PKt3 BQR3 KtxB Kt Kt1 QKtQ2 QB2 KRB1

VARIATION 1.

VARIATION 2. Mr. G. Freeman played white.

VARIATION 3.

Wyllie's move.

VARIATION 4.

Mr. W. Dickinson's move.

VARIATION 5. Mr. J. H. Strudwick's move. 9-14 c-2-8 22-31 6-13 10-15 15-18 29-11 22-13 30-25 23-25 22-25 23-19 7-16 15-22 13-22 31-24 13-17 Wyiite 26-22-b 31-26 25-9 28-3 21-14 won,

after 25-23? (c) 15-18, 22-15, 13-22, 15-11, etc., drawn.

GAME NO. 131-SINGLE CORNER.

GAME NO. 132. LAIRD AND LADY.

Mr. Wyllie's move.

VARIATION 1.

Wyllie with whites varied here.

GAME NO. 133-SINGLE CORNER. Played during the American champion's visit to Pittsburg at the Home Hotel, with Mr. Joseph Maize, the McDonald expert.

The Champion's Move.

White-Mr. Maize.

0

Black-Mr. Reed, to move.

The above game was drawn. We would like to hear from our critics on the play from the twenty-second move. At the fifth move the game is a "wisp," and we believe this is

9

Black-D. Lundie. White-J. Wyllie.

Erie and Ohio River Will Protect the land Seas.

### ES ARE LESSENED.

War Vessels Could Be teted at Pittsburg.

### TRAFFIC PROVISIONS.

itary Situation Would Be le Simply Perfect.

#### ACHATIES FOR COMMERCE.

g letter, dealing with the adderived from the construc-

passage, at one operation, of two of the inreer lake vessels; many of these have beam not less than 40 feet, and there are several examples of a beam of 42 feet. The E. C. Devego, N. Y.:

our letter of July 15 reached sing of the 17th. The pamphlet a Ship Canal' came one day interval I had prepared for the report of the "Lake Erie er" Ship Camal Commission as Legislature of Pennsylvania f this year), together with a "memoranda" subsequently information of parties making to to probable cost of stone erials on the line of the canal, vice such as a proposing connaturally desire. I forward eday, with some other "literatio existence by what seemed."

Suppose the largest vessels in two of these have beam not less than 40 feet, and there are several examples of a beam of 42 feet. The E. C. Developed is 257.42. The Aurora is 250.341. The Calcdonia is 27.72.342. And even were the Calcdonia is 27.72.342. And even were the See twide you could not pass two vessels of 42 feet beam except you were to fill your lock very slowly.

Even were the traille, for accommodation of which the canal is to be constructed, promises to be sometimes, that is to say at certain seasons, great enough to demand extraordinary provisions for securing dispatch in locking the lock of size sufficient to pass two vessels abreast does not recommend itself. If circumstances affecting contraction are not opposed to such plan a lock of double length might be adopted, having gates midway of its length. Then either half might be operated independently as a single lock.

Locks Could Be Passed in Twenty Minutes, Suppose the largest vessels to be locked is sity for correcting misstate-opponents of the canal proj-not contradicted, night ablic mind against the enter-

projectors of the "Niagara"

shead of their times; and, d to carry the people with oposed a canal 150 feet wide roposed a canni 139 feet wide surface, with locks 250x50 to nwing 10 feet of water; or proposition in 18th. Perhaps set scheme was not quite as int of 1836. In a pamphlet, tied "Ningara Ship Canni; Its omnervial Necessity," I read: terprise has claimed the atnerui Government for (1965) that the Ningara Canal necessity" resolves itself, proposition that "the prohe only link wanting to give ation between the great r situation, in which the ma-erce of the upper lakes so far-ortance the plant and traffic io, one quite naturally, at first es that of any naval force, United States for lake de-egreater part would be placed lakes; and, at the outset, in a accordingly, one assumes vessels would, in the first in-ister, pass from Lake Erie to

Means Should Be Provided. is readily create a war vessel no as on Lake Erre; or, if we ns for shipbuilding on Lake nod us those on Lake Erie we provide the lacking means, which we should contest the tish gunboats into Lake Erie in below, the Welland canal, of war between the United at Britain the naval conflicts I have their scene on Lake i have their scene on Lake indeed, we shall have been verpowered as the outset. On of nostilities we should, of dut once to take possession of or the Welland Canal. The estruction of the canal, or of will be a question to be dead to be a circumscances. But in latter to take and hold the not be widely disastrous the mould have at hand a naval force for entrance of hostile vessels

entrance of hostile vessels c. That provision of such a duty is, to my mind, very Srie and Ohio River" Ship orie and Ohio River" Ship-nations projected by this com-pact a "ganooni" (worthy lathe of a "warship") 3.6 feet beam, and draft of fully four-sich ship may have dis-bout 5.30 tons. A steamship just named, built of steel, by 2.50 tons (on 4-toot draft) cultury and stores. dates gambouts Concord and red steel vessels 280 feet

ed with the 300x44 vessels Could Be Built at Pittsburg. hip would be of model varyis at a mavy yard at Branot's or service in the lake (at any a vessel may navigate Lake st. Lawrence river) within 30 and orders to move. We are a the Lake Eric and Ohio River here says a the lake Eric hard as the navigation in Lake Eric hard as the navigation in Fault need to do service will ship that could not go out of cammenes of the lake would led efficiency. With both the p' and the 'Niagara' canals in militury situation' would be satisfiaction, your remarks (on ar pampiflet) relative to the temarging, to the dimensions the Eric time projectors having in the carrying of grain and through from lake ports to to Europe without transship it he master note in the master note in the master and to in the say; 'Such waterway, if bmilt, and 't a by black and over the complex considerably more time than is necessarily extended a smaller vessel. But from that of the Concord, but

Such waterway, if built,

"I. e., by lake and ocean
hit the mark, 100, very
say." Barges of one-teach
lo the work belief and the work of transportation New York, either by way of you that the Erie canal |

should have 10 feet of water; but the locks should be 220x22 feet, instead of 18x220. With 10 feet of water and locks 22x20 steel barges may be used carrying anywhere from 600 to 800 net tons, according to model of barge. The lines of such barges should be made to conform to a "standard." This in view of the fact that with the 10-foot invigation and the steel barge plant power-towing (by driven cable) would be used, and the progress of the boats would be uniform, whatever the model, wherefore the nuthority administering the towing-plant should establish a certain limit of fullness of lines in the boats. Builders might make their lines as much finer than the limit as they might see fit to make them.

