CHESS COLUMN OF THE PHILADELPHIA EVENING BULLETIN.

FRIDAY, November 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.

"P——L."—The 1510 games published are divided as follows: American, 575, including 391 Philadelphia games; British, 499; Belgian, 21; Danish, 4; French, 109; German, 255; Hollandish, 13; Hungarian, 1; Italian, 12; Indian, 6; Russian, 14; Swedish, 1. This embraces as large and varied collection of games as can be found. If you wish to study the openings, procure the fourth edition of von der Lasa's "Hanbuch," and even if ignorant of the language, you can very easily go over the analysis intelligibly, as the good and bad moves are marked accordingly.

Problem No. 462.

BY M. CONTARELLI.

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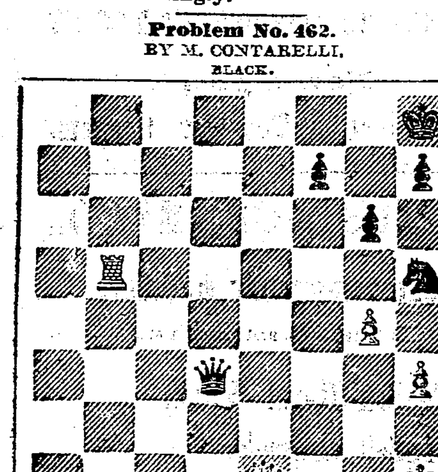


WHITE.

White to play and mate in six moves.

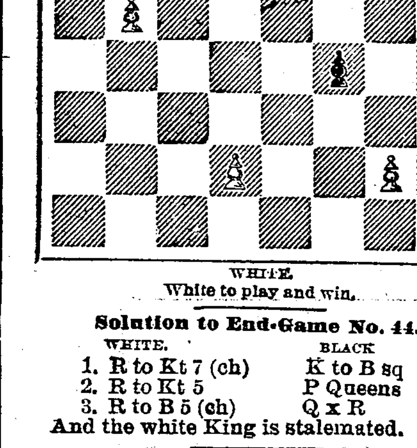
Solution to No. 461.

WHITE.	BLACK.
1. R to R 5 (ch)	R to R 5
2. R to Q sq	Anything
3. R mates.	

End-Game No. 45.

BY MR. W. R. HENRY.

BLACK.



WHITE.

White to play and win.

Solution to End-Game No. 44.

WHITE.	BLACK
1. R to Kt 7 (ch)	K to B sq
2. R to Kt 5	P Queens
3. R to B 5 (ch)	Q x R

And the white King is stalemated.

CHESS IN PHILADELPHIA.

Game No. 1505.

Between Mr. Elson, giving Knight, and Mr. Hergesheimer.

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

(*Fianchetto di Donna.*)

W. (MR. ELSON.)	B. (MR. HERGESHEIMER.)
1. P to Q Kt 3	P to K 4
2. B to Kt 2	Q Kt to B 3
3. P to K 3	P to B 4
4. P to K B 4	P x P
5. P x P	Kt to B 3
6. Kt to B 3	B to B 4
7. P to Q 4	B to Kt 3
8. B to Q 3	Castles
9. Castles	P to Q 4
10. P to B 4	P to Q R 3
11. P x P	K Kt x P
12. B to B 4	Kt to R 4
13. Q to Q 2	Kt x B
14. P x Kt	Kt to B 3
15. P to B 5	B to R 2
16. Kt to K 5	B x P
17. Q to B 3	Kt to K 5

(He should have retired his Bishop.)

18. Q to B 4 (ch)	K to R sq
19. R to B 3	Kt to Q 7

White mates in three moves.

CHESS IN LONDON.

Game No. 1506.

Third game of the Steinitz-Bird match.

(*French Opening.*)

WH. (MR. STEINITZ.)	BL. (MR. BIRD.)
1. P to K 4	P to K 3
2. P to Q 4	P to Q 4
3. Q Kt to B 3	P x P

(B to Kt 5 is a good move here.)

4. Kt x P	P to K B 4
5. Kt to Q B 3	K Kt to B 3
6. Kt to B 3	B to Q 3
7. B to Q B 4	Castles
8. Castles	P to B 3
9. R to K sq	Kt to Q 4
10. Kt to K Kt 5	R to B 3
11. Q to R 5	P to K R 3
12. Kt to B 3	B to Q 2
13. Kt to K 5	B to K sq
14. Q to B 3	Kt to Q 2
15. B to Kt 3	K to R 2
16. B to Q 2	P to K Kt 4
17. Kt to K 2	Kt to B sq
18. P to Q B 4	Kt to K 2
19. Kt to Kt 3	B to Q B 2
20. B to B 3	P to K R 4
21. Kt to K 4	

(This move was apparently overlooked by Black.)

