The Gazette.

(Established in 1784.)

PUBLISHED EVERY DAY, EXCEPT SUNDAY

BELL & TAYLOR,
Editors and Publishers.

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BY MAIL.

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Six Months, ... 1.55
Three Months, ...90

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Address all Letters and Telegrams to

THE GAZETTE,
Wilmington, Del.

Daily Gazette

WILMINGTON, FRIDAY, SEPT. 21.

Council's Ridiculous Request.

Nothing could be more ridiculous than the action of City Council, last evening, in inviting Judge Cummins, of the Municipal Court, to inform the Police Committee of "any existing difficulties between him and the Mayor," so that the same can be reported to Council for adjustment.

We feel sure that Judge Cummins will not appear before the committee. He has no "difficulties" with the Mayor, whatever. He opens his Municipal Court daily, and though business is slack because the "model" police take their prisoners elsewhere for trial, this is no concern of Judge Cummins'. Of course, as a citizen and tax-payer, he would prefer to see the police cases brought before his court for trial, as the course the "models" are pursuing is imposing an unnecessary and heavy cost upon the people, but he faithfully performs his duty under the law, and is not responsible for the ridiculous and expensive conduct of the police.

There is only one thing for the Council to do and that is to compel the Chief of Police to send all police cases before the Municipal Court for trial. Mr. Abele, during the discussion in City Council last night, described the state of affairs exactly, when he stated that the police were actuated solely by the desire to obtain a fee of fifty cents in each case, which they were not legally entitled to receive. Every fee of this kind paid to the police comes out of the pockets of the tax-payers of Wilmington, the payment of every fine imposed by a magistrate into the county treasury is an additional drain upon our municipal resources. In fact, under the system inaugurated by our worthless police force, the city has to bear the entire expenses of the police department, while its revenues are diverted into the county treasury and the pockets of the "models."

Already the city has lost nearly a thousand dollars by these senseless proceedings, and it will be criminal extravagance for City Council to allow them to continue longer. As Mr. Farrell said, the only course to be pursued in order to give the city the benefit of the police department revenues is to instruct the Chief of Police to have all his cases taken before the Municipal Court. It was instituted by law for this purpose, is in capable hands, and is able to attend to its legitimate functions as well as all of the justices of the peace in the State combined.

There is no need for any investigation of this matter at all. It only remains for City Council to stop a leak in our municipal finances that is wasting the people's money at the rate of $3,000 a year by compelling the Mayor and his policemen to do their sworn duty under the law. In the Municipal Court they will get all the "protection" the law entitles them to, and though they will get no fees, they will thereby suffer no injustice, as their salaries pay them amply for all the service they render the public. It costs enough, in all conscience, for the miserable police force we are compelled to put up with, without taxing our people to the extent of $3,000 a year to put into the pockets of the Mayor's "models."

* * *

MR. SMITHERS has been dropped from the array of counsel retained to assist in the unlawful resistance of the Water Department and City Council to the operations of the Water Commission bill. It is understood that he gave an opinion, privately, to the effect that there was no doubt of the constitutionality of the bill, and that the fight against it was foolish. Hence his services were not desirable.

* * *

SINCE SOME recent performances on the part of certain members of the School Board and City Council, we do not hear so much from the Republican organs about "drunken Democratic officials." It seems that Republican officials occasionally indulge in the flowing bowl, as well as their Democratic fellows, and exercise even less discretion as to time and place.

* * *

CHIEF HAWKINS might spare himself a deal of wind by refraining from telling certain Democrats that his police will make no arrests in cast their houses are robbed. They wouldn't do it anyhow, as there isn't enough detective ability in the whole force to capture an ordinary chicken thief.

* * *

CITY COUNCIL is making a good move in the direction of securing a full and ample assessment The taxable valuation of Wilmington has scarcely increased a dollar in ten years, and ought to exceed $30,000,000.

* * *

There is hardly an adult person living, but is sometimes troubled with kidney difficulty, which is the most prolific and dangerous cause of all diseases. There is a sort of need to have any form of kidney or urinary trouble if Hop Bitters is taken occasionally.

* * *

Peach Shipments.

The peach shipments over the Delaware railroad yesterday were distributed as follows: Philadelphia 18; Jersey City 6; Baltimore, 3; Wilmington, 2; Chester, Cleveland, Columbus and Dayton, 1 each. Total, 33; previously shipped, 3,277; total to date, 3,310.

* * *

For seven years Allen's Brain Food has stood the strongest tests as to its merits in curing Nervousness, Nervous Debility and restoring lost powers to the weakened Generative System, and in no instance has it ever failed; test it. $1; six for $5. At druggists, or at Allen's Pharmacy, 315 First avenue, New York.

