The Gazette.

(ESTABLISHED IN 1784.)

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BELL & TAYLOR,

EDITORS AND PUBLISHERS.

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BY MAIL.

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THREE MONTHS,	.85

THE BUSINESS OFFICE AND EDITORIAL ROOMS ARE CONNECTED WITH THE WILMINGTON TELEPHONE EXCHANGE, AND NEWS OR ADVERTISEMENTS MAY BE SENT IN THIS WAY AT ANY TIME BETWEEN THE HOURS OF 7 A. M. AND 8 P. M.

ADDRESS ALL LETTERS AND TELEGRAMS TO

THE GAZETTE,

WILMINGTON, DEL.

Daily Gazette.

WILMINGTON, SATURDAY, DEC. 1.

The Police and the Municipal Court.

Since City Council yielded to public pressure and compelled the police force to respect the authority and jurisdiction of the Municipal Court, we hear no more complaints from the policemen about the court failing to protect them in the discharge of their duties. Having learned that subterfuges will no longer avail, and that all cases must be tried in the new tribunal, they have conformed to the "new dispensation" with surprising willingness, and the difficulties they constantly complained of while they sought justice for the public and fees for their pockets in the court of a local Justice of the Peace seem to have entirely disappeared.

It will not be hard for the general public to come to the conclusion that the only real objection of the police to the municipal court was the fact that the court took the fees they had been accustomed to putting into their pockets and turned them into the city treasury. They fought hard for their old police court perquisites, despite the fact that the law which diverted their fees into the public treasury made a liberal increase in their salaries, and defied the charter and ordinance of the city for four months.

During this time the city was deprived of between $2,000 and $3,000, and justice will not be done to the tax-payers until the police are made to pay into the city treasury the money they put into their pockets by ignoring the authority of the Municipal Court.

THAT ARDENT and consistent temperance advocate, Mrs. Francis E. Willard, announces that a petition signed by a million names will be presented to both the Democratic and Republican National Conventions, next year, demanding a prohibitory plank in the party platforms. The signers pledge their support to the party that accedes to their demand, and in the event both conventions refuse threaten a National Prohibition party, which will sweep the country. This announcement may be very assuring to Mrs. Willard, but she need not look for any grand temperance rally throughout the country next year. Such a movement, if made, might prejudice the chances of the Republican party, and this is the last thing desired by temperance leaders who vote. Their chief mission has been to attract Democratic voters to their political side shows, but they have played this game so frequently that it no longer works, and new schemes will have to be devised.

Every Evening paid Mr. Lore a poor compliment, yesterday, when, after announcing that he had not made up his mind how he would vote upon the Speakership, it added: "Mr. Lore's personal friends here can give no information as to how he will vote." Surely our contemporary ought to have considered Mr. Lore's declaration sufficient, without bothering his "personal friends" about the matter. It is hard to imagine how they could have information regarding his vote in to-night's caucus when he had not decided for himself. His friends as *Every Evening* must know, are not the custodians of his official acts. He will determine everthing for himself.

A LATE Washington dispatch states that in the event of Carlisle's election to the Speakership of the House, Joe Blackburn, of Kentucky, can have his choice of committee chairmanships. The story comes too late to have any effect upon Carlisle's chances, and it is hard to conceive, therefore, why it was started at all. A week ago it would have compelled Carlisle to make an emphatic denial, as the prospect of Blackburn swaggering around all winter as the "boss of the House," would be sufficient to drive supporters from any man whose election was looked upon as being a forerunner of such a result.

SENATOR EDMUNDS is reported to have a bill ready for presentation to Congress providing for a National Telegraph System to connect the Capital at Washington with all the State Capitols. He does not favor interference with the existing corporations, but this plan, once started, would quickly assume proportions that would leave the other telegraphic systems far in the rear.

Loss and Gain.

CHAPTER II.

"Malden, Mass., Feb. 1, 1880. Gentlemen—I suffered with attacks of sick headache,"

Neuralgia, female trouble, for years in the most terrible and excruciating manner.

No medicine or doctor could give me relief or cure until Used Hop Bitters.

"The first bottle

Nearly cured me;"

The second made me as well and strong as when a child.

