## CHESS COLUMN PHILADELPHIA EVENING BULLETIN. FRIDAY, June 15, 1866.

Answers to Correspondents. "INQUIRER."—The solution to Kolisch's pretty problem, is: K to Q4 2. R to K 4 (ch) 2. R to K 5 (ch) K x R K x Q 3. Q x P (ch)

4. B to Q 6 mate. It is true that we have made it a rule to publish full names in connection with games played whenever it was possible to obtain m; but, in the game last week, it would have been unfair to Black, who is usually a careful and judicious player, to have given

it as a specimen of his play.

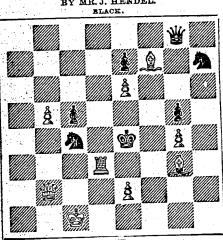
"Tour DE LA DAME."—The claim that your opponent makes when giving you a Rook, to castle on that side, is so sublimely ridiculous that we cannot help believing that he intended it as a good joke. If, however, he is serious, he might as well continue playing the imaginary Rook, and if possi-ble, checkmate you with it. You should have promptly refused to continue a game where such an unwarranted liberty taken with the laws of Chess.

"DWELLERS IN GLASS Houses, &c."-The Chess World, for June, one of the best of the European Chess journals, contains, amongst much valuable and interesting matter, a lively and sensible article on "Accuracy," with special reference to the frequent publication of faulty problems. The author enlarges on the delinquencies of proof-readers, and then, as if to show the difference between preaching and practice, gives us "Morn" for "Moon," "Hurridly for "Hurriedly," "Colums" for "Columns,"
"Inadvertant" for "Inadvertent," and "Script," which is a sort of type, for "Manuscript."

FOREIGN CHESS. - The Chess Player's Magazine, for June, gives a fine collection of original games and problems, as well as much other practical Chess. The game seems to be in a flourishing state in England, and several important Chess meetings have recently been held. At the annual meeting of the Norfolk Chess Association, Mr. Blackburne conducted ten blindfold games simultaneously, winning eight and drawing two. Mr. Löwenthal also played, over the board, against fourteen antagonists at once, winning ten, losing one, drawing two, and one not finished. In Scotland, Dundee and Glasgow have had a contest, ten players of each Club engaging in the tournament. The result was: Glasgow, 15; Dundee, 11; Drawn, 3. Herr Hirschfeld and Chevalier de St. Bon are both in London.

CHESS ANECDOTE.—The King Edward I. of England was one day playing at Chess in one of the rooms of Windsor, when, without any apparent motive, he rose and left the game, and scarcely had he done so, when a huge stone fell from the roof, exactly on the spot where a minute before he had been sitting. His narrow escape from death was recognized by the King as a proof that he was under the especial protection of Heaven.

## Problem No. 441. BY MR. J. HENDEL.



White to play and mate in two moves. CHESS IN PHILADELPHIA.

Game No. 1372. Played at the Philadelphia Chess Club, between Mr. Warner, giving pawn and move, and Dr. Pulsifer.

move, and war a	
(Remove Black's Kin	ig's Bishop's Pawn
WH. (DR. PULSIFER.)	BL. (MR. WARN)
1. P to K 4	QKt to B3
2. P to Q 4	P to Q4
3. B to Q Kt 5	$\mathbf{P} \times \mathbf{P}$
4. P to Q 5	P to Q R 3
5. B x Kt (ch)	PxB
6. Q to R 5 (ch)	P to K Kt 3
7. Q to K 5	Kt to B 3
8. P x P	B to K Kt 2
9. Kt to K 2	Castles
10. Castles	Kt to Kt 5 Kt x B P
11. Q x P at K 4	
12. Q to B 4 (ch)	Kt to Kt 5
13. Kt to Q 2	QxR
14. R x R (ch)	B to B 4
15. Kt to K B 3	B to K 3
16. Kt to Kt 5	D W X U
(A good reply.)	
17. Q to B 4	

