are admirably situated for Banking Institutions, Insurance Companies or first class offices.

class offices.

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No. 152 South Fourth street. 

FOR SALE—The Handsome three-story brick Englishment with three-story double back buildings, built and finished throughout in the best manner and in perfect order; situate, No. 235 North Twentieth street. Lot 20 feet front by 35 feet deep to a street. J. M. GUMMEY & SONS, 508 Walnut street. FOR SALE—The four-story brick Residence, 22 feet front with large double back-buildings, and lot 160 feet deep; situate, No. 202 Franklin street, opposite Franklin Square. J. M. GUMMEY & SONS, 505 Walnut street.

WEST PHILADELPHIA.-FOR SALE-A three story stone Cottage Residence with parlor, uning room, kitchen, 6 chambers, bath, and every convenience; situate on Forty-first street below Pine. Early possessaion given. J. M. GUMMEY & SONS, 508 Walnutstreet. Waintstreet.

FOR SALE—The three story brick Residence
with attics and double back-buildings; situate,
No. 551 North Sixth street, opposite Spring Garden
street. Lot 20 feet froat by 90 feet deep. J. M. GUMMEY & SONS, 508 Walnut street.

FOR SALE—The valuable property No. 1214 Apply at 43 NORTH THIRD STREET. FOR SALE A DESIRABLE THREESTORY brick house, with three-story double back build

brick house, with three-story double back buildings, 1401 Thompson street; all modern improvements. Apply to J. H. CURTIS & SON, Real Estate Brokers, 433 Walnut street. 433 Walnut street.

FOR SALE — A desirable three-story brick
HOUSE, 228 South Ninth street—all modern impr vements; immediate possession given. Apply to
J. H. CURTIS & SON, Real Estate Brokers, 433 Wal-WEST SPRUCE STREET.—FOR SALE.—The Handsome Two-story Brick Residence, with three story double back buildings, situate No. 1643 Spruce street. Has every modern convenience and is in perfect order. Lot 22 feet front by 137 feet deep. 100 pmediate possession given. J. M. GUMMEY & SONS, 508 Walnut street.

STOVES AND HEATERS. THOMAS S. DIXON & SONS,
Late Andrews & Dixon,
No. 1824 CHESTNUT street, Philadelphia,
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ianufacturers of Low-Down,
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OFFICE,
And other GRATES,
For Anthracite, Bituminous and Wood Fires,
ALSO
WARM-ALS FURNACES,
For Warraing Public and Private Buildings,
REGISTERS, VENTILATORS OHIMNEY-CAPS,
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21 WHOLESALE and RETAIL WHITE ALMERIA GRAPES-In prime order handing from bark La Plata, and for sale by JOS. B, BUSSIER & CO., 108 S. Delaware avenue,

TRAVELING SUIDE. NORTH PENNSYLVANIA B
R.—THE MIDDLE ROUTE.—
Shortest and most direct line to Bethlehem, Allentown
Manch Chenk, Hazleton, White Hayen Wilkesbarre,
Mahanoy City, and all points in the Lehigh and Wyoj
ming Coal Regions.

Passenger Bepots in Philadelphia, THIRD street
above Thompson, and corner of RERKS and AMERI
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ming Coal Regions,
Passenger Bepots in Philadelphis, THIRD street above Thompson, and corner of RERKS and AMERI CAN streets.

NINE BARLANGEMENT.

NINE DAILY TRAINS.

On and after Monday, Nov. 2th, 1855, Passenger trains leave the Depot, Third street, above Thompson, daily (Bundays excepted), as follows:

AT 7.39 A. M.—Morning Express for Rethlehem and and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catassaugus, Slatington, Maurch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pitiston, and all points in Lehigh and Wyorning Valleys; also, in connection with Lehigh valley Train, passing Bethlehem at 12.00 M. for Easton and points on New Jersey Central Railroad to New York at 10 A. M.—Accommodation, for Doylestown, stopping at all intermediate Stations.

AT 2.30 P. M.—Accommodation, for Port Washington, stopping at all intermediate stations.

At 2.30 P. M.—Evening Express for Rethlehem 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 Ra Lake N. J. C. Train at Easton, when arrives in New York at 10 P. M. Passengers for Sumpeytown take stage at North Wales, and 10 r. M.—Accommodation, for Doylestown, stopping at all intermediate Stations.

AT 4.

Railroad.
AT 6.15 P. M.—Accommodation, for Lausdale, stopping at all intermediate Stations.
At IP. M. Accommodation for Fort Washington.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.25 and 18.02 A. M., and 6.18 P.