"And I have been so to this day."

My husband was an invalid for twenty years with a serious

"Kidney, liver and urinary complaint,

"Pronounced by Boston's best physicians—

"Incurable!"

Seven bottles of your bitters cured him and I know of the

"Lives of eight persons"

In my neighborhood that have been saved by your bitters,

And many more are using them with great benefit.

"They almost

Do miracles!" —*Mrs. E. D. Slack.*

The Post Office as Advertising Bureau.

Great care is shown by the officials high in authority, to bring before the public, on its merits, the unimpeachable reputation of the Louisiana State Lottery, for strict integrity and honesty in its management in every respect. The next Grand Semi-Annual Drawing of the Louisiana State Lottery will take place on Tuesday, December the 18th, as it has with regularity 162 times before, and M. A. Dauphin, New Orleans, La., will give any information.

A Squatter Witness.

(Arkansaw Traveler.)

"What is your name?" asked the United States Attorney of an old "squatter" who had been summoned before the court as a witness.

"Which name, 'Squire?"

"Your right name, of course."

"I ain't got none."

"What, you don't mean to say that you haven't got a name?"

"Oh, no, sir."

"This summons says that your name is Ananias Peters. Is that so?"

"Reckin it is."

"Thought you didn't have a right name."

"I ain't."

"Look here, sir. Don't you trifle with this court. Your prevarication will not be tolerated here. Why did you say that Ananias Peters was not your right name?"

"Cause it wasn't right to name a boy Ananias, therefore it ain't a right name. The Bible, I believe, sorter called Ananias a liar."

"Which," interposed the Judge, "makes it peculiarly applicable in your case."

"Look-a-here, Jedge, I don't want to progic with you, 'cause you've got the upper hand of me, but I don't want you to hit me with the Bible. A man's is in a bad enough fix when yer fling the law at him, but when yer fling the law and the gospel both, he ain't got no show."

"Where do you live?" asked the attorney.

"At home."

"But where is your home?"

"In the neighborhood of where I live."

The Judge turned away to conceal a smile, and the attorney, giving the "squatter" a look of extreme severity, said, "Do you know where you are sir?"

"Yes, sir; I'm here."

"You won't be here much longer unless you answer my questions."

"I am answerin' your questions, 'Squire. Go on with your rat killin'."

"Where were you when Mr. Jason, the defendant, cut timber from Government land?"

"When did he do the cuttin'?"

"That's what I want to find out. I think it was some time in October."

"Wall, sometimes in October I was one place an' sometimes I was at tuther."

"Did you ever see him cutting Government timber?"

"I believe I did."

"When?"

"Durin' the war, when he was in the army."

"None of your foolishness, now. Didn't you come along the road one day in October and talk to the defendant while he was chopping down a tree?"

"No, sir."

"Remember that you are under oath. So you didn't see him while he was chopping down a tree?"

"Didn't say that, 'Squire, for I did see him choppin' the tree."

"Did you stop and talk to him?"

"Yes, sir."

"Thought you said you didn't stop and talk to him?"

"Didn't say it."

"You did."

"Didn't say it."

"What did you say?"

"Said I didn't talk to him while he was choppin', fur when I come up and spoke, he quit choppin'. Ef thar's anything else you wanter know fire away."

A Horse Kicked Him

The horse is a noble animal, and one of the best friends of man. Yet no man wants even his best friend to kick him in the back. Mr. Libby, of Lowell, Mass., received such a kick from a horse in 1865. Ever since he has been a martyr to spinal suffering. PERRY DAVIS'S PAIN KILLER has relieved him from a great deal of agony. While he has been using this valuable remedy he has enjoyed his life as he never could have done otherwise. "Accidents will happen." Provide against them by procuring PAIN KILLER.

Potheen and Parliament.

(Irish Correspondence of the Philadelphia Press.)