fif he takes Bishop he is mated in three

411 U6 fares Prepor	10 10 11thick v
oves)	7. Q x Q
18. B x Q	B to B 5
19. P to K R 3	$\mathbf{B} \mathbf{x} \mathbf{K} \mathbf{t}$
00 TO T74	BxKKtP
20. PXAt 21. B x Q B P	R to Q B sq
22. B to K 5	RxP
23. B x B (ch)	K x B
04 D+0 R 2	PIOK K4
25. R to K sq	R to Q 3 R to K 3 B to B 4
26. Kt to K 4	R to K 3
27. K to B 2	B to B 4
28. Kt to B 5	RxR
29. K x R	B to B sq
30. P to Q Kt 4	
31. P to R 4	K to K 4
	TZ +0 () 4
32. K to Q 2 33. K to Q 3	P to K 4
34. P to B 4 (ch)	K to B 3
35. K to K 5	P to Q R 4
30, KWKU	
38. Kt to Q 3	
(Kt to Kt 3 is the con	rect move.)
STREET, TV I I TO	36. B to B 4 (ch)
37. K to K 3	B x Kt
38. K x B	PxP
39. P to R 5	K to B 4
DU1	

K to Kt 3 40. P to R 6 41. P to B 5 (ch) 42. K to B 4 K to Kt 4, & wins CHESS IN LONDON.

Game No. 1373. The following game is probably the first Evans' Gambit ever played. It occurred upon Captain Evans' first showing this new Gambit to McDonnell, about 1833.

(Than	3' Gambit.)
W. (CAPT. EVANS.)	B. (MR. McDonnell.)
1. P to K 4	P to K 4
2. K Kt to B 3	Q Kt to B 3
3. B to B 4	B to B 4
4. Castles	P to Q 3
5. P to Q Kt 4	BxKtP
6. P to B 3	B to R 4
7. P to Q4	B to K Kt 5
(It would hardly	be expected that even so

great a player would be able to find the cor-

rect defence at the first trial.)

(The Captain plays very adroitly.) 16. Kt x B P (If Kt'x Kt, then mate in three moves folows; and if Bx Kt, mate in four is the penalty.) 17. Q to Kt 5 (ch)
18. Q x K P (ch)
19. Q to K 6 (ch) P to B 3 20. B to Q 6 mate.

8. Q to Kt 3

9. Kt to Kt 5 10. P x P

11. B to R 3

12. P to B.3

13. K to R sa

14. R to Q sq

15. R x Kt (ch)

Q to Q 2 Kt to Q sq

Kt to R 3 B to Kt 3 (ch) B to K R 4

Q to B sq

Game No. 1374. Amusing trifle between Mr. T. H. Lewis and Mr. ---(Knight's Opening.) WH. (MR. LEWIS.) BL. (MR. —.) P to K 4

1. P to K 4 2. K Kt to B 3 P to Q 4 P to K 5 3. P x P 4. Q to K 2 Kt to KB3 B to K Kt 5 5. Q Kt to B 3 6. Kt x P 7. Kt x Kt mate. CHESS IN PARIS.

Game No. 1375. Between M. M. Chappelle and Lesquesne. (Philidor's Defence.) WH. (M. CHAPELLE.) BL. (M. LESQUESNE. P to K 4 P to Q 3 1. P to K 4 2. K Kt to B 3 3. P to Q 4 4. B to Q B 4 B to K Kt 5

5. Castles: Q to B 3 6. Q x B P to Q Kt 3 Q to Kt 3 R Rto K Kt 5 (Taking the B would evidently be bad.) P to B 3 9. Kt to R 3 Kt to Q 2 11. P to KB4 12. B to Q Kt 5

(Very brilliant. White conducts the whole of this game in a manner equally elegant and correct.) 12. P to K B 3 K to Q sq R to Kt sq 13.  $\mathbf{B} \times \mathbf{P}$  (ch) 14. Q to Q 5 15. P to K 5 PxB  $Q \times \widetilde{Q} P$ 

(Ktto B 3 would have prolonged the game.) 17. R to K 8(ch) K to B 2
18. Kt to Kt 5 mate. CHESS IN GERMANY. Game No. 1376.

