CHESS COLUMN
OF THE
PHILADELPHIA EVENING BULLETIN.
FRIDAY, March 30, 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.

THE GAME OF ORIENT CLIME.

The following capital song, composed several years ago, by Rev. P. Marshall, was sung at a recent anniversary of the New Castle Chess Club, England.

AIR—"*Old English Gentleman.*"

I'll sing you a good old song, that relates of a rare old game;
Perhaps 'twas play'd in Paradise, far from the East it came,
In many a land, in many a clime, by many a changing name,
Have full three thousand years proclaim'd the ever-spreading fame
Of this fine old game of ancient days, the game of Orient clime.

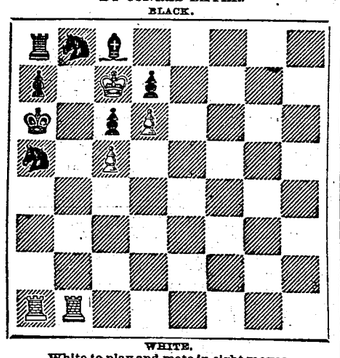
Of chivalry's bright days it tells, with its Knights and Queens and Kings,
Of tourneys bold, of castles old, and such romantic things;
Of country practices, and much that lasting honor brings
To warriors brave and statesmen grave, whose praise the nation sings,
Of this fine old game of ancient days, this game of Orient clime.

But not alone with Kingly hall or castle is its fate,
It loves the humble cottage too, the low as well's the great;
Hence, step by step, the plebeian pawn may glory emulate,
And prove that honest humble worth's the bulwark o' the State,
This fine old game of ancient days, the game of Orient clime.

It shows how States are govern'd, how mutual aid should be,
How subjects should protect their King, the King from harm be free;
And how the Queen should love her lord; and the Bishop rule his see:
And how the Knight should die in fight for his King and liberty,
In this fine old game of ancient days, this game of Orient clime.

Then let us ever cherish it—this game, that, well defin'd,
Reads our life's enchequer scene, where the prizes are mankind;
And as each circling year revolves, we'll garlands intertwine,
And wreath our caps to celebrate this glorious game in wine,
This fine old game of ancient days, this game of Orient clime.

Problem No. 430.
BY CONRAD BAYER.
BLACK.



WHITE.
White to play and mate in eight moves.

CHESS IN PHILADELPHIA.
Game No. 1303.

Played some time time ago, between Mr. Warner, giving pawn and move, and Mr. Jellett.

(*Remove Black's King's Bishop's Pawn.*)

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

(Mr. Jellett has not played the opening with his usual accuracy.)

	17. Q R to B sq
18. Q Kt to B 3	Castles
19. B to K 4	Kt to B 3
20. B x Kt	P x B

(The Bishop should have retaken.)

21. Kt to K 4	Q R to B 2
22. Kt to Q 3	B to B sq
23. K Kt to B 5	R to B 5
24. P to K Kt 3	R to B 6
25. K to Kt 2	R to B sq
26. P to B 4	

(26. Kt to Q 6 would have gained a pawn.)

	26. P to R 4
27. R to Q B sq	R to Q sq
28. Kt to Q 6	B to K B sq
29. K Kt to K 4	B to K 2
30. K R to Q B 2	B to Kt 2
31. K to R 3	K to B sq
32. Kt to Q B 5	B to B sq
33. K Kt to K 4	B to Kt 2
34. R to B 5	K R to Q 2
35. K to Kt 4	P to R 5
36. K to B 3	B to R sq
37. K to K 3	R to R 2
38. Kt to B 8	B x R
39. Kt x B	R to K 2
40. Kt x Q R	R x Kt
41. Kt x P (ch)	K to K 2
42. Kt to B 5, and wins.	

CHESS IN PARIS.
Game No. 1304.

Played between Mr. Morphy and M. de Rivière.

(*Knight's Gambit.*)

WH. (MR. MORPHY.)	BL. (M. DE RIVIERE.)
1. P to K 4	P to K 4
2. P to K B 4	P x P
3. K Kt to B 3	P to K Kt 4
4. B to B 4	B to Kt 2
5. Castles	P to K R 3
6. P to Q B 3	K Kt to K 2
7. P to Q 4	P to Q 3
8. P to K R 4	

(8. P to K Kt 3 is recommended by some; in that case Black would reply with Kt to Kt 3.)