The usual drink in Ireland is, of course, potheen. That means illicit whiskey. The other is called Parliament. The potheen is a thorough home ruler, and is in absolute rebellion against the levying of internal revenue in Ireland by an alien Parliament. Notwithstanding the vigilance of the police, the wildness of these districts affords comparative safety to the distillers of potheen. I am violating no secret to say that the good drop is plenty from Galway to Clifden, whether by mail, stage route, or, on this side, the sea-coast. There are many grades of it. What is termed the "first shot" is the best. That is the first 10 gallons out of a 20 gallon stilling. It is colorless. The taste is smoky and turpentinish. In hot punch those characteristics almost disappear. When a year old, I am told, it is mellow and mild. A fellow who was smacking his lips, after a good gill draught, said: "But you see we can't raise the darlint; it will die young." I found no trouble in getting it in any part of the kingdom of Conemara. There are a few old men who bear crack reputations for making it extra good. The take 14 gallons of the "first shot" and double distil or reduce it to nine. That is so rich and oily that it will hold a quill pen standing straight. This brank is given the sick in milk before breakfast. Four-fifths of the barley raised out here is used for potheen. Many of these people would not be able to live at all were it not for their little "moonshine" business. The "drop" is shipped at night in hookers to Galway and other ports. The law in regard to its disposition after discovery by the authorities is remarkable. It must be measured and spilled out on the ground! Why it is not confiscated and sold at auction I don't know. It seems to me that would be a good source of revenue. The police captured 16 gallons of "first shot" a few days since a mile from here. The fellows did not even help themselves, but incontinently poured it all upon the ground.

Why Suffer with Malaria?

Emory's Standard Cure Pills are infallible, never fail to cure the most obstinate cases; purely vegetable, contain no quinine, mercury or poisons of any kind; pleasant to take, sugar-coated. All druggists—25 and 50 cents.

A Good Mechanical Paper.

We are in receipt of the *Mechanical News* for December 1, and are pleased to say that it is one of the best illustrated papers that comes to our editorial table. It is a handsome 16 page journal, with fine original engraving, and well worth the subscription price asked for it. On the first page of the number before us are several life-like pictures, representing the growing of grapes and their manufacture into wine, as carried on in central New York. These pictures are only one of a series that have been given during the past year of the industrial manufacturing interests of the country, and which are to be continued the coming year. Such enterprise shows that the publishers of the *News* are alive to the wants of their readers. Those of our readers who want a first-class practical mechanical paper can hardly do better than subscribe for the same. Sample copies are furnished by the publishers, Messrs. James Leffel & Co., No. 110 Liberty street, New York, on application. Their subscription terms are $1 per year. They offer good inducements for those who get up clubs.

Emory's Little Cathartic Pills

is the best and only reliable liver pill known Never fails with the most obstinate cases purely vegetable, sugar coated, tasteless, harmless, no griping or unpleasant effects Druggists sell them—15 cents.

Reliable Place to Buy Pianos.

George L. Walker, piano parlors, 836 North Sixth street, near Parrish, Philadelphia. No connection with any piano ware rooms or parties of a similar name.

JOHN WANAMAKER'S

The latest importation of Paris Millinery for the holidays is here. It forms a choice selection of the French modistes' latest conceptions. We are very busy with orders, and ask our friends to favor us as much in advance of actual needs as is convenient.

JOHN WANAMAKER.

Plush Sacques are seasonable. You should see the kinds we show in seal and silk plush.

Silk Wraps, fur-trimmed, linings quilted in every variety, $35 to $75.
Black Dolmans, fur-trimmed, $13 to $95.
Black Dolmans, astrakan trimmed, $10 to $60.
New Waists, $10 and $25.
Jersey Waists, $2 to $9.

Ladies' Dolmans, Cloaks and Jackets with fur or astrakan trimming.

Newmarket Cloaks in mixtures of fine cassimere, plain cloths and diagonal.

JOHN WANAMAKER.

From Japan direct our agent sends us a choice, small invoice of Down Skirts for ladies. They are in Garnet, Drab and Black Satin and silk-lined. Lightest, warmest and heal hiest in the world, as any physician will tell you, and only $10.

JOHN WANAMAKER.

Welch, Margetson & Co., of London, send us their latest and richest make of House Jackets and Robes for gentlemen. We now show full lines of these celebrated English goods.

JOHN WANAMAKER.

We ask special attention to our Gentlemen's Silk Hats at $4, $5 and $6. The $5 hat combines elegance, excellence and service.