16. P x Q P

Game Au. 1310.		
Played between Mess Kol	rs. Max Lange and itz.	
(Evans' (		
WH. (MR. KOHTZ.)	BL. (Mr. LANGE.)	
1, P to K 4	P to K 4	
2. K Kt to B 3	Q Kt to B 3	
3. B to Q B 4	B to Q B 4	
4. P to Q Kt4	BxP	
5. P to Q B 3	B to Q B 4	
6. Castles	P to Q 3	
7. P to Q 4	$P \times P$	
8. P x P	B to Kt 3	
9. P to Q 5	Kt to R 4	
10. B to Kt 2	Kt to K B3	
11. B to Q 3	Castles _	
12. Q Kt to B 3	B to K Kt 5	
13. Kt to Q R 4	P to Q B 4	

(This move generally proves to be sound at certain stages of the Evans. In the present case it is the best en the board, as White, by his last move, virtually resigns RPxKt 14. Kt x B 15. R to Q B sq Kt to Q 2 16. Q to Q 2 17. P x B BxKt Kt to K4 Q to R 5 P to K B 4  $P \times B$ 

19. K to R sq 20. B x Kt 20. B x Kt 21. R to K Kt sq 22. Q to Kt 5 23. R to Kt 2 R to B 2 24. R to Q sq 25. K P x P Q to R 4 26. B to Q3 (P to B 6 was the proper move.)

26. Q x Q P Q x K B P Q x K B P 27. P to B 6 28. B to Q B 2 29. Q to R 5 K to Rsq,& wins. 30. P to K R 3 Game No. 1377. Between Messrs. M. Lange and Eichborn.

(Scotch Gambit.) WH. (MR. LANGE.) BL. (MR. EICHBORN.) P to K 4 Q Kt to B 3 1. P to K 4 2. K Kt to B 3 PxP BtoB4 3. P to Q 4 4. B to Q B 4 P to Q 3 B to K Kt 5 5. Castles 6. P to Q B 3 7. Q to Kt 3 (The Schachzeitung prefers P to Q Kt 4.) 7. B x Kt K to B sq 8. B x P (ch)  $R \times B$ 9. BxKt P to K Kt 4

10. P x B 11. Q to Q sq (Q to K 6 is the only good move here.) 12. P to Q Kt 4 (He ought to have played K to R sq, preparing to move R to Kt sq.)
12. B to Kt 3

Kt to K 4 P to Kt 5 13. P to Kt 5 14. K to Kt 2 15. P to B 4 Q to R5 16. R to R sq 17. P to K R 3 HEUUEBIED.

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

to all the principal points in the Author Action of Considers.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 27 South Frurth street, Philadelphia, or of G. A. Nicolia, General superintendent, Reading, COMMUTATION TICKETS.

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

MILKAGE TICKETS.

Good for 2500 miles, between all points, at \$52 50 each, for families and firms.

ELSON TICKETS.

For three, six, nine or "velve months, for holders are the call points at rodu, ed rates.

SEASON TICKETS.

For three, six, nine or "welve months, for holders early, to all points at reduced rates.

CLERGYMEN

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

EXCURSION TICKETS.

From Philadelphis to principal stations, good for Saturday, Sinday and Monday, at reduced fare, to be lead only at the Ticket Office at Thirteenth and Callowhill streets.

FREIGHT.

ind only at the Three tonice at the teach and thil streets.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

FREIGHT TRAINS.
Leavo Philadelphia daily at 5.30 A. M., 12.45 noon and 5 P. M., for Reading, Lehanon, Harrisburg, Pottsville, Port Ulinton, and all points beyond.

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.

PHILADELPHIA, WILMING-TON AND BALTIMORE BAIL-ROAD—TIME TABLE—Commencing MONDAY April 18th, 1865. Trains will leave Depot, corner of Broad street and Washington avenue, as follows: Express Train, at 4.15 A. M. (Mondays excepted), for Baltimere and Washington, stopping at Cheeter, Wilmington, Newsit, Pikton, Northeast, Parryville, for Kaltimere and Washington, stopping at Chester, Wilmington, Newark, Pikton, 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 Raitimore, stopping at all regular stations between Philiadelphia and Baltimore.
Delaware R. R. Train, 9.00 A. M. (Sundays excepted) for Princes Anne. Milif. rd and intermediate stations.
Express train at 11.45 A. M. (Sundays excepted) for Baltimore and Washington, Estypress Train at 8.10 P. M. (Sundays excepted) for Raitimore and Washington, Stopping at Chester, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's and Stemmer's Run.
Night Express at 11.00 P. M. for Baltimore and Washington. Right helpess at the form Baltimore for Fortress Honroe, Norfolk, City Point and Richmond will take the II.45 A. M. Train.
WILMINGTON ACCOMMODATION TRAINS, stepping at all stations between Philadelphia and Wilmington.

ngton. Ave Philadelphia at 9.00,11.15 A.M., 4.30, 6.00 and 11.33 M. The 4.20 P. M. train connects with the Dela re Railroad for Harrington and intermediate sta-P. M. The 4.20 P. M. train connects with the Dela ware Railroad for Harrington and intermediate stations.