	21. B x Kt
22. Kt x P (ch)	K to Kt 2
23. R x B	K Kt to Kt 3
24. K R to K sq	K to R 3
25. Kt to R 3	P to B 5
26. P to Q 5	Kt to R 5
27. Q to K 4	R to B 4
28. P x K P	Kt to R 2
29. P to K 7	Q to Q 2
30. Q R to Q sq	Q to B 2
31. Q to K 6 (ch)	B to Kt 3
32. R to Q 7, and wins.	

Game No. 1507.

Fourth game of the match.

(*Ruy Lopez Knight's Game.*)

WH. (MR. BIRD.)	BL. (MR. STEINITZ.)
1. P to K 4	P to K 4
2. K Kt to B 3	Q Kt to B 3
3. B to Kt 5	Kt to B 3
4. Castles	Kt x P
5. R to K sq	Kt to Q 3
6. B x Kt	Q P x B
7. P to Q 4	P to K 5

(The attempt to preserve the pawn is injudicious, and exposes his game.)

8. Kt to B 3	P to K B 4
9. Kt to K 5	B to K 3
10. P to Q 5	P x P
11. Q Kt x P	Kt to B 2
12. Kt to B 4	Q to B 3
13. Kt to B 3	

(Neatly played.)

	13. B to K 2
14. Kt to R 5	Q to Kt 3
15. Kt to Q 4	B to Q 2
16. Kt to B 4	Q to Q 3
17. P to B 4	Castles (Q R)
18. Kt to Q 5	K R to K sq
19. Q to Kt 3	Kt to K 4
20. B to B 4	P to K Kt 4
21. P to B 5	Q to Q R 3
22. B x Kt	B to R 5
23. Kt x B P	

(The move, securing the game.)

	23. B x Q
24. Kt x Q	B to B 5
25. Kt to B 7	R to Kt sq
26. Kt x B P	B to B sq
27. Kt to Q 6 (ch), and wins.	

Game No. 1508.

Fifth game of the match.

(*French Opening.*)

WH. (MR. STEINITZ.)	BL. (MR. BIRD.)
1. P to K 4	P to K 3
2. P to Q 4	P to Q 4
3. Q Kt to B 3	P x P
4. Kt x P	Q Kt to B 3
5. K Kt to B 3	P to B 4
6. K Kt to B 3	Kt to B 3
7. B to B 4	B to Kt 5
8. Castles	B x Kt
9. P x B	Castles
10. Kt to K 5	Kt to Q R 4
11. B to Kt 3	P to Q Kt 3
12. R to K sq	Kt x B
13. R P x Kt	B to Kt 2
14. Kt to Q 3	Kt to K 5
15. B to Kt 2	Q to R 5
16. P to B 3	Kt to Kt 4
17. Q to K 2	R to B 3
18. Q to B 2	

(A blunder which should have proved instantly fatal.)

	18. R to Kt 3

(By Kt to R 6 (ch) Black would either have won the Queen or forced mate.)

19. Q x Q	Kt x P (ch)
20. K to B 2	Kt x Q
21. Kt to B 4	Kt x Kt P
22. Kt x R	Kt x R
23. R x Kt	P x Kt
24. R x P	K to B 2
25. R to K 2	B to K 5
26. B to B sq	R to R sq
27. K to Kt 3	K to K 3
28. P to B 4	P to B 3
29. P to R 4	P to R 4
30. B to B 4	K to Q 2
31. P to Q B 3	R to R sq
32. B to K 5	P to R 5
33. P x P	B to Q 6
34. R to K 3	B x P
35. B x P	R x P
36. K to B 4	R to R 8
37. B to R 6	R to K Kt 8
38. B to Kt 5	R to Kt 5 (ch)
39. K to K 5	B to Q 4
40. R to K sq	R to K 5 (ch)
41. R x R	B x R
42. K to B 6	P to B 5

(Drawn game.)

Game No. 1509.

Sixth game of the match.

(*Irregular Opening.*)

WH. (MR. BIRD.)	BL. (MR. STEINITZ.)
1. P to K B 4	P to K 4

(This is called From's Gambit by some, from the fact of its having been analyzed by Mr. From, the leading Danish player.)

2. P x P	P to Q 3
3. P x P	

(It is bad play to take the second pawn.)

	3. B x P
4. K Kt to B 3	K Kt to B 3

(We prefer K Kt to R 3, and then Kt to Kt 5, &c.)

5. P to Q 4	Kt to B 3
6. B to Kt 5	B to K Kt 5
7. P to K 3	Q to Q 2
8. B x Kt	P x B
9. B to Kt 5	Castles (Q R)
10. P to Q 5	

(This loses the game, in fact.)