	8. Kt to Kt 3
9. P to R 5	Kt to K 2
10. P to K Kt 3	B to Kt 5
11. P x P	B x R P
12. P x P	Q to Q 2
13. Kt to K 5	Q to R 6
14. Q to Q 3	

(The obvious play of 14. Q x B would result as follows:

14. Q x B	Q to Kt 6 (ch)
15. K to R sq	P x P, &c.)
	14. Q x Q
15. Kt x Q	P x P
16. Q Kt to R 3	P to Q B 3
17. Q B x P	B x Q P (ch)

(Well played.)

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

(Very prudently surrendering the Queen's pawn.)

21. R x Q P	Castles
22. Q R to K Kt sq	R x R
23. K x R	K to B 2
24. R to R 6	B to Kt 3
25. Kt to K B 4	B x P
26. B x K B P	B to K B 4
27. B to K 6	Kt to K B sq
28. P to Q 5	Kt x B
29. Kt x Kt (ch)	B x Kt
30. P x B	R to Q 5
31. K to B 2	P to Kt 4
32. K to B 3	R to Q 7
33. Kt to Kt sq	R x P
34. Kt to B 3	K to Q 3
35. K to B 4	Kt to Q 4 (ch)
36. Kt x Kt	P x Kt
37. P to K 7 (ch)	K x P
38. R to Q R 6	R to K 7
39. P to R 3	K to Q 2
40. R x P (ch)	K to B 3
41. K to B 3	R to K 5
42. R to R 8	R to Q R 5
43. R to Q B 8 (ch)	K to Q 3
44. R to Q B 3	P to Q 5
45. R to Q Kt 3	K to B 4
46. K to K 4	R to R sq
47. K to Q 3	R to K R sq
48. K to Q 2	R to R 7 (ch)
49. K to B sq	K to B 5
50. R to K Kt 3	P to Q 6
51. R to K Kt 8	R to Q R 7
52. R to Q B 8 (ch)	K to Kt 6
53. R to Q Kt 8	R to Q B 7 (ch)
54. K to Q sq	R to Q B 4
55. K to Q 2	K x P
56. K x P	P to Kt 5, & wins.

CHESS IN LONDON.
Game No. 1305.

Played between Captain Kennedy and Mr. Calthrop.

(*Sicilian Opening.*)

W. (MR. CALTHROP.)	B. (CAPT. KENNEDY.)
1. P to K 4	P to Q B 4
2. P to K B 4	Kt to Q B 3
3. Kt to K B 3	P to K 3
4. B to Q Kt 5	P to Q 4
5. P to K 5	P to K B 3
6. P to Q B 3	

(This move is inferior to either P to Q 4 or P to Q B 4, as it renders the developement of the pieces on the Queen's side very difficult.)

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

(White has exchanged the only pieces he had in play for the temporary gain of a pawn, but with his Queen's pieces still at home, and with a position inferior to that of his adversary, it would have been far better to liberate his pieces than to skirmish after a pawn.)

	13. Q to K 2
14. B to K 3	Q R to Kt sq
15. P to Q Kt 4	

(This sacrifices an important pawn; but White has already a difficult game, for, had he played P to Q Kt 3 instead, Black would have replied with Kt to B 4, with a fine game.)

	15. Kt to K B 4
16. B to K B 2	R x Kt P
17. P x R	B x R
18. Kt to Q 2	B to Q B 8
19. P to Q R 3	P to Q R 4
20. Kt to Q Kt sq	P x P
21. Q to Q Kt 3	Kt to Q 5
22. Q to Q sq	Kt to Q Kt 4
23. P to Q R 4	Kt to Q R 8
24. Kt x B	P x Kt
25. B to Q 4	Kt to Q B 5
26. Q to Q B 2	Kt to Q 7
27. R to K B 2	Kt to K 5
28. R to K B 3	P to K Kt 3
29. B x P	Q x P (ch)
30. K to R sq	Kt x B
31. R x Kt	R x P
32. P to K Kt 3	R to B 8 (ch)
33. K to Kt 2	Q to Kt 8 (ch)
34. K to R 3	R to B 7

And White resigns.—*London Era.*

BUSINESS CARDS.