LITERARY NOTES.

—October brings the concluding number of *The Century* year, and of the twenty-sixth volume of the magazine. Illustrated articles and critical, biographical papers give a popular look to the number. The portrait of Longfellow which accompanies Edmund C. Stedman's admirable essay on the poet, is thought to be one of the best of *The Century* series of frontispieces. It differs from most of the Longfellow portraits in emphazing the serious side of his nature. Mr. Stedman may be said to apply to the poet's works the best standard of contemporary judgment. His estimate is high, yet discriminating, and his remarks on Longfellow's literary methods are of the highest value. In a different way, and with popular force and knowledge, Professor George P. Fisher of Yale reviews the position held in religious thought and history by "Martin Luther, after Four Hundred years." With it is printed a copy of Lucas Cranch's woodcut portrait, made in 1546. Richard Grant White's "Old New York and its Houses" is one of the most interesting among the illustrated articles, being a racy criticism of the commercial spirit and building taste of the past 20 years. Of striking interest is his description of the beauties of New York Bay, as it appeared to him in youth. William H. Rideing's interesting jaunt about London, "In the Footsteps of Thackeray," describes and illustrates houses and scenes described in Thackeray's novels, and also places of interest like the Charter House, where Thackeray received his early schooling. H. H. contributes an illustrated paper on the "Outdoor Industries of California," and George Bird Grinnell has a practical sportsman's paper on "Snipe shooting." Austin Dobson follows his important paper on the engraver Thomas Bewick (the September *Century*, 1882) with a sketch of "The Pupils of Thomas Bewick," illustrating the text with copies of the best engravings of Harvey, Nesbitt, Clennell, Jackson, Landells and Hole. W. J. Stillman's "Characteristics of London," and the paper of an anonymous "Foreigner in Florence," succeed in making travel picturesque without the aid of pictures. In the third part of the "Bread winners," the anonymous novel which is attracting so much attention, there is the novelty of two love scenes, in which the hero is doubly embarrassed by a declaration of love from Maud, and subsequently by the coldness with which Alice receives his own proposal. Mr. Howells brings "A Woman's Reason" to an effective conclusion. "Through Waterspout and Typhoon," by James G. Waitt, is a story of the tropical seas, of graphic and realistic power. The poetry of the number is contributed by Roger Riordan, L. Frank Tooker, Miss Charlotte Fiske Bates, Edna Dale; and in "Bric-a-Brac," by Richard A. Jackson and others. "Topics of the Time" discusses "The Democrats and the Presidency," "Law and Order Leagues," "The Lack of Earnestness in American Politics," and "Professor Jevons on Education"; while "Open Letters" contains short articles of interest and importance, including Charles Dudley Warner on "A New Interpreter of Greek Art," namely, Dr. Charles Waldstein, a young American who is lecturing at Cambridge University, England; "Henry Irving's Stage Management," by Walter Herries Pollock; "Some of the Young English Poets—E. W. Gosse and Andrew Lang"; "Tame Butterflies," by E. Brightwen; "The Southern Novelists," by T. B. Dorsey; "A Recent Decision on the License Question," by E. V. Smalley; "Chief Justice Taney in Relation to the Dred Scott Case," by J. A. Walter and Courtenay De Kalb; and "The John Brown Raid," by S. H. Brown.

—The *North American Review* for October presents amost attractive table of contents. Senator N. P. Hill writes of "Gold and Silver Standards of Value," and maintains that silver should be coined as well as gold, not for the purpose of inflating the currency, neither in the interest of the silver-mining industry, but for the broader and more equitable purpose of preserving uniformity in the value of metallic money, and of preventing such contraction of the volume of money as would produce financial disaster. In "Some Aspects of Democracy in England" A. V. Dicey makes clear to the American reader how it is that, while all the forms of monarchy and aristocracy persist in Britain, the Democracy, or, in other words, public opinion, absolutely controls the action of the government. Under the title of "Co-operative Distribution," the Rev. Dr. Heber Newton gives an instructive historical sketch of the rise, progress and fluctuations of co-operative merchandizing in the United States during the past fifty years. Professor W. Boyd Dawkins writes of "Early Man in America," whose mode of life and whose implements appear to have been identical with those of the races that contemporaneously inhabited the Mediterranean countries, the Nile basin, and the tropical forests of India. The possibility of "Astronomical Collisions," whether of the fixed stars with one another, or the comets with the sun, the earth, or the other planets, is considered by Prof. C. A. Young. Moncure D. Conway discourses learnedly and at the same time most entertainingly upon the "Saint Patrick Myth." Van Buren Denslow, in an article on "Board of Trade Morality," makes a vigorous defense of the practices of the Corn Exchange, and in particular replies to the strictures of Mr. Henry D. Lloyd, contained in the *Review* for August. Frederic Harrison contributes an article, invaluable to the historical student, on "Histories of the French Revolution." Finally the Rev. E. E. Hale presents an inventory of the volume and distribution of "Social Forces in the United States." Published at 30 Lafayette Place, New York, $5.00 a year, 50 cents a number.