	10. Q to K 2
11. B x Kt	Q x P (ch)
12. Q to K 2	Q to B 8 (ch)
13. Q to Q sq	Q R to K sq (ch)
14. B x R	R x B (ch)
15. K to B 2	Q to K 6 (ch)
16. K to B sq	B x Kt
17. P x B	B to B 4
18. K to Kt 2.	Black mates in two moves.

CHESS IN PARIS.

Game No. 1510.

M. Kieseritzky gives Gen. Guingret nine pawns for his Queen.

Remove White's Queen, and place extra pawns on Q Kt 3, Q B 3, Q B 4, Q 4, K 4, K B 3, K B 4, K Kt 3, K Kt 4.)

W. (M. GUINGRET.)	B. (M. KIESERITZKY.)
1. P to K 5	P to K 3
2. P to Q 5	P to Q 3
3. P to K 4	P to Q B 3
4. P x Q P	B P x Q P
5. P to K 5	P to Q Kt 3
6. P to Q 4	P to B 3
7. B to Q 3	P to K Kt 3
8. B to K 3	Kt to B 3
9. P to Q B 5	B to K Kt 2
10. P to Kt 4	B to Q 2
11. P to Q Kt 5	P x B P

(A judicious sacrifice which tends to the disruption of White's game.)

13. P x Kt	B x P
13. Q P x P	P x P
14. P x P	B x P
15. Kt to Q 2	R to Kt sq
16. R to Kt sq	Q to B 3
17. Kt to K 2	Q to Kt 2
18. Castles	P to Kt 4
19. Kt to Kt 3	P to K R 4
20. B to Q 4	P x P
21. P x P	K to Q 2
22. P to K B 4	B x B (ch)
23. Q Kt x B	Kt to B 3
24. P to B 5	P to K 4
25. Kt to K 6	R x R P

(This is in Kieseritzky's style, and is indeed beautifully played.)

26. Kt x Q	Kt x P
27. P to B 6	P to K 5
28. P to B 7	Q R to K R sq
29. P (Kt's) (ch)	K to B sq
30. P to Q 7 (ch)	K to Kt 2
31. P (Kt's) (ch), and Black mates in four moves.	

SHIPPING.

FOR NEW YORK,

Via Delaware and Raritan Canal.

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JAS. HAND, Agent, 117 Wall street, New York.

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The steamship TONAWANDA, Captain J. Teal, for SAVANNAH, will commence receiving freight on THURSDAY, November 8, and sail on SATURDAY, November 10th, at 10 o'clock A. M., and every alternate Saturday thereafter—viz.: November 24th December 8th, &c.

This steamer has fine State Rooms and other accommodations for passengers.

Cabin passage, $20; Deck do., $10.

Through tickets sold to the following points—Macon Ga., $31; Columbus, Ga., $35; Augusta, Ga., $27; Atlanta, Ga., $34; Albany, Ga., $35; Montgomery, Ala., $41; Eufaula, Ala., $35.

Freight taken at low rates.

Through receipts given at through rates to Macon Augusta, Columbus, Atlanta, Ga.; Knoxville, Chattanooga, Nashville, Memphis, Tenn.; Canton, Miss.

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For freight or passage, apply to

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FOR NEW ORLEANS, DIRECT.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE.

The well-known first-class Steamship STAR OF THE UNION, 1,202 tons register, T. N. Cooksey, Master, Will commence receiving freight for the above port at second wharf below Spruce street, on TUESDAY, November 27th, and sail on SATURDAY, Dec. 1st, at 12 o'clock M.

Returning, will leave NEW ORLEANS on SATURDAY December 15th.

This Steamer has superior State Rooms and other accommodations for passengers.

Cabin passage $60; Deck do., $30.

Freight taken at low rates.

No freight received or bills of lading signed on sailing day.

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FOR BOSTON.

STEAMSHIP LINE DIRECT

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FROM PINE ST. WHARF, PHILADELPHIA, AND LONG WHARF, BOSTON.

The steamship SAXON Captain Matthews, will sail from Philadelphia on Saturday evening, November 10, at 6 o'clock.

The steamship ROMAN, Captain Baker, will sail from Boston on Saturday, November 10, at 3 P. M.

The line between Philadelphia and Boston is now composed of the

ROMAN (new), Captain Baker, 1,488 tons burthen.
SAXON, Captain Matthews, 1,250 tons burthen.
NORMAN, Captain Crowell, 1,203 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.

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THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE, from Second Wharf below SPRUCE street.