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JOHN H. FRICK,
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Acknowledgments, Depositions, Affidavits to Accounts taken. mh13-3m*

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TRAVELING GUIDE.

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WINTER ARRANGEMENT OF PASSENGER TRAINS leaving the Company's Depot, THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:

MORNING MAIL.

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

This train connects at READING with the East Pennsylvania Railroad trains for Allentown, &c.; and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, &c., at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains, for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia R.R. trains for Columbia &c., and with Catawissa Railroad train for Milton, Williamsport, Elmira, Buffalo, &c.

READING ACCOMMODATION.

Leaves Reading at 6.30 A. M., stopping at all way stations; arrives in Philadelphia at 9.30 A. M.

Returning, leaves Philadelphia at 4.30 P. M.; arrives in Reading at 7.30 P. M.

Trains for Philadelphia leave Harrisburg at 7.25 A. M., and Pottsville at 8.30 A. M., arriving in Philadelphia at 12.45 P. M. Afternoon trains leave Harrisburg at 1.45 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 7.05 P. M.

Harrisburg accommodation leaves Reading at 7.35 A. M. and Harrisburg at 9.00 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 12.45 noon for Reading and all way stations; leaves Reading 11.30 A. M., and Downingtown 12.30 P. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

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

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 8.00 A. M. and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7.05 A. M. and 2.30 Noon.

NEW YORK EXPRESS FOR PITTSBURGH AN THE WEST.

Leaves New York at 9.00 A. M. and 8 P. M., passin Reading at 1 A. M., and 1.48 P. M., and connecting a Harrisburg with Pennsylvania, and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c.

Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 3 and 9.05 A. M., passing Reading at 4.49 and 10.52 A. M., arriving at New York 10 A. M., and 2.45 P. M. Sleeping Car accompanying these trains through between Jersey City and Pittsburgh, without change.

Mail train for New York leaves Harrisburg at 1.45 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.

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

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7.45 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 4.00 P. M. and from Tremont at 7.00 A. M. and 6.00 P. M.

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The following tickets are obtained only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

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Leave Philadelphia daily at 3.30 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 6 A. M., and for the principal Stations only at 2.15 P. M.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—TIME TABLE—Commencing MONDAY, March 26th, 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, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Delaware R.R. Train, 1 P. M. (Sunday excepted), for Princess Anne, Milford and intermediate stations.

Way-mail Train, at 8.15 A. M. (Sundays excepted), for Baltimore, stopping at Chester, Thurlow, Linwood, Claymont, and all regular stations between Wilmington and Baltimore.

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

Express Train at 2.45 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Night Express at 11.00 P. M. for Baltimore and Washington.

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 8.15, 11.15 A. M., 3.30, 5.30 and 11.30 P. M. The 3.30 P. M. train connects with the Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7.00, 8.15 and 9.30 A. M., 3.00 and 5.00 P. M.

Trains for Newcastle leave Philadelphia at 8.15 A. M., 3.30 and 5.30 P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 12.00 M., 4.30 and 10.00 P. M.

CHESTER RIVER PHILADELPHIA.

Leave Chester at 8.01, 8.58 and 10.14 A. M., 12.37, 3.42, 5.01, 5.44 and 10.38 P. M.

From Baltimore to Philadelphia.—Leave Baltimore 5.30 A. M., Way Mail, 9.20 A. M., Express, 1.10 P. M., Express, 3.35 P. M., Express, 8.25 P. M., Express.

Trains for Baltimore leave Chester at 4.49 and 9.52 A. M., and 3.23 P. M.

Trains for Baltimore leave Wilmington at 5.23, and 10.33 A. M., and 4.00 P. M.

SUNDAY TRAINS.

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

Night Express 11.00 P. M. for Baltimore and Washington.

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 stop at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

A special train will leave Wilmington for Philadelphia and Intermediate Stations at 6.30 P. M.

Freight trains with passenger car attached will leave Wilmington for Perryville and intermediate stations at 6.39 P. M. Leave Baltimore for Havre de-Grace and intermediate Stations at 4 45 P. M.