350x50 feet, lift of 18 feet, in six minutes; or a lock 400x80 feet may be filled in six

Three Miles an Hour Might Be Made. The "standard" lines should give about 700 tons carrying capacity, with a good bow and "run" in the model. With proper tow-ing plant a progress of three miles an hour might be effected (see treatise on driven cable towing, herewith sent you). Move-ment of canal boats by propulsion is a rad-

ical mistake.

While speaking of the proposition aforesaid for making a ship canal on, or generally along the route of the Erie from Buffalo to Albany, I note that the advocates of that scheme appear to be ignorant of the fact there are 600 bridges across the Eric Canal there are 600 bridges across the Erie Canal between the points named. The average distance between bridges, is accordingly something less than 3.100 feet. Not only is the abolition or material reduction in number of these bridges impracticable, but the appropriation of space necessary to making a big ship canal, on the Erie route, is not to be seriously represented as practicable. As you have said: "The expenditure" would be "impossible."

wou have said: "The expenditure would be you have said: "The expenditure would be 'mpossible."

Noticing the proposition to make the locks of the Nagara Canal 400x89 feet in the clark while this size is greater than is necessary for passage of any lake vessel now in existence or presumably to be built, the width is not sufficient for passage, at one operation, of two of the larger lake vessels; many of these have been applied to the clark while this size is greater than is necessary for passage of any lake vessel now in existence or presumably to be built, the width is not sufficient for passage."

day, with some other "litera-o existence by what seemed ity for correcting misstate-omeoneurs of the canal pro-clear. With lift of no more than 18 feet, with ample supply of water, the vessel may be passed up through such lock in 20 minutes. Four minutes to steam in; two min-utes to make fast; eight minutes to fill; two

the Engineering News of July a refer as containing information for our in connection with is an extract from a letter (in misstatements of the Marine vehind.) which appeared in histaten. June 26.

copy of said letter. I regret inversity of said letter. I regret inversity. News should have aid extract, as it did; with a time the idea that my intent was it in "Census Bulletin No. 20" expose the errors of the Marine commodation Needed Sqon.

tin No. 65 serves sufficiently shorteenings of No. 29, and I be Census Bureau will modify inting in the final census rethat our "Lake Erie and Ohio cheme may not hang fire as he "Niagara" affair. And, in y reasonably believe that in means traffic calling for the Ohio River tanal, as the only is for an adequate accommoprospective increase of that he best possible, and indeed means for effecting those real of transportation which the feeting that traffic demands, ill take the work in hand at an projectors of the "Niagara" and indeed of the control of the control of the season) one lock 320x30 feet could handle, in a season of 220 days, vessels in mumber sufficient to carry, at average cargo of 1,000 tons (for cach passage through canal) of the projectors of the "Niagara" and indeed of their times; and With two locks, 350x50 feet, or thereabout, making 51 lockages each, passing a single vessel each time, passages would be 114. If the vessels could come regularly, (each day the number making the average per day of the season) one lock 350x50 feet could handle, in a season of 220 days, vessels in number sufficient to carry, at average cargo of 1,600 tons (for each passage through canal) about twice the present freight tonnage of Sie. Marie Canal—but they come in fleets sometimes and consequently the canal is sometimes "crowded."

Provision for Traffic Will Be Made.

Ample provision for a traine as great as the canal will at any season be called upon to handle is, of course, properly to be made in planning a ship canal; and in this con-nection any reasonably certain increase of traffic should be duly taken into account. But construction of the work with view to future enlargement seems a more judicious its character, and deshighest considerations of The chaim advanced (by 1963) that the Ningara Canal recessity — resolves itself, proposition that "the proceeding Hard — the great Lawrence river for vessels anvigating the lakes."

I would have a value in an inexass of passing (in an all vessels from Lake Erie at or vice versa. In view tituation, in which the mach and twill have sought the Panama Canal it will need to pass (in ships average Canal ta will need to pass (in ships average Canal it will need to pass (

mate of 1880, would have sought the Panama Canal, it will need to pass (in ships averaging 1,500 tons cargo) about three vessels each way daily. If the vessels seeking that canal are in number twice as many as would have, according to Mr. Nimmo, sought the Panama Canal, the Nicaragua Canal will have to pass about four vessels each way daily. Their locks should be large enough to pass a big man-of-war; (we may take the chance that this provision may benefit some other mation more than it will help us); but from a merely commercial standpoint the provision and of double locks seems uncalled for.

In 1885 the passages through the Suez canal were greater in number than ever before, or since. The vessels averaged 1,750 tons (measurement). The passages averaged not

Haven to Saginaw Bay, say 125 miles. Also a ship canal, about four miles long, through the isthmus: separating Lake Huron from southernend of Georgian Bay, and others from Georgian Bay to Lake Simcoe (18 miles) and from that lake to Lake Ontario (about 30 miles.) Before these shall have been built the "Lake Erie and Ohio river" and the "Niagara" canals will have been put into operation, and the Erie Canal, of New York, will have been enlarged, from Buffalo and from Oswego respectively, so as to give fully nine feet navigation through to Albany, with locks 22x2 50 feet.