The first-class steamship PIONEER, Captain P. F. Hoxie, for WILMINGTON, will commence receiving freight on THURSDAY, November 15th, and sail on SATURDAY, November 17th, at 10 o'clock A. M., and every alternate Saturday thereafter—viz.: December 1st, 15th, &c.

Passengers will find superior accommodations and best attendance.

Cabin passage, $20; Deck do., $10.

Freight carried at low rates.

No freight received or bills of lading signed on sailing day.

Agents at Wilmington, WORTH & DANIEL, who will give especial attention to forwarding goods addressed to their care to and from the interior.

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THROUGH RECEIPTS TO NEW BERN.

Also, to all points in NORTH and SOUTH CAROLINA, via Seaboard and Roanoke Railroad, and to LYNCHBURG, VA., TENNESSEE and the WEST, via NORFOLK, PETERSBURG AND SOUTHSIDE RAILROAD.

The regularity, safety and shortness of this route, together with the moderate rates charged, commend it to the public as the most desirable medium for carrying every description of freight.

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The steamship STARS AND STRIPES, Holmes, master, will sail for Havana on SATURDAY MORNING, November 17th, at 8 o'clock.

Passage to Havana $50.

No freight received after Thursday.

For freight or passage, apply to

THOMAS WATTSON & SONS, 140 North Delaware avenue.

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BISHOP, SON & CO., No. 105 Arch street.

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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.

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Captain JOHN LAUGHLIN, Superintendent.

FOR LAGUAYRA AND PUERTO CABELLO.—The bark ROANOKE, Duncan, master, will sail THURSDAY, 8th inst., for the above ports. For freight or passage, apply to JOHN DALLETT & CO., 128 Walnut street. no5

FOR ANTWERP.—Petroleum.—The first class ship UNCLE JOE, Captain Sewall, will have immediate despatch for the above port. For freight or passage, apply to WORKMAN & CO., 123 WALNUT street. no5

FOR ANTWERP.—The A1 bark ESTHER Captain Prince, is now loading for the above port. For freight or passage, apply to WORKMAN & CO., 123 Walnut street. se24

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JAS. S. SHINDLER, successor to JOHN SHINDLER & SONS, Sail Makers, No. 300 North DELAWARE Avenue, 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.

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PURE CHOCOLATE FOR FAMILIES AND INVALIDS.—Made from the Kernel of true Caraccas Cocoa only, and prepared with unusual care, to secure purity, for which it is not excelled.

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ALCOHOL, 95 per cent, finest quality in best of packages.

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D. ROLPH LEE has administered Nitrous Oxide, or Laughing Gas, to thousand with perfect success for Dental, Surgical and Medical purposes and for amusement. Only fifty cents (50c.) per tooth for extracting. No charge for extracting when artificial teeth are ordered. Office No. 256 West Washington Square below Locust street. Seventh street cars pass the door. Don't be foolish enough to go elsewhere and pay $2 and $3 for the gas. N. B.—I continue to give instructions to the Dental profession. oc30-1m2

APPLES.—75 barrels Belle Fleurs, and other choice varieties, just arrived and for sale by J. B. BUSSIER & CO., 108 South Delaware avenue.

TRAVELING GUIDE.

NORTH PENNSYLVANIA R. R.—THE MIDDLE ROUTE—shortest and most direct line to Bethlehem, Allentown, Manch 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.

SUMMER ARRANGEMENT,

NINE DAILY TRAINS.

On and after Monday, May 21st, 1866, Passenger trains leave the Depot, Third street, above Thompson, daily (Sundays excepted), as follows:

AT 7.30 A. M.—Morning Express for Bethlehem 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 3 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 12.09 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 Allentown, Mauch Chunck, &c.

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 A. M., and 12.25 M., and 6.15 P. M.

12.25 train makes direct connection with Lehigh Valley trains from Easton, Wilkesbarre, Mahoney City, Hazleton, and arrives in Philadelphia at 2.30 P. M.

Passengers leaving Wilkesbarre at 1.15 P. M. connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 8.40 P. M.

Leave Doylestown at 6.40 A. M. 2.15 and 5.30 P. M.
Leave Lansdale at 6 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 2.30 P. M.
Doylestown for Philadelphia at 7.20 A. M.
Bethlehem for Philadelphia at 4.30 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. 118 South THIRD street. my21

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 5 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,	3 00
At 6.00 P. M., via Camden and Amboy, Accom. and Emigrant, 1st class	2 25
2d class	1 50

At 8 A. M., 2 and 5.00 P.M. for Mount Holly, Ewansville, Pemberton and Vincentown. At 5 A. M., and 2 P. M. for Freehold.