Leave Wilmington 6.45, 8.00 and 9.80 A. M., 4.00 and 6.30 P. M.
Trains for Newcastle leave Philsdelphia at 9.00 A. M., 4.50 and 6.00 P. M.
THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11.00 A.M., 4.53 and 10.00 P.M.
CHESTER FOR PHILLA DELPHIA.
Leave Chester at 7.46, 6.46, 10.14 and 11.40 A. M., 4.43, 5.10, 7.25 and 10.36 P. M.
From Baltimore to Philadelphia.—Leave Baltimore 7.55 A. M., Way Mail. 9.20 A. M., Express. 1.10 P. M.,
Express. 6.35 P. M., Express. 8.25 F.M., Express.
Trains for Baltimore leave Chester at 4.49 and 8.22 A. M., and 8.32 P. M.
Trains for Baltimore leave Wilmington at 5.23, and 9.33 A. M., and 1.15 P. M.
Freight trains with passenger car attached will leave Wilmington for Perryville and intermediate stations at 6.55 P. M. Leave Baltimore for Havre de-Grace and intermediate Stations at 4.15 P. M. Leave Perryville for Wilmington and intermediate stations at 5.00 A. M., consecting at Wilmington with the 8.00 A. M.
Express Train at 4.15 A. M. for Baltimore and Washington, notopping at Chester, Wilmington, Newark, Rikton, Northeast, Perryville, Hovre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Buin.
Night Express 11.00 P. M. for Baltimore and Washington.

ngton. Accommodation Train at 11.30 P.M., for Wilmington

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

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 2.5 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stops at Elikton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Ealtimore on Machington.

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

H. F. KENNEY, Superintendent,

WEST JERSEY RAILROAD
LINES-From foet of Market street
TUPPER Ferry. Commencing THURSDAY May 31, 1886 LEAVE PHILADELPH(A AS FOLLOWS:
8.00 A. M. Mail for Bridgeton, Salem, and all intermediate Stations.
9.00 A. M. Mail for Bridgeton, Salem, and all intermediate Stations.
9.00 A. M. Mail for Cape May, atopping at Woodbury,
Glassboro', vineland and Millville, and all stations below Millville: Due 12.35 M.
3.00 P. M. Accommodation for Cape May, stopping at Woodbury and eliassboro', and all stations below Glassboro'. Due 8.15 P. M.
3.30 P. M. Passenger, for Bridgeton, Salem and all intermediate stations.
6.00 P. M. Woodbury Accommodation.
BETURNING TRAINS.
Leave Cape May 6.30 and 11 A. M.
Bridgeton 7.00 A. M. and 3.50 P. M.
Freight will be received at second covered wharf befow Walnut street from 7 A. M. until 5 P. M. Freight received at or before 9 A.M., will go forward same day.
Freight delivered at 228 South Delaware Avenue.
J. VAN RENSSRILAER, Superintendent.
THE WEST JERSEY EXPRESS COMPANY
Will attend to all the usual branches of Express Bueness, receive, deliver, and forward, through other reponsibile Express Companies, to all parts of the country, any article entrusted to them. A Special Messenger accompanies each through train. Office, No. 5
Walnut street

PHILALEL PHILALELPHIA & BALTI LEAVE PHILADELPHIA AS FOLLOWS: 0 A. M. Mail for Bridgeton, Salem, and all inter-

gr accompanies each through train. Office. No. 5
Wainst street

PHIDALELPHIA & BALTI

MORE CENTRAL RAILEOAD.—

SUMMER ARRANGEMENTS.—ON AND AFFER
MONDAY, March 19, 1866, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia Railroad, corner of Thirty-dirst and Market
Streets, (West Philada), at 7.20 A M., and 4.45 F. M.