Leave Betalehem at \$25 and 18.02 A. M., and 6.18 P. M.
Passengers leaving Easton at \$20 A. M., connect at Bethlehem and arrive in Philadelphia at 12.58 P. M.
Passengers leaving Wilkesbarre at 1P. M., connect at Bethlehem at \$4.18 P. M., and arrive in Philadelphia at \$4.50 P. M.
Leave Doylestown at 6.50 A. M. S. Lis and 5.50 P. M.
Leave Lansdale at \$1.0 A. M.
Leave Fort Washington at 10.50 and 2.15 P. M.
Philadelphia for Bethlehem at 9.A. M.
Philadelphia for Bethlehem at 9.A. M.
Doylestown for Philadelphia at 7.50 A. M.
Bethlehem for Philadelphia at 7.70 A. M.
Fifth and Sirth Streets Passenger Cars conv y pasengers to and from Berks Street Depot.
White Cars of Second and Third Streets Line convey passengers to Third Street Repot.
Tickets must be procured at the Ticket Offices, THIRD street of fare.
EILLIS CILARE, Agent.
Hillman's Baggage Express will call for and deliver Baggage at the Depot.
Office, No. 118 Secult THIRD street.
Doilect. No. 118 Secult THIRD street.

FOR NEW YORK—The CAM-

Office, No. 118 South THIRD street.

FOR NEW YORK.—The CAM.—The CAM.—The DEN AND AMBOY and PHILA-DELI-HIA AND TRENTON RAILEOAD COM.—PANY'S LINES, from Philadelphia to New York, and way places, from WALNUT STREET WHARP, will leave as follows, viz:

At 8.4 M., via Camden and Amboy, Accom., §2 25 At 18.4 M., via Camden and Jersey City Express, 8 00 At 2.P. M., via Camden and Amboy Express, § 25 At 12 M. (noon) and 8.P. M., via Camden and Amboy, Accommodation, (Freight and Passenger.)

At 6 and 11.20 P. M., via Camden and Amboy, Accommodation. At 6 and 11.20 F. M., via Lamden and Amody, Addition,

(Freight and Passenger) list 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 11.20 P. M. for Palmyrs, Riverton, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, do. The 10 A. M.,
and 5 P. M. Line runs direct through to Trenton.
LINES FROM KENSINGTON DEPOT will leave
as iollows:

City Express 2 25
The 6.45 P. M. Line will run daily. All others Sunthe 6.5 F. M. Line will run daily. All others Sundays excepted.

At7.50 and 11.15 A. M., S. 8.30, 4.80, 5 and 6.45 P. M., and 12 Midnight, for Bristol, Trenton. &c.

At7. A. M., 10.50, 2, 5, and 6 P. M. for Cornwells, rorrisdale, Holmesburg, Theony, Wissinoming, Bridesburg and Frankford and at 8 P. M. for Holmesburg and intermediate Nations. burg 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 7.50 A. M. and 2.50 P. M. for Niagara Falls, Buffalo, Lumkirk, Canandaigna Elmira, Ithaca, Owego, Rochester, Einghampton, Oswego, Syracus, Great Eend. Montrose, Wilkesbarre Scranton. Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemngton, &c. The 8.50 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 and For New York, and Way Lines leaving Ken sington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The cars run that the Depot. On Sundays, Qmnibasses will leave Walnut street wharf at 6 P. M. to connect with 6.55 P. M. line.

Fifty Pounds of Baryagagoniy, allowed each Payson.

nut street wharf at 6 F, M. to Countees what 6.N. I. m. line.

Fifty Pounds of Baggage only, allowed each Passenger. Passengers are prohibited from taking anything as beggage but their wearing apparel. All baggage over nity pounds to be pald for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond 150, except by special contract.

BY Tickets sold and baggage checked direct through to Boston.

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 11% A. M., 6 P. M. and 12 Night via Jersey City and Ken-

A. M., 6 P. M. and 12 Ingin vas to a sington.

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. Freight and Passenger), via Amboy and Camden.
WM. H. GATZMER, Agent.
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PENNSYLVANIA CENTRAL
WINTER ABRANGEMENTS.
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 crossng Market street.

ON SUNDAYS—Cars leave Eleventh and Market
streets at 4.55 P. M., to connect with the Pittaburgh and
Eric Mail, and at 10.25 P. M. with Phitadelphia Exdress.

Mann's Regrang Express will herceful to leave the dress.

Mann's Bagrage Express will hereafter be located at No. 31 South Eleventh street. Parties desiring Bagrage taken to the trains, can have it done at reasonable rates

TRAINS LEAVE AND ARRIVE AT DEPOT THUS: THUS:

ERIE EXPRESS
MAIL TRAIN
PAOLI ACCOM., No. 1
FAST LINE,
PARKESBURG,
HARRISBURG ACCOM.,
LANCASTER ACCOM.,
PAOLI TRAIN, No. 2
PITTSBURGH & ERRIE MAIL
PHILADELPHIA EXPRESS
ARRIVE at 7.80 A. M. at 8.00 A. M. "10.00 M. "12.00 M. "10.0 P. M. "2.30 " 4.00 " 5.50 " 7.80 "

PITTISBURGH & ERRIE MAIL 7.30
PHILADELPHIA EXPRESS 11.10
CINCINNATI EXPRESS 7.10
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PARKESBURG 9.20
ERIE EXPRESS 11.20
LANCASTER TRAIN 12.20
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LANCASTER TRAIN 12.20
PAOLI ACCOM, No. 2, 4.40
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PAOLI ACCOM, No. 2, 4.40
PAGE 7.10
PAOLI ACCOM, No. 2, 4.40
PAGE 7.10
PHILAGE 7.