A POLICEMAN'S DUTY.

Policeman ED. K. HEATH, 29 North Street, Portland, Me., May 11, 1883, writes:—

"I have been troubled for a good many years with inflammation of the bladder, dating as far back as during the time I was in the army. I suffered with dull, heavy pains in the back and kidneys too intense for me to describe, and tried several remedies that were recommended, and was examined by one of our best physicians, who pronounced it inflammation of the bladder; and I went to the hospital for treatment, but all medicine and treatment had seemed to fail. I was recommended to try Hunt's Remedy, as it had been used in several such cases here in Portland and vicinity. I purchased a bottle at Smith's drug store here, and found after using the first bottle that it relieved me greatly, and after using several bottles found that it did me more good than all other medicines and treatment I have received combined. And to add to my good opinion of Hunt's Remedy, I beg to state in closing that my wife has been for a long time troubled with weakness and inflammation of the bladder, with a complication of other diseases peculiar to women. After using only two bottles she has been completely cured; and I can say that my wife is loud in praise of this wonderful medicine, and I would highly recommend it to all who are suffering from kidney diseases or diseases of the bladder."

PORTLAND, ME., May 11, 1883.

I hereby certify that I know the facts of the sickness of Mrs. E K. Heath, and that they are correctly stated in the foregoing certificate, and her cure was accomplished by the use of Hunt's Remedy.

A. W. SMITH, Druggist,
Cor. Portland and Green Streets.

NO MATERIAL CHANGE.

This is to certify that I have used Hunt's Remedy for the kidney complaint, and derived much benefit from its use.

I have been afflicted about one year, and received treatment from the local physicians, and used a number of so-called specifics without any material help. I am happy to say, after using three bottles of Hunt's Remedy, I was completely cured.

I never fail to commend it, and you are at liberty to use my name in any manner you may desire.

JOHN W. JOHNSTON.
NORWICH, CONN., May 7, 1883.

JOHN WANAMAKER'S.

We propose to keep what you want, in range of costliness and in all out departments. We have done this, but so quietly that all of you don't know it.

Shall we illustrate?

In Furniture we are making the best low-cost Bedroom Suite, in quantities, ever sold for the money in this country. Another Chamber Suite, without the chairs, costs $2,000. Dining Room Suites, grading from $20 to $1,500. Hall Stands from $6 to $850. Parlor Suites from $50 to about $1,000. Mantels, $35 to $800. Book Cases from $16 to about $700.

A recent order was filled from our shops for some of the finest work in Department offices in Washington, amounting to some $4,000.

In Carpets we are nowhere excelled. We are furnishing probably the very best Brussels anywhere sold for the money and can fill your order for the most elaborate, made from original designs, fit for a palace. Some bills reach $3,000. Oriental Rugs are in stock at $600 each.

In Upholstery, while the same remarks apply in good, low-priced work, we have quietly completed the richest decorations of the kind in Philadelphia. A set of Portieres in Plush, Gold Cloth and French Tapestry for $2,000. A Doorway Hanging for $800, and Lambrequins for $350 each. Our stock is replete in every requirement.

The most celebrated Modistes of Paris have contributed their creations to our Suite Rooms. We have Laces from 10c. to $60 per yard. The rarest Furs from the continent are made up in our Fur Department. In Fans, Trimmings, and the thousand costly yet "unconsidered trifles" that refined taste can suggest or generous wealth can afford in a lady's wardrobe, our several departments readily provide. Our importations of Dress Goods have been termed more extensive and complete in richness than those of New York houses of the widest repute. Indeed some of these are supplied with our goods and our designs. Why go there to buy our goods?

Our China Department yesterday delivered Tea Sets ranging from $4 to 225. We are selling Dresden Dinner Sets in Cobalt Blue for $800. We have had in stock a "Presidential" Dinner Set at $1,100. Dresden Plates at $75 each, and here are a set of Dresden Vases, representing the four elements, at $600. The Smithsonian at Washington contains a 5,000 Serves Vase sold from our stock at a reduction from an imperfection.

We probably have the largest corps of buyers of any American house, covering the mart centres, both foreign and domestic. We are constantly represented. Our purchases are large, our facilities unsurpassed. We have first choice in new goods and nothing worth getting escapes us. A fair comparison will show low prices. We guarantee what we sell and take back what you don't want.