Leave Rising Sun, at 5.30, and Oxford at 6.65 A. M.,

and leave Oxford at 8.25 F. M.

Till June 1st a 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 Kennett at 12.45 F. M., connecting at West Chester
June 1st, this train will leave the Rising Sun at 4P. M.,

Oxford at 5 F. M., and Kennett at 6 P. M. Marketing
will not be taken on Passenger Trains.

The Train leaving Philadelphia at 4.20 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 for Philadelphia.
The Train leaving Philadelphia at 4.45 runs to Rising
Bun, Md. 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, suless a special contrast be made for the same.

MENRY WOOD, Gen'l. Sup't.

NORTH PENNSYLVANIA R
R. THE MIDDLE ROUTE.
Shortest and most direct line to Bethlehem, Allentown Mauch Chunk, Hezieton, White Haven Wilkesharre, Mahanoy City, and all points in the Lehigh and Wyol Passenger Benon. TRAVELING GUIDE. ming Coal Regions.
Passenger Depots in Philadelphia, THIRD street above Thompson, and corner of REEKS and AMERICAE streets.
SUMMER ARRANGEMENT,
NINE DAILY TRAINS.

SUMMER ARHANGEMENT,
NINE DAILY TRAINS.
On and after Monday May, 21st, 1865 Passenger trains
leave the Depot, Third street, above Thompson, daily
(Sundays excepted), as follows:
AT 7,80 A. M.—Morning Express for Bethlehem and
and Principal Stations on North Pennsylvanis Railroad, connecting at Bethlehem with Lehigh Valley
Railroad for Allentown, Catasanque, Slatington, Manoh
Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pitäston, and all points in
Lehigh and Wayning Valleys; also, in connection with
Lehigh and Mahanoy Railroad for Mahanoy City, and
with Catawissa Railroad, for Eupert, Daaville, Milton
and Williamspert. Arrive at Mauch Chunk at I.145 A.
M.; at Wilkesbarre at 2.45 P. M.; at Mahanoy City at 2
P. M. Passengers by this train can take the Lehigh
yalley Train, passing Bethlehem at 12.00 M. for Easton and points on New Jersey Central Railroad to
New York.

valley Train, passing Settlements at 1200 m. or New York.

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

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

At 2.50 P. M. Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope.

AT 2.50 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 6.5 f. M. Passengers for Flainfield, 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 Navareth of Bethlehem and for Greenville a Quakertown and in Nasistate Stations of Marketown, and Marketown at 1.15 P. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsyille take stage at Abington; for Lumberville at Doylestown. AT 5.15 P. M.—Through Accommodation, for Reticles and all Stations on main line of North Pennsylvanis Ralirogd, connecting at Bethlehem with Lehich Valley Evening Train for Allentown, Mauch Churck, 60

AT 6.15 P. M.—Accommodation, for Langdale, 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 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 Bethlehem at 5.15 P. M., and arrive in Philadelphis \$18.40 P. M.
Leave Doylestown at 6.40 A. M. \$.15 and 5.30 P. M.
Leave Landale at 6 A.M.
Leave Endage at 6 A.M.
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 7.20 A. M.
Bethlehem for Philadelphia at 4.30 P. M.
Fifth and Sixth Streets Passenger Cars conv y passengers to and from Berks Street Depot.
White Cars of Second and Third Streets Line convey passegners to Third Street Pepot.
Tickets must be procured at the Ticket Offices, THIRD street of EERKS street, in order to secure the lowest rates of farc.
Hillman's Cagrage Express will call for and deliver Ragrage at the Depot.
Office, No. 118 South THIRD street.

MY21

THE LEAVE THE CLAME.

Office, No. 118 South THIRD street. my21

FUR NEW YORK,—The UAM
DEN AND AMBOY and PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and
way places, from WALNUT STREET WHARP,
will leave as follows, viz:
At 5A. M., via Camden and Amboy, Accom.,
42 23
At 8A. M., via Camden and Amboy, Accom.,
42 24
At 8A. M., via Camden and Amboy, Accom.,
42 25
At 6.00 P. M., via Camden to 8. Amboy, Accom.
22 26
At 6.00 P. M., via Camden and Amboy Accom.
180 ville, Pemberton and Vincentown. At 5 A. M., and 2 P. M. for Freshold.
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, Ac. The 10 A. M. and 4 P. M. lines runs direct through to Trenton.
LINES FROM KENSINGTON DEPOT will leave

nut street wharf at 6 P. M. to connect with 6.55 P. M line.