H. F. KENNEY, Superintendent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.—TIME TABLE.—On and after WEDNESDAY, November 1st, 1865, until further notice.

FOR GERMANTOWN.

Leave Philadelphia—6, 7, 8, 9, 10, 11, 12, A. M.; 1, 3, 3.30 minutes, 4¾, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12, P. M.

Leave Germantown—6, 7, 7¼, 8, 8.30, 9, 10, 11, 12, A. M.; 1, 2, 3, 4, 4¾, 6, 6¼, 7, 8, 9, 10, 11 P. M.

The 3.30 down train, and the 3¾ and 5¾ up trains do not stop on Germantown Branch.

ON SUNDAYS.

Leave Philadelphia—9.10 minutes, A. M.; 2, 7 and 10¼, P. M.

Leave Germantown—8 A. M.; 1, 6 and 9¼, P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia—6, 8, 10, 12, A. M.; 2, 3¾, 5¾, 7, 9, and 11, P. M.

Leave Chestnut Hill—7.10 minutes, 8, 9.40, and 11.40 A. M.; 1.40, 3.40, 5.40, 6.40, 8.40, and 10.40 P. M.

ON SUNDAYS.

Leave Philadelphia—9.10 minutes, A. M.; 3, and 7 P. M.

Leave Chestnut Hill—7.40 minutes, A. M.; 12.40, 5.40 and 9.25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia—6, 8.35, 11.05 minutes, A. M.; 1¼, 3, 4¼, 5¼, 6¼, 8.05, and 11¼ P. M.

Leave Norristown—6¾, 7, 7.50, 9, 11, A. M.; 1½, 4½, 6 and 8 P. M.

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

ON SUNDAYS.

Leave Philadelphia—9 A. M., 2¼, and 7 P. M.

Leave Norristown—7 A. M., and 5 P. M.

FOR MANAYUNK.

Leave Philadelphia—6, 8.35, 11.05 A. M.; 1¼, 3, 4¼, 5¼, 6¼, 8.05, and 11¼ P. M.

Leave Manayunk—6¾, 7½, 8.20, 9¾, 11¾, A. M.; 2, 3, 4¾, 6 and 8, P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2¼ and 7 P. M.

Leave Manayunk—7¾ A. M.; 5¾ and 8 P. M.

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3.30 P. M.	5.15 P. M.

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TRAVELING GUIDE.

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WINTER ARRANGEMENT.

NINE DAILY TRAINS.

On and after Monday, Nov. 20th, 1865, Passenger trains leave the Depot, Third street, above Thompson, daily (Sundays excepted), as follows:

AT 7.30 A. M.—Morning Express for Bethlehem and 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 12.00 M. for Easton and points on New Jersey Central Railroad to New York.

AT 8.35 A. M.—Accommodation, for Doylestown, stopping at all Intermediate Stations. Passengers for Willow Grove, 'Hatboro' and Hartsville, by this train, take Stage at Old York Road.

AT 10 A. M.—Accommodation, for Fort Washington, stopping at all intermediate Stations.

AT 2.30 P. M. Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope.

AT 3.30 P. M.—Evening Express for Bethlehem and principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh Valley Train for Easton, reaching there at 6.45 P. M. Passengers for Plainfield, Somerville and other points on New Jersey Central R.R. take N. J. C. Train at Easton, which arrives in New York at 10 P. M. Passengers for Sumneytown take stage at North Wales, and for Nazareth at Bethlehem and for Greenville at Quakertown.

AT 4.15 P. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville take stage at Abington; for Lumberville at Doylestown.

AT 5.15 P. M.—Through Accommodation, for Bethlehem and all Stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for points on Lehigh Valley Railroad and for Danville, Wilkesbarre and Catawissa Railroad.

AT 6.15 P. M.—Accommodation, for Lansdale, stopping at all Intermediate Stations.

At 11 P. M. Accommodation for Fort Washington.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6.25 and 10.02 A. M., and 6.15 P. M.

Passengers leaving Easton at 9.20 A. M., connect at Bethlehem and arrive in Philadelphia at 12.25 P. M.

Passengers leaving Wilkesbarre at 1 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 8.45 P. M.