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. 187 Dock street. to FRANCIS FUNK, No. 187 Dock street.

PHILADELPHIA AND BALTIWINTER ARRANGEMENTS.—On and after WEDNEBDAY. October 18th, 1885, the trains will leave Philadelphia from the depot of West Chester and Philadelphia Railroad, cerner of Thirty-first and Market streets, (West Philadelphia,) at 18.05 A. M., and 4.30 P. M. Leave Oxford at 6.50 A. M., and 3.10 P. M. A market train will leave the Rising Sun, on Tuesdays and Fridays, for Philadelphia, at 10.45 A. M., and returning will leave Philadelphia, at 10.45 A. M., and returning will leave Philadelphia for Rising Sun, on Wednesdays and Saturdays, at 2.15 P. M.

The train leaving Philadelphia at 8.05 A. M., connects at Oxford with a daily line of stages from Peach Bottom in Lancester. Beturning leaves Peach Bottom to tom in Lancester. Beturning leaves Peach Bottom to connect at Oxford with the afternoon train for Philadelphia. Passengers are allowed to take wearing apparel only as baggage, and is no case will the Company be responsible for an amount exceeding \$100.

H. WOOD. General Superintendent.

H. W60D. General Superintendent.

OFFICE OF THE ADAMS EXFRESS COMPANY, 220 CHEST.

VIT STREET. PHILADRIPHIA, 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 lates.

Special agreements made for Merchandise in large lots. Suitlers goods and army supplies at satisfactory prices, on application at our office. Soldier: 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 LOUNT streets.

JOHN BINGHAM.

Superintendent.

TRAVELING GUIDE.

PHILADELPHIA TO THE INTERIOR OF PENNING IN THE SCHUYLKILL, SUSQUEHAN. NA CUMBERLAND AND WYOMING VALUES, THE NORTH, NORTHWEST and the CANADAS, WINTER ARRANGEMENT OF PASSENGER TRAINS leaving the Company's Depot, THIR. TEENTH and CALLOWHILL Streets, Philadelphia at the following hours:

TEENTH and CALLOWHILL Streets, Philadelphia at the following hours:

At 8 A. M., for Reading, Lebanon, Harrisburg, Pottaville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittiston, York, Carliele, Chambersburg, Hagerstown, &c., &c.

This train connects at BEADING with the East Pennsylvania Ballroad trains for Allentown, &c., at Pennsylvania Ballroad trains for Allentown, &c., at Hagerstown, &c., &c.

This train connects at BEADING with the East Pennsylvania Ballroad trains for Harrisburg, &c., at PORT CLINTON with Catawissa Ballroad trains for Williamsport, Lock Haven, Elmira, &c., at HABRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanns trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

Leaves Philadelphia at 230 P. M. for Beading, Pottaville, Harrisburg, &c., connecting with Reading and Columbia R.B. F. at a for Billion, Williamsport, Elmira, Buffalo, &c.

Buffalo, &c.

BEADING ACCOMMODATION.

Commina 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 waystations; arrives in Philadelphia at 9.30 A. M.

Returning, leaves Philadelphia at 4.30 P. M.; arrives in Reading at 7.39 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 7.65 P. M.

Harrisburg accommodation leaves Reading at 7.25 A. M. and Harrisburg at 7.00 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 1.45 noon for Reading and all way stations; leaves Reading 11.30 A. M., and Downlingtown 12.30 P. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sanday trains leave Pottsville at 8.00 A. M., and Philadelphia at 3.15 P. M.

Passengers for Downingtown and intermediatepoints take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from Philadelphia take the 8.00 A. M. and 4.50 P. M. trains from

Philadelphia at a.15 P. M.

CHESTER VALLEY RAUROAD.

Passengers for Downingtown and intermediate points take the 3.00 A. M. and 4.50 P. M. trains from Philadelphia, returning from Downingtown at 7.05 A. M. and 2.50 Noor.

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 1.28 P. M. and connecting at Harrisburg with Pennsylvania, and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimbur, &c.

Beturning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 1 and 2.05 A. M., passing Reading at 4.29 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. Meight train for New York leaves New York at 13 Noon.

SCHUYLKILL YALLEY RATURDAD.