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

End Tickets sold and baggage checked direct through to Boston. Worcester, Springhed, Hartford, New Haven, Neurort, Albany, Troy and Stratoga.

Graham's Haggage Express will call for and deliver baggage at the Depois. Orders to be left at No. 3 Walnut at the Contract of the C ington.
From Pier No. 1 N. River, at 5 A., M. and 2, 4 P. M.,
From Pier No. 1 N. River, at 5 A., M. and 2, 4 P. M.,
From Pier No. 1 N. River, at 5 A., M. and 2, 4 P. M.,
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From Pier No. 1 N. River, at 5 A., M. and 2, 4 P. M.,
From Pier No. 1 N. River, at 5 A., M., A., M.,

WEST CHESTER AND PHILADELPHIA RAILRUAD, VIA
MEDIA.
SUMMER ARRANGEMENTS.
On and after MONDAY, June 4th, 1866, the MCDIA.

SUMMER ARRANGEMENTS.

On and after MONDAY, June 4th, 1866, the trains will leave as follows:

WEST CHESTER TRAINS,

Leave Philadelphia for West Chester, from Depot Thirty-first and Market street, 7.20 A. M., 11.00 A. M., 2.30, 4.45 and 7.00 P. M.

Leave West Chester for Philadelphia, from Depot on E. Market street. 6.22, 7.83, 10.45 A. M., 11.5, 4.50 P. M.

Trains leaving West Chester at 7.50 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 5.17 and 10.30 P. M.

Leave Pennelton for Palladelphia 8.16 A. M., 7.85 P. M.

These Trains stop at all intermediate Stations.

ON SUNDAYS—Leave Philadelphia at 8.50 A. M., and 2.00 P. M.

These Trains stop at all intermediate Stations.

ON SUNDAYS—Leave Philadelphia, on Tuesdays and Fridays only, at 6.45 P. M.

Thil otherwise ordered a Market Passenger Train will leave West Chester for Philadelphia, on Tuesdays and Fridays only, at 6.45 P. M.

ON SUNDAYS—The West Philadelphia Passanger cars wil 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 7.20 A. M. and 4.45 P. M., and leaving West Chester at 7.30 A. M. and 4.50 P. M., and leaving West Chester at 7.30 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.

22 Passengers are allowed to take wearing appared only as Beggrage, and the Oumpany 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 Superintendant.

PHILADELPHIA, GERMAN,
TOWN AND NORRISTOWN
RAILROAD,—TIME TABLE—On and after MONDAY, May 18th, 1866.
EAVE Philadelphia—6.7, 8, 9, 10, 11, 12, A. M.; 1. 2, 3 10
minutes, 8%, 4, 5, 5%, 6, 7, 8, 9, 10, 11, 12, P. M.
Leave Germantown—8. 7, 7%, 8, 320, 9, 10, 11, 19, A. M.;
The 820 down train, and the 3% and 5% up trains depend on Germantown Branch.

1, 2, 3, 4, 43, 5, 5%, 7, 15, 30, 31, 12, 12, 13, 14, 14, 17, 18, 22 down train, and the 3% and 5% up trains de net stop on Germantown Branch.

Leave Philadelphia—9,10 minutes, A. M.; 2, 3, 5, 8 and 10%, P. M.

Leave Germantown—8 A. M.; 1, 4, 6½ and 9%, P. M.

CHESTNUT HILL RAILKOAD.

Leave Philadelphia—6, 8, 10, 12, A. M.; 2, 3%, 5%, 7, 0, 2, 2, 2, 3, 4, 5, 4, 5, 4, 5, 4, 5, 4, 5, 4, 5, 5, 5, 6, 5, 6, 6, 6, 8, 40, and 10, 40, P. M.

Leave Chestnut Hill—7,10 minutes, S. 9,40, and 11,40 A.

M.; 1,40, 2,40, 5,40, 6,40, 8,40, and 10,40 P. M.; 2, 5, and 6
P.M.