JOHN WANAMAKER.

A Jet Black Plush, 20 inches wide, we bought early and are selling at 1.75, being the maker's price to-day.

Black Silk Department, Thirteenth street entrance, second on left.

JOHN WANAMAKER.

JOHN WANAMAKER,
[illegible], Thirteenth and Market streets, [illegible] square, Philadelphia.

RAILROAD LINES

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

JUNE 2, 1883.

Trains will leave Wilmington as follows for:

Philadelphia and intermediate stations—6.40, 7.00, 10.30, a. m. 2.30, 4.00, 7.30, 9.55, p. m.

Philadelphia (express)—2.00, 2.28, 6.30, 7.30, 8.15, 9.00, 9.30, 9.58, 10.20, 11.53. a. m. 12.15, 1.54, 5.17, 6.38, 6.55, 7.26 p. m.

New York—2.00, 2.28, 6.30, 8.40, 9.58, 11.53 a. m.; *12.38, 1.54, 2.30, 5.17, 6.38, 7.26, p. m.

Baltimore and intermediate stations—1.05, 9.17 a. m. 6.00 p. m.

Baltimore and Bay Line—4.57 p. m.

Baltimore and Washington—1.42, 4.51, 8.05 9.17 a. m. 1.00, *1.09, 5.00, 6.57, 11.04 p. m.

Baltimore only—1.05 a. m. 12.27 and 6.00p.m.

Trains for Delaware Division leave for:

New Castle—6.00, 9.10 a. m. 1.05, 3.00, 6.25 p. m.

Harrington and intermediate stations—9.10 a. m. 1.05, 6.25 p. m.

Delmar and intermediate stations—9.10 a. m. 1.05 p. m.

Express for Delmar, 4.00 p.m.

SUNDAY TRAINS.

Philadelphia and intermediate stations—8.10 a. m. 12.00 m. 5.30 7.30, 9.55, p. m.

Philadelphia and New York—2.00, 2.28 a. m. 5.17, 6.38, 7.26 p. m.

Baltimore and Washington—1.42, 4.51, 8.05, 9.17, a. m. 11.04 p. m.

Baltimore—1.05 a. m.

For further information passengers are referred to the time tables posted at the depot.

Trains marked thus: (*) are limited express upon which extra fare is charged.

J. R. WOOD, General Passenger Agt.
CHAS. E. PUGH, General Manager.

PENNSYLVANIA RAILROAD

ON AND AFTER JUNE 25, 1882.

MAIN LINE.

TRAINS LEAVE BROAD STREET STATION.

*Daily. §Daily, except Sunday.

"New York and Chicago Limited" of Pullman Palace cars	*11.20 a. m
Fast Line, Pittsburg and the West	*11.55 a. m
Western Express	* 9.05 p. m
Pacific Express West	*11.20 p. m
Harrisburg Express	* 4.30 a. m
Niagara Express	§ 7.40 a. m
Watkins Express	§11.05 a. m
Erie Mail and Buffalo Express, daily except Saturday	11.20 p. m
Kane Express	§ 7.40 a. m
Lock Haven Express	§11.05 a. m
Martinsburg Express	§1.30 and 11.05 a. m

Chambersburg and Hagerstown Express §4.30, 7.40 and 11.05 a. m., daily, 11.20 p. m. For Chambersburg only, 5.00 p. m.

Shenandoah Valley Railroad every week day at 7.40 a. m., and New Orleans Express, via Luray and Chattanooga, daily at	11.20 p. m
Harrisburg and York Express	§ 5.40 p. m
Mail Train	* 7.00 a. m
Harrisburg Accommodation	§ 2.14 p. m
York and Hanover Express	§ 7.40 a. m
York, Hanover and Frederick Express	§11.05 a. m
Columbia and York Accommodation	§4 44 p. m
Parkesburg Train	§5 45 p. m.

Downingtown Accommodation, 6.10, 7.15, 11.45 a. m., and 10.30 p. m. On Sunday, 7.30 a. m., 3.45 and 8.45 p. m.

Paoli Trains, 6.10, 7.15, 8.15, 10.15 and 11.45 a. m., 12.45, 1.45, 2.14, 2.45, 3.15, 3.45, 4.15, 4.45, 5.15, 5.45, 6.15, 6.45, 7.45, 9.15, 10.30 and 11.30 p. m. On Sunday, 7.30, 8.30, 9.30 and 11.45 a. m., 1, 2.45, 3.45, 5.15, 8.15 and 10.15 p. m.