Mail train for New York involutions. New York at Is Noon.

SCHUYLKILL VALLEY RATLROAD,
Trains leave Pottsville at 4.55, 11 A. M. and 7.15 P. M., resurning from Tamaqua at 7.55 A. M., and 1.40 and 4.15 P. M.,
SCHUYLKILL ANDSUSQUEHANNA RAILROAD,
Trains leave Auburn at 7.45 A. M. for Pinegrove and trains leave Auburn at 7.45 A. M. for Pinegrove and Harriaburg, and at 1.50 P. M. for Pinegrove and from the company of the Marriaburg and the from Tremont at 7.00 A. M. and 8.00 F. M.

THOUGH "Inst-class tickets and emigrant tickets to all the principal points in the North and West and Camadas.

to all the principal points in the Office Canadas.

The following tickets are obtained only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philisdelphia, or of G. A. Nicollis, 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 \$23 50 each, for families and firms.

SEASON TICKETS.

For three, six, nine or twelve months, for holders SEASON TICKETS.

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

CLEEGYMEN

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

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 Callow-hill streets.

saturasy, settings and all descriptions forwarded to all the above had only at the Ticket Office at Thirteenth and Callow-hill 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 piaces on the road and its branches at 6 A. M., and for the principal Stations only at 2.15 P. M.

TON AND BALTIMORE RAIL.

ROAD—TIME TABLE—Commencing MONDAY, January 8th, 1868. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:

Express Train, at 4.65 A. M. (Mondays excepted), for Baltimere and Washington, stopping at Wilmington, Perryville, Havre-de Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.

Delsware R.R. Train, at 8.4 M. (Sunday excepted), for Salisbury, Mills. rd and intermediate stations.

Way-mail Train, at 9.15 A. M. (Sundays excepted), for Salisbury, Mills. rd and intermediate stations between Wilmington and Baltimore.

Express Train at 2.45 P M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, and all regular stations between Wilmington and Baltimore. winningon and natimore

Express Train at 243 P M. (Sundays excepted), for
Baltimore and Washington, stopping at Chester,
Claymont Winnington, Newark, Elkton, North-aast,
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 1-ave the
Philsacelphia 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.

stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 8.15, 11.15 A.M., 230, 5.00 and 7.00

P. M. The 3.50 F. M. train connects with the Deliaware Railroad for Miliford and intermediate stations.

Leave Wilmington 7.00, 8.15 and 9.50 A. M., 3.00 and 5.00 F. M.

Trains for Newcastle leave Philadelphia at 8.15 A.

M., 2.30 and 5.00 F. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 12.00 M., 4.50 and 5.55 P. M.

CHESTER FOR PHILLS DELPHIA.

Leave Chester at 2.01, 25.5 and 10.14 A. M., 12.36, 24.2, 5.01, 5.44 and 10.25 P. M.

From Raitimore to Philadelphia.—Leave Baltimore 8.25 A. M., Way Mall. 1.10 P. M., Express. 6.35 P. M., Kaypess.

An Accommodation Train for Havre-de-Grace and intermediate stations, will leave Baltimore at 4.10 P. M.

P. M.
Trains for Baltimore leave Chester at 9.52 A. M., 823 and 11.50 P. M.
Trains for Baltimore leave Wilmington at 12.77, 5.18 10.83 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.

ington, stopping at wimington, Perryville, Havre-deGrace, 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 Intermed ate Stations at 3.00 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 chever 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 6.00 P. M.

K. K. EENNEY, Superintendent.

at 6.00 P. M. H. F. KENNEY, Superintendent,

1855. PHILADELPHIA AND
ERIE RATLROAD, 1855.
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie, on
Lake Erie.

1 It has been lessed and is operated by the Pennsylvania Rallroad Company.
THE OF PASSENGER TRAINS AT PHILADELPHIA.

Erie Mail Train
100 P. M.
Erie Express Train
110 A. M.

LEAVE WESTWARD,
Erie Mail Train
720 A. M.
Frie Express Train
720 A. M.
Passenger cars run through on Erie Mail and Express
Trains without change, both ways, between Philadelphia and Erie.

NEW YORK CONNECTION.

phia and Krie.

NEW YORK CONNECTION.

Leave New York at 50 P. M., arrive at Erie 8 S7 A. M.

Leave Erie at 155 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 Paragraphs. r information respecting Passenger business amply mer THIRTIETH and MARKET streets, Phili at corner THIRTIETH and MARKET SAFERS, FIRST delphis.