Leave Chestnut Hill—7,40 minutes, A. M.; 2, 5, and 6
P.M.

Leave Chestnut Hill—7,40 minutes, A. M.; 12, 6, 10
and 9,25 minutes P. M.

FOR CONSHOHOUCKEN AND NORRISTOWN.

Leave Philadelphia—6, 2,55, 11,05 minutes, A. M.; 1½, 6,44, 6½, 6,55, 6,55, 8,05, and 11½, P. M.

Leave Norristown—52, 7, 7,50, 9, 11, A. M.; 1½, 4½, 6½
and 8,P. M.

The 5½ P. M. train will stop at School Lane, Wissa-

hiekon, Manayunk, Spring Allis and Constitutions only.

ON SUNDAYS.

Leave Philadelphia-9 A. M., 2½, 4, and 7½ P. M.
Leave Norristown-7 A.M., 1, and 5½ and 9, P. M.

Leave Philadelphia-4, 8.55, 11.05 A. M.; 1½, 8, 4½, 5½, 6½, 8.05, and 11½ P. M.

Leave Manayunk-6½, 7½, 8.20, 9½, 11½, A. M.; 2, 5, 6½ and 8½, P. M.

ON SUNDAYS.

Leave Philadelphia-9 A. M.; 2½, 4, and 7½ P. M.

Leave Manayunk-7½ A. M.; 1½, 6, and 9½ P. M.

W. T. WILSON, General Superintendens,

Depot, Ninth and Green streets.

BARITAN AND DELAWARE

Depot, Ninth and Green streets.

BAYTAN AND DELAWARE
BAY RAILROAD COMPANY.

LOVICE.—On and after MONDAY, the 14th of May,
trains on this road will eave the Depot of the Camden and Atlantic Railroad Company, at Cooper's
Point, Camden, as follows:
Express, for Long Branch, New York, and intermediate stations, at 9.30 A. M.
Freigit, for New York and intermediate stations, at 2.30 P. M.

Mall and Express for New York 2.80 P.M.
Mail and Express, for New York, at 3.30 A. M.,
Returning, trains leave Pier 22, North River, foot of
Duane street, at 11.00 A. M. and 400 P. M., and Pie
No. 3, at 4.15 P. P. No baggage taken at Pier No. 3.
Fare, to and from New York, 42.00.
myll W. N. OLAYTON Superintendent.

TRAVELING GUIDE.

PENNSYLVANIA CENTRLA
RAULROAD.
FUMMER ARRANGEMENT.
The trains of the Pennsylvania central R. R. leave
the Det at Thirty first and Market streets, which is
reached by the cars of the Market Street Passenge
Railway running to and from the Depot. The last car
leaves from street about thirty minutes, prior to
the departure of each Train.
On SUNDAIS—Cars leave Eleventh and Market
streets 45 minutes before departure of Evening trains.
MANN 8 BASGAGE EXPRESS will call for and deliver
Beggsge at the Depot. Orders left at the office, No.
631 Chestnut street, will receive attention.
TRAINS LEAVE AND ARRIVE AT DEPOT
THUS: MAIL TRAIN

MAIL TRAIN
DAY EXPRESS
PAOLI ACCOM... No. 1
FAST LINE & ERIE EXPRESS |
HARRISBURG ACCOM...
LANCASTER ACCOM...
LANCASTER ACCOM...
LAULI ACCOM...No. 2
PITTSBURGH & ERIE MAIL. \* 1
PAOLI ACCOM... No. 3,
PHILADELPHIA EXPRESS †
ARBIVE.