Freights will then have choice of routes as here describe d:

1. Chicago to Yew York City:

Miles.

Miles. Miles
Chicago to Buffalo, by way of the
"Michigan" Canal and Lake Erie
(as before).
Buffalo to Albany, by improved and
entarged Erie Canal (shortened 529 Albany to New York, by river.....

.. 1.011 Lake N Ship Canal. "Erie" and river. Miles per

In open lake.
In "Michigan," "Saginaw," and
"Isthmus" canals...
In "Niagara," and "Lake Simcoe" 5 canals. 2
In rivers (Niagara and Hudson)... 10
In onlarged "Erie" Canal. 3
Then, time of transit would be on route
No. 1 (via Georgian Bay and Oswego):
Hours.

Hours. 33.428
"Saginaw" and "Isthmus" ship canals 27.800
Lake Simcoe canals (i8x30 m.) 24.000
Erie Canal, from Oswego 60.000
Hudson river 14.200 

Sie. Marie Canal—but they come in fleets sometimes and consequently the canal is sometimes "crowded."

Provision for Traffic Will Be Made.

Ample provision for a traffic as great as Canal and Hudson river (as better the consequence of the control 74.200

(6.543 days). Total 156.971 On route No. 3 (via Buffalo and Eric Canul): Lake (344 miles)..... Hudson river..... 

Oswego, not figured in. Equal in either case. Compare present practice time: 

BOUTE, DISTANCE IN MIL AND MILES AT B OF PROGRESS I						ATE	TIME OF TRANSIT. HOURS,					
CHICAGO TO BUPPALO,	In luke, 14	miles	Ship Canal, 5 miles	miles	miles	Total miles.	Lake i4 m. per br.	10 m. per hr.	5 m. per hr.	3 m. per hr.	2 m. per br.	Total
1-Via Straits of Mackinaw and Detroit (present route)						8911	63.50					63.5
2-Via Mackinaw, Georgian Bay and Welland.	680			18	56	734	47.14			6.0	28.0	81.1
3-Via Straits, Georgian Bay and "Niagara"	638	12		18	55	723	45.57	1.9		6.0	27.5	80.2
4-Via "Saginaw" Canal, Georgian Bay and Well- and Canal	403		139	18	56	616	28.78		27.8	6.0	28.0	90.5
Georgian Bay and "Niag- ara"	881	12	139	18	55	605	27.21	1.2	27.8	6.0	27.5	89.7
6-Via "Saginaw" Canal and Detroit.	469	75	135			679	33.50	7.5	27.0			68.0
7-Via "Michigan" Canal and Lake Erie	344		135			529	24.57		87.0			61.5

quite 5, each way, per diem. In 1890 the vessels averaged over 2,000 tons, measurement; passages averaged something more than 4%, each way, per 24 hours; whole number of vessels, 3,389.

East and West Bound Passages Equal. In the Sucz passages, castbound and westbound are, practically, equal in number. Passages through the "Niagara" Canal would likewise be cast and west alike in number. Sny the great aggregate of 4,000,000 tons of cargo goes east through the "Nagara" in a season of 214 days, in vessels carrying average of 2.00 tons; these vessels returning would carry perhaps average of 1,00) tons each. The passages would average 18,691 per diem (9.345 tons each way); i. e., 4,000 pas-

occupies considerably more time than is necessary to placing a smaller vessel. But one of the Ogdensburg line boats 251x22 feet over all, and loaded to 14 feet draft can leet over all, and loaded to is feet draft, can make the down trip in 20 nours. This argues average of about 27 minutes lockage time. Arrangement of valves for filling a lock without creating currents lengthwise of the lock, is a simple affair, and by application of such arrangement you may safely fill a lock

The 18 miles of canal in which I have allowed progress of three miles per hour represents the ship canal between Georgian Bay and Lake Simcoe. The lockage on this canal will amount to about 130 feet.

Progress in the "Michigan" canal is figured at five miles per hour. This canal must have size (depth and cross-sectional area) sufficient to admit the making of this rate of progress by vessels drawing as much as is fiet of water. Making five miles per hour (of clapsed time) through the canal a steamer, averaging 14 miles per hour in the lake, may make the trip between Chicago and Buffalo by way of the canal in about two hours shorter time than by way of the straits. Even this, at first view, apparently insignificant saving of time will amount to giving the steamer an extra round trip in a season. But the saving of time is not the only saving, as we shall presently see. The average sailing vessel taking tow in canal will make progress (under sail and tow, taken together) in the lakes and connecting rivers. Such vessel will, in a trip from Chicago to Buffalo, save about 3½ days by taking the canal.

Steamers Will Save Wear and Tear.

Steamers Will Save Wear and Tear. The steamer will save not only her two hours, but great "wear and tear" and much fuel. Steaming at rate of 14 miles per hour,

the average "liner" expends per mile run fuel costing about 20 cents. At this rate fuel for the trip of 889 miles, Chicago to Buf-falo, costs \$177 50.

Taking the canal she steams 185 miles, at Taking the canal she steams 185 miles, at about five miles per hour, at which rate her fuel will not cost more than 5 cents per mile; say it costs \$9.25 for the 185 miles. Fuel for through trip (via canal) costs then (344 miles §20c, and 185 miles §55.), \$78.05. Here is a saving of \$99.75; or, say, \$200 for a round trip. Even were her fuel to cost per mile of canal as much as per lake mile, her saving would be \$144 for the round trip. Saving \$200 per round trip, and making as many as 25 round trips per season, the canal will save her in fuel, say \$5,000 for the season. Carrying, say 2,300 tons each way, at rate of anywhere from 60 cents to \$1.20 per ton (say season's average is 30 cents per ton) a round trip, means \$4,500 earnings; and any condition, incident to navigation of the canal, that would limit her progress in the "Michigan" canal to average 100r miles per Lour would

keep the vessel out of the canal. Here is a case in which the question of utility of a canal turns directly upon the quality of the canal in the matter of affording depth and cross-sectional area necessary to a certain high rate of speed in the vessels using it. Five miles per hour is a very high rate of progress in a ship canal. On the Suez, in 1899, the night passages (with electric light), averaged better time than the day passages. The average night passage was made in 22 hours and 9 minutes—average, 4½ miles per hour.

hour.