At 5 and 10 A. M. 12 M. 4, 5,6, and 11.30 P. M., for Fish House, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, &c. The 10 A. M. and 4 P. M. lines runs direct through to Trenton.

LINES FROM KENSINGTON DEPOT will leave as follows:

At 11 A. M., 4.30, 6.45 P. M. and 12 P.M. (night) via Kensington and Jersey City Express..........$3 00

The 6.45 P. M. Line will run daily. All others Sundays excepted.

At 7.30 and 11.00 A. M., 2, 3.30, 4.30, 5 and 6.45 P. M., and 12 Midnight, for Bristol, Trenton, &c.

At 7 and 10.15, A. M., 12 M., 3, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford and at 10.15 A. M. for Bristol. Schencks, Eddington and 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 Manch 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.

An additional Ticket Office is located at No. 828 Chestnut street Continental Hotel, where tickets to New York and all important points North and East, may be procured. Persons purchasing Tickets at this Office, can, by leaving orders, have their baggage checked at their residences, by Graham's Baggage Express.

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.

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 and 10 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, 4 P. M. via Amboy and Camden.

WM. H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD TIME TABLE.—On and after THURSDAY, November 1, 1866, until further notice.

FOR GERMANTOWN.

Leave Philadelphia—6, 7, 8, 9, 10, 11, 12 A. M.; 1, 2, 3.15, 3¾, 4, 5, 5¾, 6.10, 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, 6½, 7, 8, 9, 10, 11 P. M.

The 8.20 down train, and the 3¾ and 5¾ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia—9.15 minutes A. M.; 2, 7, and 10¾ P. M.

Leave Germantown—8.15 A. M.; 1, 6, and 9¾ P. M.

CHESTNUT-HILL RAILROAD.

Leave Philadelphia—6, 8, 10, 12, A. M.; 2, 3½, 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—9.15 minutes A. M.; 2 and 7 P. M.

Leave Chestnut Hill—7.50 minutes A. M.; 12.40, 5.40, and 9.25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia—6, 8.35, 11.05, A. M.; 1½, 3, 4½, 5½, 6.15, 8.05 and 11½ P. M.

Leave Norristown—5.40, 7, 7.50, 9, 11 A. M.; 1½, 4½, 6¼ and 8 P. M.

The 5¼ P. M. train will stop at Falls, School Lane, Wissahickon, Manayunk, Spring Mills and Conshohocken only.

ON SUNDAYS,

Leave Philadelphia—9 A. M.; 2½ and 6.45 P. M.
Leave Norristown—7 A. M., 5 and 8½ P. M.

FOR MANAYUNK.

Leave Philadelphia—6, 8.35, 11.05 A. M.; 1½, 3, 4½, 5½, 6.15, 8.05 and 11½ P. M.

Leave Manayunk—6.10, 7½, 8.20, 9½, 11½ A. M.; 2, 5, 6¾ and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½ and 6.45 P. M.
Leave Manayunk—7½ A. M., 5½ and 9 P. M.

W. S. WILSON, General Superintendent,
no1 Depot, Ninth and Green streets.

WEST JERSEY RAILROAD LINES, from foot of Market street Upper Ferry, commencing MONDAY, September 24, 1866.

LEAVE PHILADELPHIA AS FOLLOWS:

For Bridgeton, Salem, Millville, and all intermediate stations, at 8 A. M., Mail. 3.30 P. M., Passenger.

For Woodbury 8 A. M., 3.30 P. M., and 6 P. M.

For Cape May at 3.30 P. M.

RETURNING TRAINS LEAVE

Woodbury at 7.15 A. M., 9.40 A. M., and 4.54 P. M.

Bridgeton at 7.05 A. M. and 3.20 P. M. Freight 6.30 P. M.

Salem at 6.50 A. M. and 3.05 P. M. Freight 5.45 P. M.

Millville at 6.55 A. M. and 3.08 P. M. Freight 6.10 P. M.

Cape May at 11.45 A. M. Passenger and Freight.

FREIGHT will be received at Second Covered Wharf below Walnut street, from 7 A. M. until 5 P. M. Freight received before 9 A. M. will go forward the same day.

FREIGHT DELIVERY, No. 228 SOUTH DELAWARE AVENUE.

J. VAN RENSSELAER, Sup't.

THE WEST JERSEY EXPRESS COMPANY will attend to all the usual branches of express business. A Special Messenger accompanies each through train. Office foot of Market street, Philadelphia.

se24-tf J. H. MARKLEY, General Agent.

PHILADELPHIA & BALTIMORE CENTRAL RAILROAD.—WINTER ARRANGEMENTS.—ON AND AFTER MONDAY, Oct. 15, 1866, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia Railroad, corner of Thirty-first and Market Streets, (West Philada.), at 7.50 A. M., and 4.45 P. M.