And for Freight business, of the Company's Agents:
S.B. Kingston, Jr., corner Thirteenth and Market
sia. Philsdelphia. J. W. Beynolds, Erie.
William Brown, Agent, N. O. R. R., Maltimore,
William Brown, Agent, N. O. R. R., Maltimore,
H. H. HOUSTON,
General Freight Agent, Philadelphia,
H. W. GWINNER,
General Ticket Agent, Philadelphia,
A. I. TY LER,
General Supt., Williamsport,

WEST CHESTER AND PHILA-DELPHIA RAILBOAD, VIA MEDIA. WINTER ARRANGEMENTS,
On and after WEDNESDAY, October 18th, 1865, the
trains will leave as follows:
WEST OHESTER TRAINS,
Leave Philadelphia for West Chester 8.05, 11.00 A. M.,
2.15, 4.35 and 6.00 P. M.,
Leave West Chester for Philadelphia 6.45, 8.15, 10.45
A. M., 140, 4.55 P. M.,
Trainal leaving West Chester at 8.15 A.M. and leaving
Philadelphia at 4.80 P. M., will not stop at Pennelton,
and will stop below B. C. Junction at Media only,
Leave Philadelphia for Pennelton 4.00 and 11.00
P. M.
Leave Pennelton for Philadelphia 9.02 A. M., 5.20 Leave Pennelton for Phliadelphia 9.02 A. M., 6.20 P. M. P. M.
These Trains stop at all intermediate Stations.
ON SUNDAYS—Leave Philadelphia at 8.30 A. M. and 2.00 P. M.
Trains leaving Philadelphia at 8.50 A. M. and 2.00 P. M.
Trains leaving Philadelphia at 8.55 A. M. and 4.30 P.
M., and leaving West Chester at 8.15 A. M. and 4.30 P.
M., and leaving West Chester at 8.15 A. M. and 4.30 P.
M., and leaving West Chester at 8.15 A. M. and 4.30 P.
M., connect at B. C. Junction with Trains on the P. and
B. C. B. B. for Oxford and intermediate points.

The Passenger and the Company will not, in any case, he responsible for an amount accededing one hundred collars, unless a special contract is made for the same.

HENBY WOOD, General Superatendent TRAVELING GUIDE.

PHILADELPHIA GERMANTOWN AND NORRISTOWN
RALEGAD.—TIME TABLE.—On and after WEDNESDAY, November 1st, 1885, until further notice.
FOR GERMANTOWN.
Leave Philadelphia—6, 7, 8, 9, 10, 11, 12, A. M.; 1, 2, 2, 10
minutes, 3½, 4, 5, 5½, 6, 7, 8, 9, 10, 11, 12, P. M.
Leave Germantown—6, 7, 7½, 8, 200, 9, 10, 11, 12, A. M.;
1, 2, 3, 4, 4½, 6, 6½, 7, 8, 9, 10, 11 P. M.
I The 3.20 down train, and the 3½ and 5½ up trains denet stop on Germantown Branch.

The 8.20 down train, and the 8% and 5% up trains de net stop on Germantown Branch.
ON SUNDAYS.

Leave Philadelphia—9.10 minutes, A. M.; 2, 7 and 10%, P. M.

Leave Germantown—8 A. M.; 1, 6 and 9%, P. M.

CHESTNUT HILL RAILEROAD.

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

Leave Chestnut Hill—7.10 minutes, 8, 9.40, and 11,40 A.

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

Leave Philadelphia—9.10 minutes, A. M.; 2, and 7
P.M.

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 Philadelphis—6, 8.25, 11.05 minutes, A. M.; 1½,
8, 4%, 5%, 6%, 8.05, and 11½, P. M.
Leave Norristown—5%, 7.50, 9, 11, A. M.; 1½, 4½, 6
and 8 P. M. Teave Norristewn-5%127, 7.50, 9, 11, A. M.; 1½, 4½, 6 and 8 P. M. train will stop at School Lane, Wissahlekon, Manayunk, Spring Mills and Conshohocken only.

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, 2½, 11, 105 A. M.; 1½, 2, 4½, 5½, 6½, 8, 8, 5, and 11½ P. M.

Leave Manayung—6½, 7½, 8, 20, 9½, 11½, A. M.; 2, 5, 6½ and 3, P. M.

ON SUNDAYS. 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 str

W. T. WILSON, General Superintendent,
Depot, Ninth and Green streets,

PHILADELPHIA AND ELMIRATHROUGH LINE.
CATAWISSA BAILROAD.
Short line to Williamspert, Elmira, Oil Regions, Erie,
Bufialo, 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 Leave North PennsylvaBeading R. B. Depot.
S. A. M.
Sib P. M.
One train on Sunday at 215 P. M.
One train on Sunday at 215 P. M.
By all these trains direct connection is made at Elmira with Erie railway; at Salamanca with Atlantic
and Great Western railway; at Sundays and Buffalo
with Lake Shore R. R.; and at Suspension Bridge
with Great Western railway;
Fare always as low as by any ether line,
Sleeping cars on all night trains.
Second class cars with cushiened seats accompany
exch express train, giving passengers the advantage
of high speed with low fare.
For through tickets and further particulars concern
ing the routes, apply at the.
Ticket Office, 425 Chestinut street.
OC21