In view of all the circumstances affecting the case a depth of 20 feet of water (with correspondingly large cross sectional area), is a "necessity" for this "Michigan" canal.

The Canal Will Be Large Enough. The fact is obvious that in a canal affording 20 feet of water, with a waterway having cross sectional area of 2700 square feet (the proposed "Niagara" section is 2,562½ feet in earth cuttings and 2,050 in rock cuttings), a vessel drawing 14 feet (with ordinary beam

So miles.) Before these shall have been built the "Lake Erie and Onio river" and the "Ningara" canals will have been put into operation, and the Erie Canal, of New York will make been put into operation, and the Erie Canal, of New York will make been put into operation, and the Erie Canal, of New York will make been put into operation, and the Erie Canal, of New York will make been put into operation, and the Erie Canal, of New York will make been put into operation, and the Erie Canal, of New York will be also per described:

1. Chicago to Sew York City:

Miles.

Chicago to Grand Haven (lake).

Lake Simcoe.

15
Ship canal to Lake Simcoe.

15
Ship canal to Lake Ontario.

26
Total.

277
Sailing Distances Shortened.

Safiling distance shorter than the route (by lake, canal and Hudson river) from Chicago to New York.

2. Chicago to Grand Haven.

2. Chicago to Grand Haven.

2. Chicago to Grand Haven.

2. Chicago to New York (as before).

2. Chicago to New York (as before).

2. Chicago to Grand Haven.

2. Chicago to New York (as before).

2. Chicago to Grand Haven.

2. Chicago to New York (as before).

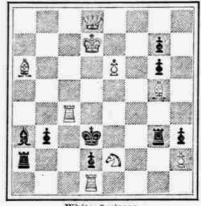
3. Lake Chicago to New York.

4. Lake Chicago to New Yo

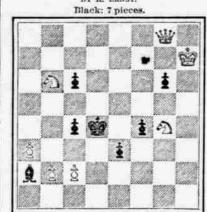
## CHESS.

All communications should be addressed to the All communications should be addressed to the Chess Editor, P. O. Bex \*83. The Pittsburg Chess Club meets at the Pittsburg Library, Penn avenue. The Allegheny Chess Club meets at Dr. Miller's Hall, North avenue, every Monday evening.

> PROBLEM NO. 75. [Composed for The Dispatch. BY S. M. JOSEPH. Black: 9 pieces.



White: 9 pieces. White mates in two moves. PROBLEM NO. 76. [Composed for The Dispatch.] BY H. ERNST.



White: 7 pieces. White mates in three moves,

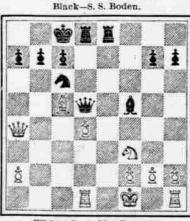
SOLUTIONS. Problem No. 70—A. F. Rockwell, R to K 3. Game Ending No. 21—I RxP ch, RxR; 2 Kt to B 6 ch, K to B 1; 3 Q to Q 8 ch, R to Kt 1; 4 QxR mate. Correct solutions received from Otto Wurz-burg, C. S. Jacobs and J. S. Tilley. No. 21 from J. O. L. Carmody.

ERRATUM The game endings in the last issue should have been numbered 23 and 24.

GAME ENDING NO. 25. From Neuman's Das Schachspiel.] Black.

2 魚 A i W

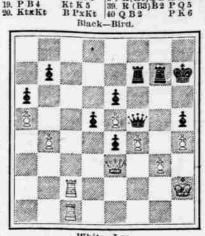
> White. White to play and draw. GAME ENDING NO. 26. Black-S. S. Boden.



White-G. A. Mac Donnell. Mr. Boden, whose turn it was to play, terminated the game in the following beautiful manner: 20xx, QxKt; 21 PxQ, B to R 6 ch; 22 K to Kt 1, R to K 3; 23 Q to B 2, RxP, 24 BxR, Ktx B; 25 Resigns.

GAME NO. 70. Played in the tournament now in progress at Simpson's Divan, London. Score and notes from the London Field. QUEEN'S PAWN OPENING. White. Black. White. Black. F. J. Lee, H. E. Bird. 1. PQ4 PKB4 21, QQ2 RB2. 2. PKK18 Kt KB8 22. RB3 PK Kt4 8. BKt2 PQ4 23. PR3 Kt PXP 4. Kt KB3 PK3 24. KPXP RK12 5. Castles BQ3 25. KR2 RKB1 6. PB4 PB3 26. PXP BPXP 7. PK3 Castles 27. PQKt4 BK1

1891. BQ 2 28. QRQB QKt8
BxB 29. EKB PR4
BK1 30. PR4 QRB
BR4 31. QQ 4 BKt4
2 Kt K5 32. RKK t BK7
Kt Q2 33. BR3 BK5
QR3 35. QB2 KR2
PR3 35. QR2 KR2
QKtxKt 37. QK3 QB4
Kt K5 39. R(B3)B2 PQ5
Black—Bird. a. Playing for 21-22, 9-13, 18-14, 21-25, 30-21, 16-19, tc. Black wins (Wyllie). Mr. Dannell's move 



White-Lee. PQ 6 51 QxR ch 62 R Kt 2 PQ 7 33 RxP 9 Q Q 5 54 R Q 8 ch K Rt 1 55 R Q 7 ch R B 1 56 RxQ Q Q 6 57 RxP 9 R 7 38 K Kt 2 QxP ch R Kt 5 59 Resigns. RxR RxP ch

CHESS NEWS. CHESS NEWS.