Bryn Mawr Trains, 6.10, 6.45, 7.15, 7.45 8.15, 8.45, 10.15, 11.45 a. m., 12.45, 1.45, 2.15, 2.45, 3.15, 3.45, 4.15, 4.44, 4.45, 5.15, 5.45, 6.15 6.45, 7.45, 9.15, 10.30 and 11.30 p. m. On Sunday, 7.30, 8 30, 9.30, 11.45 a. m., 1, 2.45, 3.45, 5.15, 8.15 and 10.15 p. m.

West Chester Express, 7.40 a. m., 4.44, 5.40 p. m., accommodation, 6.10, 11.45 a. m., 2.15, 5.15, 5.45, 6.45, 7.45, 11.30 p. m. On Sunday, 7.30 11.45, a. m., 1, 5.15 and 10.15 p. m.

Trains arrive—From Pittsburg, 2.55 and 7.50 a. m., 5.15, 7.25 p. m., daily, 4.25 a. m., except Monday. From Erie and Williamsport, 7.50 a. m., daily, except Monday. From Buffalo and Niagara Falls, 7.50 a. m., daily except Monday. From Lock Haven, 3.15 p. m., daily except Sunday. From Watkins, Elmira and Williamsport, 7.25 p. m., daily, except Sunday.

NEW YORK DIVISION.

TRAINS LEAVE BROAD STREET STATION FOR NEW YORK.

Express on week-days, 3.15, 3.20, 3.45, 4.45 except Monday, 6.50, 7.30, 8.20, 8.30 and 11 a. m. (Limited Express, 1.30, 5.20 p. m.) 1, 3, 4, 5, 6, 6.30, 7.45, 8 and 8.20 p. m., and 12.01 night. On Sundays, 3.15, 3.20, 3.45, 8.30 a. m., 4, (Limited Express. 5.20) 6.30, 7.45, 8 and 8.20 p. m. and 12.01 night.

For Brooklyn, N. Y., all through trains connect at Jersey City with boats of "Brooklyn Annex," affording direct transfer to Fulton street, avoiding double ferriage and journey across New York city.

Express for Sea Girt, Spring Lake, Ocean Beach, Ocean Grove, Asbury Park and Long Branch, 8.00 and 11.30 a. m., and 2.45, 3.00, 3.30, 4.00 p. m., on week days.

FROM KENSINGTON STATION FRONT AND NORRIS STREETS.

Express for New York, 6.55 and 8.40 a. m. on week-days.

FROM MARKET STREET WHARF.

Express for New York, via Camden and Trenton, 8.30 a. m., and 4.30 p. m., on week-days.

Express for Ocean Grove and Long Branch, &c., via Tom's River and Berkeley. 7.30 a. m., 4 p. m.

Express for Tom's River and intermediate stations, 7.30 a. m, and 5.20 p. m.

Tuckerton, 7.30 a. m. and 4.00 p. m.

BELVIDERE DIVISION.

FROM BROAD STREET STATION.

Daily, except Sunday—Express for Lambertville, Easton, Delaware Water Gap, Scranton, Binghamton and Oswego, 8.00 a. m., 12.01 and 6.00 p. m. For Scranton and Water Gap only, 4.00 p. m.

For Lambertville, 3 p. m.

For Flemington, 8.00 a. m., 12.01 and 4.00 p. m.

Trains arrive daily, except Sunday—From Easton, 9.50 a. m.; 1.50, 7.46 and 9.55 p. m.

FROM KENSINGTON STATION, FRONT AND NORRIS STREETS.

Daily, except Sunday—Express for Lambertville, Easton, Delaware Water Gap, Scranton, Binghamton and Oswego. 7.40 a. m., 12.01, 5.30 p. m. For Scranton and Water Gap only, 3.35 p. m. For Lambertville, 2.10 p. m.

For Flemington, 7.40 a. m.; 12.01 and 3.30 p. m.

Sleeping-car tickets can be had at Broad and Chestnut streets, 838 Chestnut street, and Broad Street Station.

The Union Transfer Company will call for and check baggage from hotels and residences. Time cards and full information can be obtained at the stations and at the following

TICKET OFFICES:
No. 838 Chestnut street,
S. E. cor. Broad and Chestnut,
No. 116 Market street,
No. 4 Chelton ave, Germant'n,
No. 324 Federal St. Camden.

CHARLES E. PUGH, General Manager,
J. R. WOOD, General Passenger Agent.

GREAT PENNSYLVANIA ROUTE.

DOUBLE TRACK—STEEL RAILS. SPLENDID SCENERY, MAGNIFICENT EQUIPMENT, NORTHERN CENTRAL RAILWAY.