An excellent Derby, $2.

Winter warmth in Caps:

Seal, double roll, $5.50 to $18.
Seal Driving, with front, $7.50 to $12.
Imitation Seal (muskrat), $3 to $4.
Boys' Imitation Seal (muskrat), $1.75 to $2.
Boys' pieced Sealskin skaling shapes, $2 to $3.50.
Boys' whole Sealskin, $5 to $8.
Winter Caps for Men and Boys, 75c. up.

JOHN WANAMAKER.

Our best offering in cold repellants and health comforts:

Men's Satin Lined Fur Beaver, fine Silk Cord Edge Overcoats, $25.
Boys' Overcoats and Suits:
Pleated Blouse Suit, $5.
Plush trimmed Overcoat, $6.50.
Boys' extra Pants, $1.

JOHN WANAMAKER.

Chestnut, Thirteenth and Market and City-Hall square.

50 Years.

I have known and watched the use of Swift's Specific for over fifty years, and have never known or heard of a failure to cure Blood Poison when properly taken. In all my life I have never known a remedy that would so fully accomplish what it is recommend to do.

H. L. DENNARD, Perry, Ga.

We have sold Swift's Specific (S. S. S.) with most astonishing results. One gentleman who used half a dozen bottles says that it has done him more good than treatment which cost him $1,000. Another who has used it for a scrofulous affection reports a permanent cure from its use.

VAN SHAACK, STEVENSON & CO., Chicago.

$1,000 REWARD!

Will be paid to any chemist who will find on analysis of 100 bottles of S. S. S. one particle of mercury, iodide, potassium or any mineral substance. THE SWIFT SPECIFIC CO., Drawer 3, Atlanta Ga.

Our treatise on Blood and Skin Diseases mailed free to applicants.

RHEUMATISM AND GOUT CURED

When we can establish by a chain of evidence which every inquiry but makes stronger, that we have the *only real*, or radical remedy for Rheumatic disorders, and we put that evidence within the reach of every sufferer *without money and without price*, we claim that no one but the foul will turn to a deaf ear, or close his eyes to the *glad tidings* we bring to his blighted life. In justice to us, to you, to your benedent families, and to the consummation of your best ambition before you were stricken down by disease, we ask you to go with us for a few moments to the homes of some who have drank of the *waters of life* and are now full of the *joy of health*, ready to roll to the world their glad experience. We will give you no false statement, and make no assertion which cannot, by proper inquiry (by letter or in person) be proved to the bottom and found to be full of *truth*.

Among hundreds cured our present space allows us to refer to Mr. Hendick, 118 Plymouth St., Brooklyn—Sewer Workers' with Chronic Rheumatism many years.

Mr. Hastings, 254 Pearl St., Brooklyn—Severe Rheumatic Gout.

Dr. Gessmerer, 447 Sackett St., Brooklyn—Acute and Chronic Rheumatism 6 years.

Mr. Sassmer, 206 Court St., Brooklyn—Severe Rheumatism—had expended over $1000 on other Medicines and Cures.

Mr. Nevin, 451 Third Avenue, Brooklyn—Chronic Rheumatism 15 years.

Mr. Reyland, 122 Bainbridge St., Brooklyn—Acute Inflammatory and Chronic Rheumatism and very bad Chronic Dyspepsia.

Mrs. Pilkington, 128 84th St., Brooklyn—Acute and Chronic Rheumatism for years "had tried everything."

Dr. Goodrich, New York City—Chronic Rheumatism.

Mrs. Williamson, 60 Grove St., New York—Terrible, acute Inflammatory Rheumatism 20 yrs., Sugars unpalatable to her.

Mr. Bloss, 143 West St., New York—Chronic, nervous Rheumatism two years.

Capt. Walker Wood, 154 South St., New York—Chronic Rheumatism 20 years.

Mr. Abrams, 97 Greenwich Av., New York—Chronic Rheumatism and Kidney Disease.

Judge Crossman, 12 Oakland Av., Jersey City—Chronic Rheumatism several years.