The State representatives for the championship tournament of the United States Chess Association, which will be held in Lexington, Ky., August 4, 1891, have been chosen as follows: I. E. Delmar, S. Lipschutz, or J. M. Hanham, of New York: 2, W. H. K. Pollock, of Maryland; 3, S. F. J. Trabue, of Kentucky: 4, C. L. Curtis, of Ohio; 5, W. H. Ripley, of Indiana; 6, L. Nedeman, of Illinois; 7, Dr. O. Fick, of Missouri, J. W. Showster, winner of the championship at the first and third meetings of the association, will also enter.

enter.

The citizens of Lexington, Kv., have raised a prize fund, out of which it is proposed to award to the winner of the championship tournament \$100; to the second player, \$75; to the third player, \$25.

Mr. W. C. Cochran, President of the association, offers a prize of \$25 to the winner of the free-for-all, who will also be entitled to enter all championship tournaments of the association hereafter.

### NOTES.

5 xx, BQ3—The B is better placed at K2, 9 BQR3—The more usual continuation is 9, B to Kt2 and 10 Kt to B3. White loses too much time with his knight after black's exchange of bishops.

18 xx, Kt Kt4—Intending 19 xx, B to Kt 5, and to estabish his knight at R 6.

24 K PxP—The lesser evil probably is that chosen by Mr. Lee, although it gives black two passed pawns. Kt PxP would be too dangerous.

two passed pawns. Kt PxP would be too dangerous.

26 PxP—Had he first doubled his rooks and then opened the file, he might have been able to exchange one of the rooks, thus somewhat reducing black's attacking forces.

28 Q Kt 3—Black fixes his opponent's rooks now; besides, he has his B fin a better position, and makes room to advance the K R P.

32 R K Kt—Forced, because black threatens, 32 x x. B to Q 6, shutting the rook off from the defence of the K Kt P.

34 BxB—The exchange is of doubtful value. value.
39 x x, P Q 5-A very fine move. If 40 Qx Q P, then 40 x x, RxKt P, with a winning 43 R B 5-If 43, PxQ then RxQ and both

45 QxP ch—If 45 RxP ch, then K to Kt 1 and white cannot play 46 R to K 5, because of 48 xx, QxR; and if 46 Q to K 2, to prevent black's Q to Q 6, black would win by 46 xx, RxB P . 50 R Kt 5—A hasty move which might have thrown away a splendidly-played game. Mr. Bird could have won the game off-hand with M xx R to R 4. 50 xx, R to B 4.

54 R Q 8 ch—White had a chance here of drawing the game with 54 RxQ ch, RxR; 55 R to K At 2, ctc., or even with 54 RxQ ch, Rx R; 55 R to Q 7, so as to keep the king impris-

## THE GAME OF DRAUGHTS.

CONDUCTED BY J. B. FERGUSON. 1 2 3 4 REFERENCE BOARD.

5 6 7 8 19 10 11 12 13 14 15 16 Black men occupy squares 17 18 19 20 1 to 12; white men squares 21 22 23 24 21 to 22. Black men al-25 26 27 28 ways move first.

.

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MINNEAPOLIS, MINN.

To the Checker Editor of the Dispatch:

the second move of variation 1 play:

VARIATION L.

\$-18-15, 31-27. B wins. b-28-24, 31-27, 24-20, 8-11. B wins. BRIER HILL, O. RICHARD JENKINS.

SOLUTION TO PROBLEM NO. 66.

By Alex. Miller, Harmony, Pa.

Black-5, 6, 7, 12, 20, White-13, 15, 18, 27, 28,

Black to move, what result?

NEW ZEALAND ON THE DISPUTE.

From the Christ Church Free Press.

Checker Headquarters-Home Hotel, Duquesno way, between Eighth and Ninth streets, and at Samuel Seeds', 96 Seventh avenue,

TO CORRESPONDENTS. Positions, Problems, Games and Checker News will at all times be welcome. All communications P. O. BOX 35. EAST END, PITTSBURG, PA.

Dr. McCreery-You will see we have at-tended to your request. Richard Jenkins—Your favor to hand. See reply from Mr. Head. w. H. H. Stuart—Can you send copy of last problem? It has been mislaid. Please look over Dr. McCreery's contribution.

To the Checker Editor of The Dispatch: Regarding criticism on "cross" game 113 will say that it occurred in play and was not intended for analysis, but was given on account of the somewhat neat ending. I had whites, and for variety's sake, played the 25-23 "loser," though it is evident that 25-22 draws nicely Robert McCall — Many thanks. Please send me slip of July 4, as I was in Buffalo and it was lost. Will greatly oblige. George Reay, Aberdeen-Your request at-tended to with pleasure.

Mr. Johnston—We lost your stroke prob-lem. Please send us another copy.

Bernard McFaulds—Last Saturday's issue contained the correction of problem No. 63. Your problem only draws; it is not a black win, Look at it again.

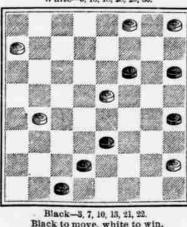
win. Look at it again.

Inquirer—You are perfectly correct. I was myself an eye witness to Mr. Maize winning three games off J. P. Reed, and I am not sure but he won more, besides several draws. Mr. Ewalt made the best score—Reed, 2; Ewalt, I, and several drawn. Mr. Ewalt won another game on an opening he requested Mr. Reed to play, but his modesty does not count. The win he got of Mr. Reed on the lines he had made a special study of. The reason for not crediting these wins we cannot give. Inquire of the parties themselves.—Checker Editor.