—TAKING EFFECT MAY 14. 1883.—

Trains leave Baltimore city time, as follows:

Mail Train, daily except Sunday, for the North and West	7.30 a. m.
Chicago and Limited Express, daily West	10.45 a. m.
Fast Line, daily, West	10.45 a. m.
Harrisburg Passenger, daily except Sunday	4.30 p. m.
Western Express, daily	8.45 p. m.
Mail Express, West, daily	11.15 p. m.

Parktown Accommodation, 3.30 5.30 6.30 and 10 00 p. m., daily, except Sunday. Sunday only, 9.30 a. m., and 1.30 p. m.

Cockeysville Accommodation, 9.30, 11.30 a. m., 2.30, 5.00, 8.00, and 11.30 p. m. On Sunday, 9.30 a. m., 1.30 and 10 p. m.

For Hanover and Gettysburg, 7.30 a. m.

For Green Spring Branch, 6.30 a. m., 3 and 5.30 p. m.

For tickets to all points East, North and West, apply at Calvert Station, at Northeast corner Baltimore and Calvert streets, and at Union Station.

Baggage called for and checked at hotels and residences on orders left at office, northeast corner Baltimore and Calvert streets.

BALTIMORE & POTOMAC RAILROAD

FROM CALVERT STATION.
TAKING EFFECT JUNE 12, 1883.

For Washington, 7 a. m. 3.15 and 8.55 p. m. daily, except Sunday, and 4.20, 7.35, 9.45 and and 11.35 a. m., and 5.00 and 7.10 p. m., daily.

For Pope's Creek Line, 7.00 a. m. and 4.10 p. m., daily, except Sunday.

For Annapolis, 7.00 a. m, daily except Sunday, and 5.00 p. m., daily.

For Richmond and the South at 4.20 and 9.45 a. m., daily, and 3.15 p. m., daily except Sunday.

For the South via Virginia Midland Railroad, at 4.20 a.m., daily, and 8.55 p.m., except Sunday. 7.10 p. m., Sunday only.

For C. and O. R. R., at 3.15 and 8.55 p. m., daily, except Sunday.

For Norfolk via Potomac River steamers, Monday, Wednesday and Friday at 11.35 a. m.

FROM UNION STATION.

For Washington, 4.30, 6.50, 7.05, 7.45, 9.50, 11.40 a. m., 2.55, 3.25, 5.10, 7.20, 9.06 p. m. On Sunday, 4.30, 6.50, 7.45, 9.50, 11.40 a. m., 5.10 and 7.20 p. m.

For Va. Midland Road, at 4.30 a. m., daily, 9.06 p. m., except Sunday. 7.20 p. m., on Sunday only.

For C. & O. Road, 6.50 a. m., daily, except Sunday, 2.55 p. m., (limited), 3.25 p. m., and 9.06 p. m., daily, except on Sunday.

FROM PENNSYLVANIA-AVENUE STATION

For Washington, 6.55, 7.10, 7.50, 9.55 and 11.45 a. m., 3.30, 5.15, 7.25 and 9.10 p. m. On Sunday, at 6.55, 7.50, 9.56 and 11.45 a. m., 5.15 and 7.25 p. m.

For Annapolis, 7.10 a. m., daily except Sunday; 5.15 p. m., daily.

LEAVE WASHINGTON FOR BALTIMORE

At 6.40, 8.00, 9.30 and 10.30 a. m., 1.30, 4.20, 4.40, 6.20, 7.30, 9.50 and 10.20 p. m. On Sundays, at 9.30 10.30 a. m., 4.20, 6.20, 7.30, 9.50 and 10.20 p. m.

J. R. WOOD, Gen. Pass. Agt.
CHARLES E. PUGH, General Manager.

RAILROAD LINES

WILMINGTON & NORTHERN R. R.

Time Table to go into effect July 22d, 1883.

GOING NORTH.

Stations.	Daily except Sundays.						Sundays only.	
Wilming P. & B st	am.	a.m.	p.m.	p. m.	p.m.	p.m.	a.m.	p.m
		7 00		1 06	5 02	6 15	7 00	3 10
Dupont		7 20		1 25	5 31	6 58	7 20	3 30
C. Ford J.		7 40		1 45	6 02	7 20	7 40	3 50
Lenape		7 49		1 54	6 13	7 31	7 49	3 59
Coatesville		8 20		2 22	7 00	8 00	8 20	4 49
Waynes. J.		9 03		3 02	7 31		9 03	5 18
St. Peter s	6 20		12 30					5 10
Warwick	6 35		12 45					5 23
Springfield	6 52	9 23	1 02	3 18	7 48		9 23	5 38
Bir sboro.	7 37	9 54	2 05	3 50	8 20		9 54	6 08
Reading, P. & R S.	8 12	10 30	2 40	4 25	8 30		10 30	6 40

GOING SOUTH.