N. VAN HORN, Pes. Agt.

WEST JERSEY RAILROAD
LINES From fost of Market Street
UINES From fost of Market Street
UINES From fost of Market Street
WINTER ARRANGEMENT.
Commencing WEDNESDAY, ROVEMBER 18th,
1855. WINTER ARRANGEMENT,
Commencing WEDNERDAY, NOVEMBER 18th,
18th.
For Bridgeton, Salem, and all Stations on West Jersey and Salem Ralirosofs, at 9 A. M. and 2.30 P. M.
For Miliville and all intermediate Stations, at 9 A. M.,
and 3 P. M.
Bfor Cape May and intermediate Stations, at 9 A. M.,
to Miliville connecting with freight train (Passenger car attach 4) for Cape May, due 2.45 P. M. and 2.00 P.
M. through passenger, due 2.60 P. M.
For Glassboro' and intermediate Stations, at 9 A. M.
3 and 3.30 P. M.
For Woodbury, Gloucester, &c., at 9 A. M., 2, 2.20,
and 5.20 P. M.
Freight train willieave Philadelphia from Sandford's
Wharf at 10 A. M., and Camden, at 12 M.
J. VAN RENSELAER, Superintendent,
THE WEST JERSEY EXPRESS COMPANY
Will attend to all the usual branches of Expresss BusNESS, 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
Wainut street

Walnut street Walnut street

[1864.] PHILADA., [1864.]

WILMINGTON AND BALITI
MORE RATLEDAD VIA BALITIMORE AND OHIO

RAILROAD.

THROUGH FREIGHT DEPARTMENT,

DEPOT, BROAD STREET, ABOVE CHERRY.

The undersigned will continue the General Freight

Agency of the Philadelphia, Wilmington and Raitt
timore Railroad, for Philadelphia, by way of the above

route is the West.

Agency of the Philadelphia, Wilmington and Baltitimore Raliroad, 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,
leif-ti Glice. Sixth street, above Chestnut.

FOR NEW YORK—BY THE NEW
RAILROAD ROUTE FROM CAMDEN.

ON AND AFTER MONDAY, JAN. STH. 1856,
the Express Train of the Baritan and Delaware Bay
Railroad will leave Camden, from Vine Street Ferry
ath P. M.
Lbrough in five hours. Fare \$200. Excursion
Tickets good for three days, \$500.
Freight Train leaves at 1210 P. M. and arrives in
New York next morning.
FROM NEW YORK. Express line leaves at P. M. and
Freight and Accommodation line leaves at P. M. and 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.
186-11 W. S. SNEDEN, Superintendent.

BUSINESS CARDS.

HOOP SKIRTS, 628

NEW FALL STYLES NOW READY

of Hopkins' "own make," at No. 63 AROH Street.
Three Skirts are gotten up expressly to meet the wants
for first-class trade, and embrace every size and style
for Ladies, Misses and Children, which, for finish and
durability, have no equal in the market, and warranted
to give satisfaction. Also, constantly on hand, a full
assortment of good Esstern made Skirts, from 15 to do
springs, at very low prices. Skirts made to order,
altered and repaired. Wholesale and retail. nois-6mi

assortment of good exactern made Skirts, from 15 to 40 springs, at very low prices. Skirts made to order, altered and repaired. Wholesale and retail. noil-form, altered and chestnut streets, Philadelphia. Agents for the sale of the Products of the Southwark Sugar Refinery and the Grocers' Sugar House, of Philadelphia.

CEORGE SHARP. Patentee and manufacturer of U the Ball Pattern Silver Ware, No. 41-brune street.

JAMES A. WRIGHT. THOENTON P'EE CLEMENT A. GRISCOM. THEODORE WRIGHT & CONS.

Luppoters of Earthenware, and Shipping and Commission Merchants, No. 115 WALLNUT Street, Philadelphia.

T VAUGHAN MERRICK, WM. H. MERRICE NO. 115 WALLNUT Street, Philadelphia.

T VAUGHAN MERRICK, WM. H. MERRICE SOUTHWARK FOUNDRY, FIFTH AND WASHI SINGTON STREETS,

EMERRICK & SONS,

ENGINEERS AND MACHINISTS

Manufacture High and Low Pressure Steam Engines in Land, Every and Marine Service.

Listing of all kinds, either iron or brass.

Iron Frame Booth for Gar Works, Worksheps a califorac Valsions, &c.

Test H.s and Gas Machinery, of the latest and most maproved construction.

Every description of Plantation Machinery; and Sugar, Saw and Grist Mills, Vacuum Pans, Open Steam Trains, Defacators, Filters, Pumping Engines, &c.