Leave Rising Sun, at 5.50, and Oxford at 6.35 A. M., and leave Oxford at 3.25 P. M.

A Market Train with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 11.15 A. M., Oxford at 12.00 M., and Kennett at 1.00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesday and Saturdays, trains leave Philadelphia at 2.30 P. M., run through to Oxford.

The Train leaving Philadelphia at 7.50 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 4.45 runs to Rising Sun, Md.

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 be made for the same. mh10 HENRY WOOD, Gen'l Sup't.

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, Oct. 8, 1866, leaving the Company's Depot, THIRTEENTH and CALLOWHILL Streets, Philadelphia at the following hours:

MORNING ACCOMMODATIONS.

At 7.30 A. M. for Reading and all intermediate Stations.

Returning, leaves Reading at 6.30 P. M., arriving in Philadelphia at 9.10 P. M.

MORNING EXPRESS.

At 8.15 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.

READING ACCOMMODATION.

Leaves Reading at 6.30 A. M., stopping at all way stations; arrives in Philadelphia at 9.40 A. M.

Returning, leaves Philadelphia at 4.30 P. M.; arrives in Reading at 7.35 P. M.

Trains for Philadelphia leave Harrisburg at 8.10 A. M., and Pottsville at 8.45 A. M., arriving in Philadelphia at 1.00 P. M. Afternoon trains leave Harrisburg at 2.10 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 6.45 P. M.

Harrisburg accommodation leaves Reading at 7.30 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M., arriving in Philadelphia at 9.10 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.; leave Philadelphia, for Reading at 8.00 A. M., returning from Reading at 4.25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7.30 and 8.15 A. M. and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7.00 A. M. and 12.30 Noon.

NEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST.

Leaves New York at 7, 9 A. M. and 8.00 P. M., passing Reading at 1.05, 11.53 A.M., and 1.48 P.M. and connect 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., 9.15 P.M. passing Reading at 4.49 and 10.52 A. M. and 11.30 P. M. arriving at New York 10 A. M., and 2.45 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburgh, without change.

Mail train for New York leaves Harrisburg at 2.10 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7, 11.30 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 7.50 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3.20 P. M. and from Tremont at 7.35 A. M. and 5.25 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. 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 3.15 P. M.

1866. PHILADELPHIA AND ERIE RAILROAD. 1866.

This great line traverses the Northern and North west 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..........7.00 A. M.
Erie Express Train..........1.00 P. M.

LEAVE WESTWARD.

Erie Mail Train..........9.00 P. M.
Erie Express Train..........12.00 M.

Passenger Cars run through on the Erie Mail and Express Trains without change, both ways, between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 9.00 A.M., arrive at Erie 9.30 A. M.
Leave Erie at 4.45 P. M., arrive at New York 4.10 P. M.

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 streets, Philadelphia.
J. W. Reynolds, Erie.
Wm. 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 Superintendent, Erie.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.

WINTER ARRANGEMENTS.

On and after MONDAY, Oct. 15th, 1866, the trains will leave as follows:

WEST CHESTER TRAINS.

Leave Philadelphia for West Chester, from Depot Thirty-first and Market street, 7.50 A. M., 11.00 A. M., 2.30, 4.45 and 6.15 P. M.

Leave West Chester for Philadelphia, from Depot on E. Market street, 6.30, 8.00, 10.45 A. M., 1.55, 4.50 P. M.

Trains leaving West Chester at 8.00 A.M. and leaving Philadelphia at 4.45 P. M., will not stop at Pennelton, and will stop below B. C. Junction at Media only.

PENNELTON TRAINS.

Leave Philadelphia for Pennelton 4.15 and 11.00 P. M.
Leave Pennelton for Philadelphia 8.47 A. M., 7.25 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.

ON SUNDAYS—The West Philadelphia Passenger cars will leave Eleventh and Market streets, half-an-hour before the Train leaves the depot, and will leave depot on the arrival of each train to convey passengers into the city.

Trains leaving Philadelphia at 7.50 A. M. and 4.45 P. M., and leaving West Chester at 8.00 A. M. and 4.50 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

PITTSBURGH, COLUMBUS AND CINCINNATI RAILROAD COMPANY.

THE PAN HANDLE ROUTE WESTWARD.

Owing to the great distance saved by THIS ROUTE the Government has assigned to it the carrying of the U. S. MAIL to the Principal Cities of the West and Southwest.

THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNATI AND BUT TWO TO ST. LOUIS.

PASSENGERS BY THIS ROUTE WILL ARRIVE IN CINCINNATI, INDIANAPOLIS, CAIRO AND ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY OTHER LINE.