Stations.	Daily except Sunday.						Sundays only.	
Reading P. & R.S.	am.	a.m.	a.m.	a.m.	p.m.	p.m.	a. m.	p.m
		5 15	8 00	9 35	3 1'	5 20	7 00	3 30
Birdsboro.		5 51	8 36	10 25	3 52	6 05	7 36	4 06
Springfield		6 19	9 06	11 14	4 22	6 36	8 06	4 36
Warwick				11 29		6 46	8 19	
St. Peter's				11 45		6 55	8 30	
Waynes. J.		6 56	9 24		4 40		8 24	4 54
Coatesville	4 48	7 07	9 58		5 12		8 58	5 29
Lenape	5 17	7 44	10 40		5 50		9 39	6 08
C. Ford J.	5 38	7 55	10 50		6 02		9 49	6 17
Dupont.	6 02	8 17	11 12		6 23		10 09	6 38
Wilming P. & B. st	6 25	8 40	11 35		6 42		10 30	7 00

For connections at Wilmington, Chadd's Ford Junction, Lenape, Coatesville, Waynesburg Junction, Birdsboro and Reading, see time tables at all stations.

L. A. BOWER, Gen. Pass Agent.
J. H. THOMPSON, General Supt. my25

BALTIMORE & PHILADELPHIA R. R.

CHANGE OF HOURS.

On and after JUNE 1st, 1883, trains will run as follows:

Leave Wilmington 7.05, 10.30, a. m; 5.30 p. m.
Arrive at Landenberg, 8.50 a. m; 12.00 noon. 6.30 p. m
Sundays, leave Wilmington, 10.30 a. m., and 5.00 p. m.
Arrive at Landenberg, 11.40 a. m. 7.10 p. m.
Leave Landenberg 6.30 a. m; 12.50 p. m.
Arrive at Wilmington 8.00 a. m; 2.15 p. m.
Sundays leave Landenberg, 8.00 a. m. 4.30 p.m.
Arrive Wilmington, 9.10 a. m. 5.40 p. m.

D. CONNELL, Superintendent.

CAMDEN AND ATLANTIC R. R.

ON AND AFTER JUNE 30, 1883,
TRAINS WILL LEAVE AS FOLLOWS:
FOR ATLANTIC CITY:

From Vine Street Ferry—Express on week-days, 9.45 a. m., 3.15 4.00 and 5.45 p. m. On Saturday only, 2.00 p. m. On Sunday, 7.30 and 8.30 a. m.

From Shackamaxon Street Ferry—Express on week days, 9.30 a. m., 3.00, 4.00 and 5.30 p.m. On Saturday only, 2.00 p. m. On Sunday, 7.30 and 8.30 a. m.

Accommodation Train will leave above Ferries on week-days at 8.00 a. m. and 4.30 p.m., and on Sunday at 8.00 a. m. and 4.30 p.m.

Parlor cars attached to all express trains.

Excursion train will leave the above Ferries daily at 6.30 a. m.

LOCAL TRAINS FROM PHILADELPHIA.

For Haddonfield from Vine and Shackamaxon Street Ferries, 7.00, 8.00, 10.00 and 11 00 a. m.; 12.00 m., 2.00. 4.00, 6.00, 6.30 p. m.

From Vine street only, 5.45, 7.30, 9.30 a. m. From Shackamaxon street only, 5.30 p. m.

Sunday trains leave both Ferries at 8.00 and 8.30 a. m., and 4.30 p. m.

From Pennsylvania Railroad Station, foot of Market street, 7.30 a. m., 2 50, 4.00 and 11.30 p. m., week-days. Sundays, 9.30 a. m., 6.30 p m.

For Atco, from Vine and Shackamaxon street Ferries 8.00 a. m., 12.00 noon; 4.00, 4.30, 6.00 p. m. Sundays, 8.00 a. m., 4.30 p. m. From foot of Market street, 11.30 p. m.

For Hammonton, from Vine and Shackamaxon st. ferries, 8.00 a. m., 4.30, 5.30, 6.00 p. m. Sundays, 8.00 a. m., 4.30 p. m. Saturdays only, from foot of Market street, 11.30 p. m.

For Lakeside, 11.00 a. m., 2.00 p. m.

For Marlton, Medford, Mt. Holly and intermediate stations, leave foot of Market street, week days, 7 30 a. m., 2.30 and 5.00 p. m. Sundays, 8.30 a. m., 6.30 p. m. From Vine and Shackamaxon Ferries, 10.00 a. m., week days.

For Williamstown, from Vine and Shackamaxon street ferries, 8.00 a. m., 12.00 m. 4 30, 6.00 p. m. Woodruff parlor cars on all express trains.