PAOLI ACCOM. No. 3
PHILADELPHIA EXPRESS † "11.40 A. MI
PHILADELPHIA EXPRESS † "12.40 A. MI
PHILADELPHIA EXPRESS † "7.10
PAOLI ACCOM., No. 1
COLUMBIA TRAIN, "8.55 "
LANCASTER TRAIN, "12.40 P. MI
FAST LINE "11.0 "
PAOLI ACCOM., No. 2, "4.10 "
PAOLI ACCOM., No. 3, "7.30 "
\*DAILY EXPRESS \* "5.50 "
\*DAILY EXPRESS \* "5.50 "
\*DAILY EXPRESS \* "5.50 "
\*DAILY EXCEPT SATURDAY, 'DAILY, EXCEPT MONDAY, 'IDAILY, except Saturday, 'Daily, except Monday, 'IDAILY, except Saturday, 'Daily, except Saturday, 'IDAILY, 'IDAILY, 'IDAILY, 'IDAILY, 'IDAILY, 'IDAILY, 'IDAILY, 'NOT THE PENES, 'AT located at No. 631 Chestnut street, Continental Hotel, and Girrad House, where Tickets may be procured to all important points in Pennsylvania, as well as the West, Northwest and Southwest; and full information given as to time and connections, by JOHN C. ALLEN, Ticket Agent, at the Depot. A laso at Thirty first and Market streets, on application to ThOS. H. PARKE, Ticket Agent, at the Depot. An antigrant Train runs daily, except Sunday, For ini information as to fare and accommodations, apply to FRANCIS FUNK, No. 137 Dock street.

The Pennsylvania Bairoad Oo, will not assume any risk for Baggage except for Wearing Apparel, and limits 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.

[1866] PHILADELPHIA AND The First II the owner, unless taken by special contract,
ERIE RAILROAD, 1868.

This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie on Lake Erie.

It has been leased and is operated by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.

ARRIVE EASTWARD.

at corner THILTIETH and marked states, and corner THILTIETH and marked delphia.

And for Freight business of the Company's Agents:

S. B. Kingston, Jr., corner Thirteenth and Marked streets, Philadelphia, J. W. Reynolds, Irie, Wm. Brown, Agent N. C. R. R., Baltimore, 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, Erick, General Superintendent, Erick,

General Superintendent, Erie,

Nr.W ARRANGEMENT, -PHILADELPHIA TO WILLIAMSPORT WITHOUT CHANGE OF CARS VIA CATAWISSA ROUTE.

On and after Monday, April 2d, 1886, through cars
for Williamsport will leave the Philadelphia and Reading Railroad Depot, Thirteenth and Callowhill streets,
at 8 A. M. arriving at Williamsport at 6 P. M., and
making close connections for Elmira, Oil Regions,
Buffalo, Erie, Nisgara Falls, Suspension Bridge and
slil places in the Western, North Western, South
Western States and the Canadas.
THROUGH TICKETS to all points can be procured
at the Company's office 425 Chestnut street, under
Philadelphia Bank, opposite the Custom House, at
the United States Telegraph Office in the Continental
Hotel, and at the Depot of the Philadelphia and Reading Railroad Thir-centh and Callowhill streets.
N. VANHORN, Passenger Agent.

BUSINESS CARDS. CHAW & JUSTICES' PATENT DEAD-STROKE
POWER HAMMER.—The undersigned having become sele assignees and manufacturers in the State of
Pennsylvania of the above hammer, are prepared to
furnish them at abort notice and on reasonable terms,
All communications from parties requiring hammers
for use in Pennsylvania must be addressed to
MERRICK & SONS,

420 Weshington avenue, Philadelphia.

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NOTICE.—SEALED PROPOSALS, endorsed. "Proposals for furnishing the Public Schools with Schuylkill Cosl," will be received by the undersigned, from minors and shippers only, pursuant to ore inance of Councils, at the controllers 'Office, S. E. cymer of SINTH and ADELPHI streets, until MONOAY, June 18th, 1886, at 12 o'clock M. The proposals must include the storage of the Coal. Ninth District—Comprising the Twenty fourth and Twenty-seventh Wards.

There will be two sizes required. Egg and Stove, and the ton to be 2240 pounds. There will be two sizes required. Egg and Stove, and the ton to be 2240 pounds.

Esch and e ery ton of said coal shall be weighed at the place of delivery, in the presence of a wroner person, to be det uted by each sectional Board as weigher, (subject to the approval of the President of this Board) who shall keep an accurate account of each load of coal delivered, its exact weight as ascertained by correct scales. And no bill shall be approved for anchocal unless an affidavit of the weigher shall accompany such bill, setting forth by what contractor the coal was delivered, the date of delivery of each load, the number of tons, and the quantity of coal delivered, and whether weighed at the place of delivery.

By order of the Committee on Supplies, jelz 514 H. W. HALLIWELL, Secretary.

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