Passengers leaving Philadelphia at 11.50 A. M. will arrive at Altoona in the evening for supper, where Woodruff's Celebrated Palace State-Room Sleeping Cars will be attached, and run through to Columbus without change, avoiding changing cars at Pittsburgh at midnight, a comfort never before afforded to the traveling community.

Be sure to purchase tickets "VIA STEUBENVILLE," at

PENNSYLVANIA RAILROAD OFFICE
Corner Thirtieth and Market Streets, Philadelphia.

S. F. SCULL, Gen'l Ticket Ag't, Steubenville, O.
JOHN H. MILLER, Gen'l Eastern Pass. Ag't, 526 Broadway, New York.
JOHN DURAND, Gen'l Sup't. fe14-tf

Pennsylvania Railroad Office, 631 Chestnut street; and Thirtieth and Market streets, West Philadelphia.

FOR NEW YORK.—RARITAN AND DELAWARE BAY RAILROAD.—From Ferry, foot of VINE st., Philadelphia.

9 A. M.—Express for Long Branch, New York and intermediate points.

6 P. M.—Freight for New York and all points North.

11 A. M. Way Freight.

Goods delivered at Company's Depot, 320 North Wharves, Philadelphia, by 5 P. M., forwarded by this line, arrive in New York at 5 o'clock next morning.

RETURNING.

The Passenger Steamer Jesse Hoyt leaves Pier 32 North River, foot of Duane street, N. Y., at 11 A. M., for Philadelphia Express.

Freight received at Pier 32 North River, N. Y., by 4.30 P. M. will be ready for delivery in Philadelphia early the following morning.

FARE TO NEW YORK, $2 00.

Ticket Office Vine Street Ferry.

For further information apply to Company's agents.

R. H. CHIPMAN, Freight Office and Depot, 320 North WHARVES, Philadelphia.

J. B. BURT, Pier 32 North River, foot of DUANE Street, New York.

Or at General Freight and Passenger Office, Philadelphia, No. 411 CHESTNUT Street.

W. N. CLAYTON, Superintendent, Red Bank, N. J.
S. C. HASTY, General Freight Agent, Red Bank, N. J.
T. BRENT SWEARINGEN, General Agent, Philadelphia.

TRAVELING GUIDE.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—TIME TABLE.—Commencing TUESDAY, Nov. 6th, 1866. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:

Express Train, at 4.15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Way-mail Train, at 8.15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations between Philadelphia and Baltimore.

Delaware R.R. Train, at 9 A. M. (Sundays excepted), for Crisfield and intermediate stations.

Express train at 11.45 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 3.00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11.00 P. M. for Baltimore and Washington. Connects at Wilmington with Delaware R. R. line (Saturday's excepted), stopping at Middleton, Smyrna, Dover, Harrington, Seaford, Salisbury, Prince Anne and connecting at Crisfield with boat for Norfolk, Portsmouth and the South.

Passengers by boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the 11.45 A. M. Train.

WILMINGTON ACCOMMODATION TRAINS stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 9.00 A.M., 12.30, 4.30, 6.00 and 11.30 P. M. The 4.30 P. M. train connects with the Delaware Railroad for Milford and intermediate stations.

Leave Wilmington 6.30, 7.15 and 9.30 A. M., 4.00 and 6.30 P. M.

The 7.15 A. M. train will not stop at stations between Chester and Philadelphia.

Trains for Newcastle leave Philadelphia at 9.00 A. M., 4.30 and 6.00 P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11.00 A.M., 4.36 and 10.00 P.M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7.28, 7.55, 10.14 and 11.40 A. M., 4.43, 5.10, 7.26 and 10.35 P. M.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail, 9.20 A. M., Express, 1.10 P. M., Express, 6.35 P. M., Express, 8.25 P. M., Express.

Trains for Baltimore leave Chester at 4.49 and 8.52 A. M., and 3.38 P. M.

Trains for Baltimore leave Wilmington at 5.23, and 9.33 A. M., and 4.15 P. M.

Freight trains with passenger cars attached will leave Wilmington for Perryville and intermediate stations at 6.05 P. M. Leave Baltimore for Havre-de-Grace and intermediate Stations at 4.45 P. M. Leave Perryville for Wilmington and intermediate stations at 4.50 A. M., connecting at Wilmington with the 7.15 A. M. train for Philadelphia.

SUNDAY TRAINS.

Express Train at 4.15 A. M. for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Night Express 11.00 P. M. for Baltimore and Washington. Connecting at Wilmington with Delaware R. R. line.

Accommodation Train at 11.30 P.M., for Wilmington and Intermediate Stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8.25 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stops 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.