Sole Agents for N. Billent's Patent Steam Haumer and Additional Steam Engines, &c. gines, ch.
Sole Agents for N. Billeur's Patent Sugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machine.

Appratus, Nessiyais rases seem Hammer and Appratus & Woolsey's Patent Centrifugal Sugar Draining Machine.

Pennsylvania Woolsey's Patent Centrifugal Sugar Draining Machine.

Pennsylvania Woolsey's Patent Centrifugal Sugar Christell, Delaware county, Pa.

Reanery, Pa.

Engineers and Iron Boat Builders,

Manufacturers of

All kinds of

OONDENSING AND NON-OONDENSING ES.

Iron Vessels of all descriptions, Bollers, Vats, Tanks

Propellers, &c., &c.

T. REANEY, W. B. REANEY, S. ARCHIBOLD,

Late of

Reaney, Neafle & Co.,

Penn Works, Phila.

[jyls-ti] U. S. Navy, I.

THE PHUADELPHIA RIDING SCHOOL.—

Fall and Winter season on MONDAY, Sept. 28th,

Ladies and gentlemen desiring to acquire a thorough knowledge of this accomplishment will find every facility at this school. The horses are safe and well trained, so that the most timid need not fear. Esddishorses trained in the best manner. Saddle horses, horses and vehicles to hire. Also carriages for funstals, to cars, steamboats, &c.

THOS. CRAIGE & SCN.

CAS FIXTURES.—MISKEY, MERRILL & C.

U THACKARA NO. 718 CHESTINIT street.

THOS. CRAIGE & SON.

CAS FIXTURES.—MISKEY, MERRILL & THACKARA, NO. 718 CHESTNUT street, Manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assortment of Gas Chandellers, Pendants, Brackets, &c. 7 hey also involuce Gas pipes into Dwellings and Public Buildings, and attend to extending, altering and repairing Gas pipes. All work warranted. ranted.

PRIVY WELLS—OWNERS OF PROPERTY.—The only place to get Privy Wells Cleansed and Disinfected, at very low prices.

A. PEYSSON,
Manufacturer of Poudrette,
Goldsmith's Hall. Lib street rary

E. MASON BINES.

THE UNDERSIGNED INVITE ATTENTION TO their stock of Buck Mountain Company's Coal, and Locust Mountain Company's Coal, and Locust Mountain, the best condition.

Noticer left with S. MASON, BINES, Frankliff Institute Building, SEVENTH street, below Market, will be promptly attended to. BINES, SHEARF, BES, MASON, BINES, BRAND, SCHEARF, BES, MASON, BINES, BARRET, BES, MASON, BINES, BARRET, BES, MASON, BINES, Trankliff Institute Building, SEVENTH street, below Market, will be promptly attended to. BINES, SHEARF, BES, MACHEN, BEAVER, MEADOW AND COAL, SUGAR, LOAF, BEAVER, MEADOW AND SENTING MOUNTAIN TON SCHUPIKIII, Drepared, expressly, for family use, Depot, N. W. COUTER, EIGHTH and WILL, LOW streets. Office, No. 112 South SECOND street, mhz?

NEW HOPE Growth of 1855. That received, in stort and for sale by WILLIAM S. GRANT! 122 SEROONS CABACCAS INDIGO now landing from Bark WHITE WING for sale by JOHN DALLETT, & CO, 128 Walnut street, SHIPPING

FOR NEW YORK EXPRESS STEAMSHIP LINE Have commenced their regular OUTSIDE trips,

The NEW and first class Steamships

WASHINGTON, Captain Chichester:
NOBFOLK, Captain Vance.
ALEXANDBIA, Captain Hattrick,
VIRGINIA, Captain Snider.

Lesving from each city on TUESDAYS, THUBEDAYS and SATURDAYS, from first wharf below Market street, Philadelphia, and Plers Mand 15 East River, New York.

These Steamships insure at lowest rates,
Freight received DAILY at our usual low rates,
WM. P. OLYDE & CO. Agents,
14 South Wharves, Philadelphia,
JAS. HAND, Agent,
12-til Wall street, New York, The NEW and first class Steamships

"HAMILL'S PASSAGE OFFICE.
"ANCHOR LINE OF STEAMERS."
"HIBERNIA."
"CALEDONIA."
"BRITANNIA."
"BRITANNIA."
"INDIA."

January 27.
THE PAID CERTIFICATES
issued for bringing out passengers from the above issued for beinging out passengers from the above points at LOWER RATES THAN ANY OTHER LINE. Also, to and frem ALL STATIONS ON THE IRISH RAILWAYS; SPECIAL NOTICE—Passengers will take particular notice that the "Anchor Line" is the only linegraphing through takets at the above rates, from Philadelphia to the points named above, and that the undersigned is the only duly authorized Agent in Philadelphia, Apply to W. A. HAMILL, Sole Agent for "ANCHOR LINE," jazzif No. 217 WALNUT Street

STEAM TO LIVERPOOL. ing at QUEENSTOWN, the Inman Line, salling SEMI-WEEKLY, carrying the U. S. Mails.