Leave Doylestown at 6.30 A. M. 8.15 and 5.30 P. M.

Leave Lansdale at 6.10 A. M.

Leave Fort Washington at 10.50 and 2.15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 A. M.

Philadelphia for Doylestown at 3 P. M.

Doylestown for Philadelphia at 7.20 A. M.

Bethlehem for Philadelphia at 4 P. M.

Fifth and Sixth Streets Passenger Cars convey passengers to and from Berks Street Depot.

White Cars of Second and Third Streets Line convey passengers to Third Street Depot.

Tickets must be procured at the Ticket Offices, THIRD street or BERKS street, in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.

Hillman's Baggage Express will call for and deliver Baggage at the Depot.

Office, No. 113 South THIRD street. no14-tf]

FOR NEW YORK.—The CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and way places, from WALNUT STREET WHARF, will leave as follows, viz:

	Fare.
At 6 A. M., via Camden and Amboy, Accom.,	$2 25
At 8 A. M., via Camden and Jersey City Express,	3 00
At 2 P. M., via Camden and Amboy Express,	2 25
At 12 M. (noon) and 8 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger,)	2 25
At 6 and 11.30 P. M., via Camden and Amboy, Accommodation. (Freight and Passenger) 1st Class Ticket,	2 25
2d Class Ticket,	1 50
At 6 and 10 A. M., 2 and 5 P. M. For Mount Holly, Ewansville, Pemberton and Vincentown. At 6 A. M. and 2 P. M. for Freehold.	
At 6 and 10 A. M. 12 M. 3.00, 5, and 11.30 P. M. for Palmyra, Riverton, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, &c. The 10 A. M. and 5 P. M. Line runs direct through to Trenton.	

LINES FROM KENSINGTON DEPOT will leave as follows:

At 11.15 A. M., 4.30 P. M and 6.45 P. M. via Kensington and Jersey City Express, $3 00

At 12 P. M. (Night) via Kensington and Jersey City Express, 2 25

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

At 7.30 and 11.15 A. M., 3, 3.30, 4.30, 5 and 6.45 P. M., and 12 Midnight, for Bristol, Trenton, &c.

At 7 A. M., 10.30, 2, 5, and 6 P. M. for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford and at 3 P. M. for Holmesburg and intermediate Stations.

BELVIDERE DELAWARE RAILROAD, for the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great West. 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, Phillipsburg, Flemington, &c. The 3.30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.

At 5 P. M. for Lambertsville 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 Trains, run from the Depot. On Sundays, Omnibuses will leave Walnut street wharf at 6 P. M. to connect with 6.45 P. M. line.

Fifty Pounds of Baggage only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.

Tickets sold and baggage checked direct through to Boston.

Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 8 Walnut street.

LINES FROM NEW YORK FOR PHILADELPHIA:

Will leave from foot of Cortland street, at 12 M. and 6 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 P. M., via Amboy and Camden. At 12 M., 3 and 6 P. M. (Freight and Passenger), via Amboy and Camden.

WM. H. GATZMER, Agent.

PHILADELPHIA & BALTIMORE CENTRAL RAILROAD.—SUMMER ARRANGEMENTS.—ON AND AFTER MONDAY, March 19, 1866, the Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of Thirty-first and Market Streets, (West Philadelphia), at 7.20 A. M., and 4.45 P. M.

Leave Rising Sun, at 5.30, and Oxford at 6.05 A. M., and leave Oxford at 3.35 P. M.

The Line leaves Market Train with Passenger Car attached, will run on Tuesdays and Fridays, leaving The Rising Sun at 10.45 A. M., Oxford at 11.45 A. M., and Kennedyville at 12.45 P. M., connecting at West Chester Junction with a Train for Philadelphia. On and after June 1st, this train will leave the Rising Sun at 4 P. M., Oxford at 5 P. M., and Kennedyville at 6 P. M. Marketing will not be taken on Passenger Trains.

The Train leaving Philadelphia at 7.20 A. M. connects at Oxford with a daily line of stages for Peach Bottom, in Lancastercounty. 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. HENRY WOOD, Gen'l. Sup't.

1866. PHILADELPHIA AND ERIE RAILROA