W. N. BANNARD, Superintendent.
J. R. WOOD, Gen'l Pass. Agent,

BALTIMORE AND OHIO RAILROAD.

THE MODEL FAST LINE, AND THE ONLY LINE BETWEEN

THE EAST AND THE WEST, VIA WASHINGTON.

DOUBLE TRACK! JANNY COUPLER! STEEL RAILS!

SCHEDULE TO TAKE EFFECT SUNDAY, NOV. 12, 1882.

LEAVE CAMDEN STREET STATION:

A. M.
3.00 †Chicago, Cincinnati, St. Louis Fast Express, B. & O. Palace Sleeping Cars to Cincinnati, St. Louis and Chicago.
4.40 †Washington and way stations, (VA. MIDLAND) Southwest, Richmond, (via Quantico.)
6.30 Ellicott City and way stations.
6.40 Washington and way stations.
7.10 †Washington Express.
7.15 ANNAPOLIS, STAUNTON AND WASHINGTON EX. and stations on Metropolitan Branch.
7.50 †Piedmont, Strasburg, Winchester, Hagerstown, Frederick and way stations, via Main Stem. (On Sunday to Ellicott City only.)
9.00 †PITTSBURG, CINCINNATI, ST. LOUIS, WASHINGTON AND COLUMBUS EXPRESS daily, and CHICAGO daily except Saturday. (Richmond and the South, via Quantico). Sleeping cars, Baltimore to Cincinnati, Louisville and Chicago Junction. Parlor Cars, Chicago Junction to Chicago. Sleeping Cars, Grafton to Indianapolis, daily except Saturday.
9.10 †Washington and way stations. Annapolis on Sundays.
10.30 WASHINGTON AND LAUREL EXPRESS.
P. M.
12.15 Washington, Annapolis and way.
1.30 ‡On Sunday only, for Washington and way.
1.30 Ellicott City and way stations.
2.50 Washington and Way Stations. (Richmond, Quantico, except Sunday). Connect at Washington with L. & S. C. Co., on Monday, Wednesday and Friday, and with Potomac Steamboat Co. on Tuesday, Thursday and Saturday for Old Point Comfort, Norfolk, &c.
4.00 WASHINGTON EXPRESS. Stops at Jessup's Annapolis Junction, Laurel and Hyattsville.
4.20 Winchester, Hagerstown, Frederick and way.
5.00 †Washington, Annapolis and way.
5.20 †Frederick and way stations.
6.20 Martinsburg and way stations.
6.25 †Washington and way stations.
7.30 †Pittsburg, Cleveland and Detroit Express. B & O. Palace Sleeping Cars to Pittsburg.
8.45 †CHICAGO, CINCINNATI, ST. LOUIS, WASHINGTON AND COLUMBUS EXPRESS. B. & O. Palace Sleeping Cars to Cincinnati, St. Louis and Chicago, Lynchburg and the South, via Va. Midland.
9.15 ‡On Sunday only, for Mt. Airy and way.
11.15 Mt. Airy and way stations.
11.30 Washington and way stations.

Leave for Metropolitan Branch, 7.15 a. m, †1. and 2.50 p. m. For Rockville, †9.00 a. m.

All trains stop at Relay except 3.00 a. m.

LEAVE WASHINGTON FOR BALTIMORE:

5.00, †6.30, 6.50, †7.45, 8.10, †9.00, 10.00 a. m.; 12.10, ‡1.25, 2.20, †2.35, †3.00, 3.30, 4.30, †4.40, †5.45, †7.00, 7.30, †9.40 and 11.30 p. m.

†Daily. ‡Sunday only. Other trains daily, except Sunday.

Baggage called for and checked at hotels and residences on orders left at Ticket Offices, 152 WEST BALTIMORE STREET, N. W. Cor. Calvert; CAMDEN STATION and 81 SOUTH BROADWAY.

W. M. CLEMENTS, Master of Transportation.
C. K. LORD, Gen. Pass. Agent.

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NO. 502 MARKET STREET,

INCORPORATED JANUARY 24TH, 1861.

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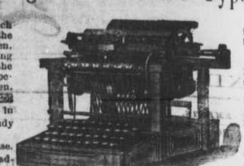

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Cures all diseases of the Stomach, Liver, Bowels, Kidneys, Skin and Blood MILLIONS testify to its efficacy in healing the above-named diseases, and pronounce it to be the

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pounds daily	40 cents per week	16 pounds daily	84 cents per
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12 " "	70 " " "	25 " "	$1.05 " "

30 POUNDS AND OVER AT THE RATE OF 60 CTS. PER 100 POUNDS.

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We have "Kaiser," from Bremen; "Pilsen" from Bohemia, and "Culmbach" from Bavaria.

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