SEMI-WEEKLY, carrying the U. S. Mails.

ETNA BAUMING, Feb. 10

CITY OF MANCHESTER. Wednesday, Feb. 17

CITY OF WASHINGTON Saturday, Feb. 17

CITY OF CORK. Wednesday, Feb. 21

At Noon, from Plet 44 North Edver.

EATES OF PASSAGE.

JOHN G. DALE. Agent.

Ja25

JOHN G. DALE. Agent.

FOR BOSTON.

STEAMSHIP LINE DIREOF.

AND LONG WHARF, POET EVERY SIVE DAYS.

FROM PINE ST. WHARF, PHILADELPHIA.

AND LONG WHARF, BOSTON.

The steamship ARIES. Captain Crowell, will can from Philadelphia on Thesday, Feb is, at 10 A. M.

The steamship SAXON. Captain Matthews, will sall from Boston on Saturday evening, February 10.

The line between Philadelphia and Boston is now composed of the SAXON. Captain Matthews, 1200 tons burthen, NORMAN, Captain Baker, 1200 tons burthen, NORMAN, Captain Baker, 1200 tons burthen, NORMAN, Captain Baker, 1200 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 of passage, apply to

HENRY WINSOR & CO.,

22 South Delaware avenue.

PHILADELPHIA, RICHMOND AND

The fine steamships of this Liue insure at the lowests.

The fine steamships of this Line insure at the lowest rates and sail regularly from the First Wharf shove 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. OLYDE & CO., 14 North and South Wharves. STEAMSHIP MATAGORDA FOR NEW ORLEANS, LA., DIRECT FROM WILL ORLEANS, LA., DIKEL THOM.

MINGTON, Dh L.

The Al Iron eide-wheel Steamship MATAGORDA,
1,00 tons register, is now loading for the above port,
as d will sal! in about a week.

For ireight or passage, having splendid stateroom
accommodations, apply to

BISHOP, SON & CO.,
105 Arch street.

Steerage Passage. 2 The new A1 Iron side-wheel Steamship HARLAN Forbes, master, will sail direct from Philadelphia for The new Al Iron side-wneel Steamship HARLAN, Forbes, master, will sail direct from Philadelphia for the above port about March ist.

Agent at New Orleans, Mr. L. C. Harris, Esq., who will forward all goods addressed to his care for the interior or Texas.

[67-11]

NEW EXPRESS LINE TO ALEX.

ANDRIA, Georgetown and Washington, via Chesspeake and Delaware Canal, with connections at Alexandria, Va. form the moet direct route for Lynchburg, Bristol, Khorville, Nashville, Dalton and the Southwest.

Steamers leave First Wharf above Market street every Wednosday and Saturday at 12 M.

For freight apply to the agenta,

W. P. CLYDE & CO.,

J. B. Davidson, Agent at Georgetown; M. Eldridge at Co., Agents at Alexandria.

E. DELAWARE and CHERAPRAKE CLASS TOW-BOAT COMPANY.

RARGES towed to and from PHILADELPHIA HAVRE-DE-GRACE, EALTIMORE, WASHING-TON, and intermediate points.

WM. P. CLYDE & CO., Agents, No. 14 South Wharves, Philadelphia, Captain JOHN LA UGHLIN, Superintendent.

THE OLD ESTAPLISHED INDEED.

THE OLD ESTAPLISHED INDEPENDED DENT OUTSIDE LINE FOR NEW YORK IS receiving freight daily at low rates, second what below Spruce street, and will insure at low rates.

134 and 316 South Delaware avenue,

fe5-ti?

314 and 316 South Delaware avenue,
FUK SAN FRANCISCO.

ROBINSON'S CALIFORNIA CLIPPER LINE,
BAILING REGULARLY AS ADVERTIRED.
Freight for this Line sent to New York by Swift.
Sure Line at reduced rates.
The splendid Al extreme clipper ship

L. Hopkin, Commander,
Is now rapidly loading at pier II East River,
This beautiful vessel is one of the sharpest and
best vessels now loading. Having a portion of
her cauge on board with large engagements, will have
quick despatch. For freight, apply to
ja25ti
FOR LA GUAYRA AND PUERTO CABELLO.—The bark WHITE WING, Wilkie,
master, will sail at an early day for the above
ports. For freight or passage, apply to JOHN DALLETT & CO., No. 128 Walnut street.
FOR BALTIMONE, MD.—The time schooner

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.

street, and will sail with despated. For freight, apply to DAVID COOPER & CO., 18 N. Wharves.

FOR PROVIDENCE R I.—Express Line.—
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