I. I. Reed—Accept thanks for report, will

J. I., Rae—Accept thanks for report; will look for the other. L. S. Head-Accept thanks.

PROBLEM NO. 67. BY H. C. EWALT, PITTSBURG, PA. White-5, 16, 18, 28, 29, 30,



Black to move, white to win. PROBLEM NO. 68. BY DR. J. O. M'CREERY, M KEESPORT, PA. Black - 1, 3, 11, 15, 19, Kings - 9, 10, White-17, 22, 15, 25, 25, Kings - 4, 18, 20, Black to move and win.

PROBLEM NO. 60. BY DR. J. O. M'CREERY, Black -7, 15, 18, Kings-10, 17, 19, 29, White-8, 28, 31, Kings-2, 4, 23, 27. Black to move. What result?
The Doctor gives these strokes to the readers of The Disparch and would like to see how many can solve them. We gave No. 63 last week, but a mistake of the compositor

GAME NO. 130- SWITCHER." The following games were contested in London between James Wyllie, champion of the world, and the London players. Contributed to The Dispatch by special correspondence.

spondence.
Mr. George Freeman's move.

agreement which were dated August 18, 1890, why was it not inserted in those articles? And why should Mr. Wyllie be kept "waiting such an unusual and unnecessarily long time mentione. by" Messrs. Dunlap, Hefter, Reed and company as April 1, 1891, before it was dragged in? We think the draught players here will have "a consultation as to the advisability of" acquiescing in the proceedings of these gentlemen.

On July 18 a team match took place at Laughlin's Hill, with five players a side, cap-tained by Laurence Armstrong, of Blyths-dale, Pa., and William Binhardt, of Shaner's station, Pa., with the following score:

fins.

O. L. Armstrong 2 W Binhardt.

J. L. Rae 3 J. Herald.

J. White. 3 J. Montague.

J. P. McQuade. 1 D. Armstrong.

J. Parker. 1 M. Beacker.

The above shows a very close score, and, as the return match is to be placed to day, it is very hard to predict the winners. If our friend Armstrong can only strike his gait, the youngster will have nothing to spare. Full particulars next week.

### CHECKER JOTTINGS.

CHECKER JOTTINGS.

Newport, Ky., was visited by a great player from the Metropolis, but he was not in it in old Kentucky, even though he was the venerable great-grandfather of 13 little girls. The club must have made a special study of the Ayrshire Lassie and the Maid of the Mill openings, to use up a gentleman so well up in lassies. If the Kentuckians will add the Switcher openings to their studies the veteran Wyllie will better steer clear of Newport and their clever players.

Dr. Keeney—As Newport has knocked out New York, a challenge to Pittsburg would be in order. They feel a little proud since the Fourth, after their great victory over Western and Central Pennsylvania.

Mr. Wyllie up to July 4 played in London 99 games, lost 2, won 82, drawn 15. Mr. A. H. Grainger won an Ayrshire Lassie with the blacks, and drew a Paisley with the whites.

This is the best score so far. Messrs. Tescheleif, Birkenshaw, Morfarity, Butler, McLay, Paton, Bailey, and others have not had a sitting yet with the veteran. Mr. Wyllie has announced that when playing the leading players he desires them to choose an opening, and he will do the same, and both to play the black and white of each game. Mr. Freeman was the first to play on this system, and chose the "Eaird and Lady." Wyllie chose the "Switcher." Score: Wyllie 1; 3 draws. Mr. Freeman started another four games on Saturday, and chose the "Kelso."—Herald

Referring to a summary of his matches which appeared in the Chronicle Telegraph, Mr. Wyllie says that he has not lost a match for a stake since 1833, and that in the matches which appeared in the Chronicle Telegraph, Mr. Wyllie says that he has not lost a match for a stake since 1833, and that in the matches with the late Dr. Yates there was not a cent at issue, and, as The Disparce pointed out, when the summary appeared, that the two matches with Reed had been left out, and it seems that another important match had been overlooked, that of A. J. Heffner, of log games—Wyllie, 4: Heffner, 0; drawn, 6.

Ex-Champion Barker has (b) Mr.J. A. Robertson, of Perth, gave play on 27-23, and black wins. Can Mr. R. win (a) Mr. Birkenshaw varied in a game with Mr. 1-5 | 9-14 | 3-12 | 22-17 | 13-22 | 25-3 18-15 | 11-8 | W.wim

The following two games are from the Aberdeen Free Press, and were played in London between James Wyllie and George Free-

ship, which is to be played in Chicago September.

James Wyllie speaks of spending a few months in London. At that rate it will take him some time to get around, and it is more evidence of the falseness of the charges of illiteracy and meanness.

CRUSOE-Fannie B. Ward writes THE DISPATCH from Juan Fernandez, where Robinson Crusoe spent his exile. See her letter illustrated from her own sketches in to-morrow's issue.

On top of your dinner, one of Dr. D. Jayne's Small, Sugar Coated Sanative Pills, non-nauscating and painless, will assist digestion, stimulate the liver and regulate the bowels. Always safe.

#### Trouble Ahead.

At this season of the year the large ma-jority of mills grind new wheat; hence no end of trouble, but you can escape all this by using "Table Belle" and "Our Best" flour. Guaranteed all old wheat. Orrville Milling Co. F. I. RUTLEDGE.

Summer Clearance Sale Of dress goods, cashmeres, India silk, French and American challies, pongees, lawns, ginghams and satines. Special clos-ing out prices in every department during July and August at H. J. Lynch's, 438-440

The B. & O. R. R. will sell excursion tickets to Ohio Pyle every Sunday during the summer at rate of \$1 50 the round trip. Train leaves depot at 8:15 A. M.

## Sunday at Ellwood. Escape from the heat by spending Sun-ay at the Hotel Oliver, Ellwood, on the Connoquenessing. Trains by Pennsylvania, Pittsburg and Western, or Pittsburg and Lake Erie. Special leaves over Pittsburg, Ft. Wayne and Chicago Sunday morning at

8:20. Union station. Last Days of Pompeli. Take the Pleasant Valley electric cars. Direct to the main entrance.