Accommodation train from Wilmington for Philadelphia and Intermediate Stations at 6.30 P. M.

H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.

FALL ARRANGEMENT.

The trains of the Pennsylvania Central Railroad leave the Depot, at Thirty first and Market street, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chestnut and Walnut Street Railway run within one square of it.

ON SUNDAYS.—The Market Street cars leave Eleventh and Market streets 45 minutes before the departure of each train.

MANN'S BAGGAGE EXPRESS will call for and deliver Baggage at the Depot. Orders left at the office, No. 631 Chestnut street will receive attention.

TRAINS LEAVE DEPOT, VIZ.:

DAY EXPRESS..........at 9.00 A. M.
PAOLI ACCOM., Nos. 1 & 2, 10.00 A. M. & 11.20 P. M.
FAST LINE & ERIE EXPRESS..........at 12.00 M.
PARKSBURG TRAIN..........at 1.00 P. M.
HARRISBURG ACCOM..........at 2.30 P. M.
LANCASTER ACCOM..........at 4.00 P. M.
PITTSBURGH & ERIE MAIL..........at 9.00 P. M.
PHILADELPHIA EXPRESS..........at 11.00 P. M.

Pittsburgh & Erie Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

Passengers by DAY EXPRESS go to Williamsport without change of cars, and arrive at Lock Haven at 8.10 P. M.

Passengers by DAY EXPRESS go to Carlisle and Chambersburg without a change of cars.

Sleeping Car Tickets can be had on application at the Ticket Office, 631 Chestnut street.

TRAINS ARRIVE AT DEPOT, VIZ.:

CINCINNATI EXPRESS..........at 12.40 A. M.
PHILADELPHIA EXPRESS..........7.10 "
PAOLI ACCOM., Nos. 1 & 2..........8.20 A. M., & 7.10 P. M.
PARKSBURG TRAIN..........at 9.20 A. M.
LANCASTER TRAIN..........12.40 P. M.
FAST LINE..........1.10 "
DAY EXPRESS..........5.50 "
HARRISBURG ACCOM..........9.50 "

Philadelphia Express arrives daily, except Monday. Cincinnati Express arrives daily. All other trains daily except Sunday.

Passengers leaving Lock Haven at 7.00 A. M. and Williamsport at 8.40 A. M. reach Philadelphia, without change of cars, from Williamsport, by Day Express, at 5.50 P. M.

The Pennsylvania Railroad Company 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, apply to

JOHN C. ALLEN, Ticket Agent, 631 Chestnut street.
SAMUEL WALLACE, Ticket Agent at the Depot.

AN EMIGRANT TRAIN runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, 137 Dock street.

TO PLEASURE TRAVELERS. THE SHORTEST ROUTE TO NIAGARA FALLS IS VIA THE CATAWISSA RAILROAD.

Connections immediate and sure.

Scenery Unsurpassed. No road so free from dust.

Trains leave Philadelphia from PHILADELPHIA AND READING RAILROAD DEPOT, THIRTEENTH AND CALLOWHILL, at 8.15 A. M., NIAGARA FALLS' EXPRESS reaching Williamsport without change of cars at 5.50 P. M. (supper), arriving at Niagara Falls at 9.55 A. M.

Sleeping Car through from Williamsport to Rochester without change.

Passengers remaining over night at Williamsport can resume journey next morning at 7.35, reaching Niagara Falls at 8.40 same evening.

Ask for tickets via Catawissa Railroad, which can be procured at the Company's office,

425 CHESTNUT street, under Philadelphia Bank, and opposite the Custom House, and at Depot, THIRTEENTH and CALLOWHILL streets.

N. VAN HORN, General Passenger Agent.

jy19-tf

THE FAVORITE STEAMBOAT JOHN A. WARNER for Burlington and Bristol, Leaves Philadelphia, Chestnut street wharf, at 2 P. M. Returning leaves Bristol at 7.10 A. M., stopping each way at Riverton, Torresdale, Andalusia and Beverly. Fare, 25 cents. Excursion, 40 cents oc26-tf

MEDICAL.

USE STARIN'S CONDITION POWDERS FOR HORSES AND CATTLE.

It cures Worms Bots and Colic.
It cures Colds, Coughs and Hide Bound.
It is the best alterative for Horses and Cattle now in use, having a reputation of 20 years' standing.
It is a sure preventive for the much dreaded Rinderpest.
No Farmer or Dairyman should be without it.
For sale in Philadelphia by DYOTT & CO. 232 North Second street; JOHNSTON, HOLLOWAY & COWDEN, 23 North Sixth street, and by Druggists throughout the country. Address all orders to

STARIN & FLOYD, Proprietors, 209 Duane street, New York.

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