The above named gentlemen know many others cured by our R. G. of Rheumatism, Dyspepsia, Liver and Kidney Disorders. Now give this matter deserved attention, or write us for circular with fuller particulars, and you will bless the day you saw this advertisement.

Wilmerding, Adams & Co., 96 Atlantic Av., Brooklyn, and 106 Wall St., N. Y. 9-3-6

RAILROAD LINES

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

NOVEMBER 12th, 1883.

Trains will leave Wilmington as follows for:

Philadelphia and intermediate stations—6.00, 7.00, 10.00, a. m. 2.00, 4.00, 7.00, 8.35, p. m.

Philadelphia (express)—5.00, 5.45, 6.30, 7.30, 8.15, 9.00, 9.35, 9.37, 10.07, 11.32, a. m. 12.45, 1.34, 3.17, 4.10, 5.07, 6.40 p. m.

New York—2.00, 2.45, 5.30, 5.40, 7.00, 10.07, 11.32 a. m. *12. m. 1.34, 3.30, 3.17, 4.07, 5.47, 6.45, p. m.

Baltimore and intermediate stations—1.05, 10.06 a. m. 6.00 p. m.

Baltimore and Way Line—7.00 p. m.

Baltimore and Washington—1.42, 4.42, 8.05 10.06 a. m. 1.05, *2.11, 5.05, 7.05, 11.00 p. m.

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

Trains for Delaware Division leave for:

New Castle—6.00, 9.05 a. m. 1.15, 3.00, 4.00 and 6.25 p. m.

Harrington, Delmar and way stations, 9.05 a. m. and 1.15 p. m.

Wyoming and way stations, 6.25 p. m.

Express for Harrington, 4.00 p. m.

SUNDAY TRAINS.

Philadelphia and intermediate stations—8.15a. m., 12.00 m. 3.30, 7.45, 9.55, p. m.

Philadelphia and New York—2.00, 2.45 a. m. 5.17, 5.35, 6.40 p. m.

Baltimore and Washington—1.42, 4.42, 8.05, 10.06 a. m. 11.00 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 24, 1883.

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 ..... *11.05 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 ..... ‡4.30 and 11.05 p. m
Chambersburg and Hagerstown Express ‡4.30, 7.40 and 11.05 a. m., daily, 11.20 p. m. For Chambersburg only, 5.40 p. m.
Shenandoah Valley Railroad every week day at 7.40 a. m., and New Orleans Express, via Lynchburg and Chattanooga, daily at ..... 11.20 p. m
Harrisburg and York Express ..... § 5.40 p. m
Mail Train ..... * 7.05 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, 11.40 a. m., and 10.30 p. m. On Sunday, 7.30 a. m., 3.45 and 5.15 p. m.
Paoli Trains, 6.10, 7.15, 8.15, 10.15 and 11.40 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, 5.15, 6.15, 8.15, 10.15 p. m.
Bryn Mawr Trains, 6.10, 7.15, 8.15, 10.15 and 11.40 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, 11.45 a. m., 1, 2.45, 5.15, 6.15 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., 2.14, 5.15, 6.15, 8.45, 7.45, 11.30 p. m. On Sunday, 7.30 11.45, a. m., 5.15 and 10.15 p. m.

Trains arrive—From Pittsburg, 2.55 and 7.50 a. m., 5.15, 7.35 p. m., daily, 4.30 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, 5.15 p. m., daily except Sunday. From Watkins, Elmira and Williamsport, 7.35 p. m., daily, except Sunday.

NEW YORK DIVISION.

TRAINS LEAVE BROAD STREET STATION FOR NEW YORK.

Express on week-days, 3.15, 4.20, 5.45, 6.35 (except Monday), 6.50, 7.30, 8.20, 8.30 and 11 a. m. (Limited Express, 1.30, 5.20 p. m.); 3, 4, 5, 6, 6.30, 7.45, 8 and 8.20 p. m., and 12.01 night. On Sundays, 3.15, 4.20, 5.45, 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 5.30 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 3.00 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, 9.30 a. m.; 3.50, 7.45 and 9.38 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, 3.30 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. 724 Federal St. Camden.