EUROPE-Graphic Cable Letters from all the Continental Capitals in to-morrow's big DISPATCH.

# FIVE DOLLARS A MONTH.

The summer is the best time for the treatment and cure of catarrhal troubles. The climatic conditions are then most favorable, liability of catching fresh cold being then draws nicely.

Perhaps Mr. Jenkins' play may be improved somewhat. Take his variation 1.

The position after tenth move is—(b) 5, 6, 9, 11, 19, 23 (k)—22; (w)—12, 13, 17, 18, 21, 28, 30.

Now, instead of 17-14, which allows a convenient win, why not 18-15, 11-18, then 17-14, 22-17, 14-5, 17-14, 51, 15-16, 15 and whites gain a move reduced to the minimum, and the even tem-perature and the condition of the atmosphere favoring the progress of the patient. Drs. Copeland & Hall have decided to treat all patients, old and new, applying to them for treatment during July and August at the merely nominal rate of \$5 a month, furnishing all medicines. This applies to patients by mail as well as patients in the city. It is to all patients, old as well as partiants taken and for all discovery. 14-5, 17-14-5-1, 15-10, 1-5 and writtes gain a move which prevents the easy black win given by Mr. J.

However, I would suggest the following way to win: Variation 1, at second move instead of 31-25, play \*31-27, 30-25, 27-24, 25-22, \*8-11, 15-8, 24-15. Black wins.

At the ninth move of trunk that Mr. Jenkins gives try \*31-27 instead of 31-25, and the win is materially shortened I think.

Call again, Mr. Jenkins; glad to see you any time.

MINNEAPOLIS, MINN. new, and for all diseases. All patients tak-ing treatment from Drs. Copeland & Hall during July and August will be treated until cured at the rate of \$5 a month.

## WAS IT CONSUMPTION?

Mr. Charles Elsasser's Marvelous Recovery From Troubles of Years Standing.

I am obliged to Mr. Armstrong for pointing out my error. It is very annoying, because so easily avoided. Instead of 31-26 at "My trouble first began about three years ago. The approach was so gradual that I took no notice of it until it became so bad that the pain was insufferable." The speaker was Mr. Charles Elsasser, living on Lincoln wenue, in the suburbs of this city. Mr. Elsasser owns a dairy on Coleman Hill, and personally supplies his own customers. Con-tinuing he said:



Mr. Charles Elsasser, Lincoln Ave., Pittsburg. "I had severe headaches. There were black spots before my eyes and I became very dizzy at times. My nose was constant-ly stopped up. The mueus dropped back into my throat, which made it very sore. I coughed up yellow mucus in quantities. I had pain in the chest and under the shoulder blades. I thought that I had consumpica.

Unless there is some agreement more definite than what we have seen published in
the Turf, we must say that the demand for
forfeit and title, coupled with the reasons
for doing so, seem to careful readers in this
part of the world very much like an unscrupulous attempt to defraud Mr. Wyllie,
and also that the appended remarks to both
Mr. Hefter's demand and Mr. Wylle's letter
are either unwittingly or wilfully garbled,
and moreover that the letter of June 30 seems
to have nothing to do with the final articles tion. My appetite was very poor. I had palpitation of the heart and at times it

would burn so that I could not sleep.
"I saw the advertisements in which simi-lar cases to mine had been cured by Drs. are either in wittingly or wiftelly garbled, and moreover that the letter of June 30 seems to have nothing to do with the final articles of agreement, as it is not even mentioned in these articles, and therefore cannot be binding. If that letter of June 20, 1890, was intended to constitute part of the articles of who suffer as I did."

HIS VOICE NEARLY GONE. "I have lived in Pittsburg for 24 years, and have been on the police force for over seven years. I lived in the Eighth and Eleventh wards ever since being in the city." The speaker was Mr. W. T. Banks, policeman, living at 224 Webster avenue, this city. Then continuing, he said: "My troubles first prominently appeared

"My troubles first prominently appeared after I suffered from "La Grippe" a year ago. I was affected before, but the grip aggravated my troubles. Had dull pains in the head. My nose was stopped up and the mucus dropped into my throat. The buzzing in my ears prevented my hearing distinctly when using the telephone in the patrol boxes. I had a slight cough and pains in the chest under the left arm, which would the telephone that the world. shoot to the right shoulder, then back again.
I could hardly speak above a whisper. Had a
bloated and full feeling in the stomach all
the time. I could not sleep from being so short of breath. Now, under the careful and judicious treatment of Drs. Copeland & Hall, I have improved in every way. My troubles have ceased. I willingly recommend these gentlemen. They did more for me than anyone else could do."

#### Their Credentials.

As has been said, Dr. W. Copeland was president of his class at Bellevie Hospital Medical College, New York, where he graduated, the most famous institution of its kind in the country. His diploma bears the written indorsement of the medical authorities of New York, of the deans of prominent medical colleges in Pennsylvanis. Dr. Hall's credentials are no less abundantand unqualified. He also is formally indorsed by the secretaries of various county and State medical societies. Both gentlemen, after thorough hospital experience and practice, have devoted their lives to the practice of their specialties, with what sucpractice, have devoted their lives to the practice of their specialties, with what success the columns of the daily papers show.

In addition to the high medical authorities quoted above, may be mentioned a Pittsburg medical authority, which is by no means to be depreciated. The diplomas of both gentlemen bear the formal written indorsement of the Western Pennsylvania Medical College of Pittsburg.

#### FROM REPRESENTATIVE RESIDENTS. Well-Known Men and Women in Pittsburg

Make Remarkable Statements, MR. J. G. FRAZIER, Architect, 5710 Kirkwood street, Pittsburg:
"I am pleased to give my hearty indorsement to Drs. Copeland & Hall. Their treatment of catarrhal troubles is advanced and scientific, the results obtained simply won-

derful."

MR. GEORGE KEPHART, residing at 7 Grantham street, Pittsburg:

"I suffered for years from catarrhal complaints. My condition became worse and worse. I was advised to go and see Drs. Copeland & Hall. I am another man to-day. You can't put it too strongly. I know by experience that Drs. Copeland & Hall aro wonderfully sk liful and successful."

MR. J. O. MOORE. Restaurateur, 1139 Carson street, S. S., Pittsburg:

"What do I think of Drs. Copeland & Hall? Why, I think they are the most satisfactory physicians in the city and that the good they are doing the people of this city and vicir ity cannot be estimated."

MR. W. GOLDIE, salesman for Dilworth, Porter & Co., and stopping when in the city at the Seventh Avenue Hotel:

"I have been a sufferer from catarrh for a great many years and state that six weeks ago I begah treatment with Drs. Copeland and Hall and have received great beneft from their treatment. I can cheerfully recommend these gentlemen as courteous and skillful physicians."

MR. BENJ, KOEGL, 33 Chestnut street, Allegheny:

"Drs. Copeland and Hall are in person" derful."
MR. GEORGE KEPHART, residing at 7

Allegheny:
"Drs. Copeland and Hall are in person

gentlemanly and courteous; in practice, advanced and scientific; in results attained simply marvelous."

MR. F. HENNEMAN, 126 Madison avenue, MR. F. HENNEMAN, 126 Madison avenue, Allegheny:

"I have absolute confidence in Drs. Copeland and Hall, personally and professionally. Their word is their bond and their power over disease trenches upon the limit of human science. Indeed, some of their wonderful cures have almost suggested the miraculous."

derful cures have almost suggested the miraculous."

"I have found Drs. Copeland and Hall to be the most conscientious and courteous of gentlemen, as well as the most skillful practitioners in Pittsburg," said Mr. Michael Smith, 232 Harkins street, S. S. "A patient of theirs has the satisfaction of being told honestly as to his condition and the possibility of a cure being effected."

MR. JOHN STAIB, 195 Manhattan street, Allecheny.

MR. JOHN STAIB, 195 Manhattan street, Allegheny:
"Drs. Copeland and Hall are pre-eminently the most successful physicians in Pittsburg to-day. Further, I have found them always scrupulous and kind."

MR. F. F. McDERMITT, Lunna st., E. E.:
"I must say that Drs. Copeland and Hall's treatments are the most successful I have ever been acquainted with. To me they are the only physicians."

MR. SAMUEL ANDERSON, 68 Stephenson st., Pittsburg:

st., Pittsburg:
"I indorse Drs. Copeland and Hall as the most successful physicians and courteous gentlemen it has ever been my pleasure to MR. THOS. MAYBURY, 218 Thirty-ninth st. Pittsburg:
"Drs. Copeland and Hall are gentlemen and physicians worthy of anyone's patron-age. I speak from personal experience. I have taken great pleasure in recommending a number of my friends to them, and they have cugad them. This is certainly the best of all testimony. If I myself ever need a physician again I shall most certainly consult them."

Testimony of Ladies.

MRS. ANNA MANGOLD, Butler, Pa.: MRS. ANNA MANGOLD, Butler, Pa.:
"I suffered for years. I grew so bad that I had lost all hopes of ever regaining my health. I treated with Drs. Copeland and Hail and my rapid recovery was astonishing. I grew perfectly well under their judicious treatment, and heartily recommend them."

them."

MISS NORA FITZGERALD, 335 Highland avenue, E. E., Pittsburg:
"I cannot speak too highly of Drs. Copeland & Hall's treatment. I consider the results accomplished in my case remarkable, As physicians they stand at the head of their profession." MISS TILLIE SATTER, 64 Nineteenth street, S. S.:

"Drs. Copeland and Hall successfully treated me for my trouble, and I consider them skillful physicians, worthy of the highest praise. I can recommend them to all persons who are hillicted with any of those diseases of which they make a speciality."

specialty."
MISS ANNIE SMITH, 338 Ella street, E. E.:
"I consider Drs. Copeland and Hall thorough gentleman and accomplished physicians." MASS MAGGIE DEVINE, 4566 Friendship av one, E. E.:
The Copeland and Hall relieved me successfully of all my troubles. I consider them as standing at the head of their pro-

DRS. COPELAND AND HALL treat successfully DRS. COPPLAND AND HALL treat successfully all curable cases at 65 Sixth avenue, Pittsburg, Pa. Office hours, 9 to Ha. M., 2 to 5 r. X. and 7 to 9 r. X. Sundays 10 a. X. to 4 r. M. Specialtics—Catarrh and all diseases of the eye, ear, throat and lungs, chronic diseases. Consultation, \$L. Many cases treated successfully by mail. Send 2-cent stamp for question blank, Address all mail to

DRS. COPPLAND & HALL,

66 Sixth avenue, Pittsburg, Pa.

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Or the Liquor Habit Positively Cured by Administering Dr. Haines'
Golden Specific.

It is manufactured as a powder, which can be given in a glass of beer, a cup of coffee or tex, or in food, without the knowledge of the patient. It is absolutely harmless, and will effect a permanent and speedy cure, whether the patient is a moderate drinker or an alcoholic wreck. It has been given in thousands of cases, and in every linstance a perfect cure has followed. It never fulls. The system once impregnated with the Specific, it becomes an utter impossibility for the liquor appetite to exist. Sepage book of particulars free. To be had of A. J. RANKIN, Sixth and Penn av. Pittsburg. Trade supplied by GEO, A. KELLY & CO. Allegheny agents, E. HOLDEN & CO., 53 Federal st. jyz-80-rrs