CHARLES E. PUGH, General Manager,
J. E. 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 ..... 9.00 a. m.
Pacific 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.
Parkton Accommodation, 5.30, 6.30, 8.30 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, 6.00, 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, 5.30 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 11.35 a. m., and 3.00 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, 4.35, 6.45, 7.05, 7.45, 8.50, 11.40 a. m., 2.55, 3.35, 5.10, 7.20, 9.05 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, 9.05 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 9.05 p. m., daily, except on Sunday.

FROM PENNSYLVANIA-AVENUE STATION

For Washington, 5.35, 7.15, 7.35, 8.35 and 11.40 a. m., 3.30, 5.15, 7.25 and 9.10 p. m. On Sunday, at 5.55, 7.50, 9.56 and 11.46 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, 9.10 and 10.30 a. m., 1.30, 4.30, 4.40, 6.20, 7.20, 8.50 and 10.20 p. m. On Sundays, at 9.30 10.50 a. m., 4.30, 5.30, 7.20, 8.50 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 Nov. 9th, 1883.

GOING NORTH.

Stations.	Daily except Sundays					
Wilming { P. & B. st }	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
		7 00		2 55	5 10	4 00
Depont		7 20		3 11	5 32	4 20
C. Ford J.		7 40		3 33	6 02	5 10
Lenape		7 51		3 49	6 18	5 25
Coatesville		8 22		4 5	6 55	6 20
Waynes. J.		9 02		4 45	7 25	
St. Peter's	6 4		12 30			
Warwick	6 55		12 45			
Springfield	7 16	9 75	1 02	5 5	7 48	
Birdsboro	8 10	9 55	2 05	5 24	8 24	
Reading { P. & B. st }	8 45	10 35	2 40	5 55	8 55	

GOING SOUTH.

Stations.	Daily except Sundays					
Reading { P. & B. st }	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
	6 10	8 20	9 35	3 05	5 20	
Birdsboro	6 46	8 49	10 25	3 41	6 05	
Springfield	7 16	9 16	11 14	4 13	6 46	
Warwick			11 29		7 00	
St. Peter's			11 45		7 15	
Waynes. J.	7 35	9 32		4 32		
Coatesville	8 50	10 10		5 11		
Lenape	7 35	8 51	10 35	5 50		
C. Ford J.	7 49	9 04	10 48	6 02		
Dupont	8 19	9 27	11 08	6 24		
Wilming { P. & B. st }	8.30	9 48	11 30	6 45		

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

L. A. BOWEN, Gen. Pass. Agent.
A. G. MCCAUSLAND, Supt. m725

BALTIMORE & PHILADELPHIA R. R.

CHANGE OF HOURS.

On and after NOV. 12th, 1883, trains will run as follows:

Leave Wilmington 7.05, 10.35, a. m; 5.30 p. m.
Arrive at Lamberton, 8.50 a. m; 12.00 noon, 6.40 p. m.
Leave Lamberton 6.30 a. m; 12.00 p. m.
Arrive at Wilmington 8.00 a. m; 5.15 p. m.

D. CONNELL, Superintendent.

CAMDEN AND ATLANTIC R. R.

ON AND AFTER JUNE 20, 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, 5.00, 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 9.00 and 5.30 a. m., and 4.30 p. m.

From Pennsylvania Railroad Station, foot of Market street, 7.30 a. m., 2.30, 5.00 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, 9.30 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, General 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. †Chicago, Cincinnati, St. Louis Fast Ex.
3.00 press, B. & O. Palace Sleeping Cars to Cincinnati, St. Louis and Chicago.
4.40 †Washington and way stations, (VA. MIDLAND) Southwest, Richmond, (via Quantico.)
5.30 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 sta tions. 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 I. & B. 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 Annapolis Junction, Laurel and Hyattsville.
4.20 Winchester, Hagerstown, Frederick and way.
5.00 †Washington, Annapolis and way.
5.30 †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 4.20 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, †5.40, †7.00, 7.40, †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, 180 WEST BALTIMORE STREET, N. W. Cor. Calvert; CAMDEN STATION and 81 SOUTH BROADW.

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

HENRY COLLEGE LOTTERY

$30,000 for $2!

4TH REGULAR MONTHLY DRAWING WILL TAK