THE PHILADELPHIA INQUIRER. TUESDAY. SEPTEMBER 14, 1886.

HALLS OF JUSTICE.

NESS TEANSACTED BY THE VARIOUS TRIBUNALS.

gments in Commercial Cases-Public ight of Roadway-Charge Against a Special Officer-Sector a Special Officer-Sentences and Acquittals.

ree judgments by agreement were yester-entered against R. Cohen and Julius n. Two of the judgments were in favor N. Howell and Cotter & Sons, for \$156.65 \$92" respectively. They represented goods The third, for \$3892.57, was in favor of ohen, and represented goods sold, cash ed and a balance of wages.

arged With Maintaining a Nuisance. lomas Shaw, a well known mechanical en-ar, was yesterday alternoon put on trial re Judge Arnold, in the Court of Quarter ons, on a bill charging him with mainng a nuisance. The defendant is the er of a property near Shawmont Station, he Norristown branch of the Philadelphia Reading Railroad. The allegation is that closed the property with a fence, and in g so he cut off the public from the use of avenient road through his ground to the pad station. On the part of the Common-th it was claimed that though the road never been dedicated to public use, yet it been used as a public highway without ruction or objection for over a period of ity-one years, and that therefore the deant had no right to obstruct it in any way. trial was not concluded.

In the Criminal Court.

dge Peirce yesterday sentenced the follow-Frank Suplee, attempting to commit a ious assault and battery on his two little ins, Florence and Irene Harvey, five ry with intend to kill John Diggs, by ng him with a knife three r. larcenv of a pocket-book containing \$4 Elizabeth Hambrecht; Albert J. Cavastealing a watch and chain from the on of Ferdinand Wells; Harry Johnson. ny of a pair of sleeve buttons valued at rom the store of James Roney; Frank rd and Pearson Kearney, assault and baton John Robinson; Thomas Quinn, steal-pair of rubber shoes and other property ed at \$5. belonging to George Murray, as Murray and Frank Gill, alias Welsh, my of twenty-five pairs of shoes from an ess wagon, one year each; James larceny of a pocket-book containing from the person of John F. Mce; Charles Steinhoff, larceny of three kets from the stable of Severtus Supplee; Lawton, larceny of ten books from the of George Sunderland; Susie Bradley George Whitman, keeping a disorderly e in Chester street; George Elwood, red, assault and battery on Officer Stephen phy: James Brown, assault and battery on ers August Muth and John Marrow; uel Logan, assault and battery on James ello: Patrick Maginley, stealing five ids of grapes from a store, and Charles indecent conduct in the street, six ths each: Harry Spangler, colored, larceny watch and chain, the property of Edward has, eighteen months: Kate Murray, asand battery on Margaret McFay, two ths; Robert Moore, larceny of cuff buttons ed at \$10, the property of John Judge; rge Ruffman, colored, larceny of a set of ess from the stable of Frank J. Rowan: el Heady, larceny of a watch and chain, roperty of James Keegan, three months Abraham Ward, assault and battery on ence Nichols, one month; William Wil-

and Gustave Ehrke, a white boy, tillwere sent to the House of Ref

WENDNAH

How and Why This Beautiful Suburban Town Has Grown.

This is considered one of the prettiest towns on the West Jersey Railroad. Wenonah is but fiteen years old, and is so young to have won such admiration that the reasons which account for its growth and charms are worth more than a passing: notice. Some of those reasons are apparent at a glance.

The surrounding country presents a pleasing variety of surface, undulating and abounding with pure, swift-flowing streams, diversified with farms and timber, affording delightful drives and timber, affording delightful drives and giving the perfection of natural surface drainage, a matter of prime importance in sanitary respects. The distance by rail from Philadelphia is but eleven miles, with numerous trains each way early and late, so that a business man in the city with a resi-dence at Wenonah can reach his pleasant country home at the close of the day in fewer minutes than his Market street neighbor can go to a city residence forty blocks away by

street cars. Wenonah, unlike "Topsy." cannot be said to have "just growed" in fifteen years-I has been made-and made in accordance with

careful design, having been so started that it must grow beautiful and attractive, if it grew at all. The land company took care to have wide streets, ample sidewalks and building regulations that would insure houses of good appearance, and they also remembered that the answer to the question, "Is life worth living?" depends on the liver.

They have sought to make Wenonah inviting only to those who make good citizens, in the best sense of the term, and in this object their success has been marked from the beginning. In all directions in which neighborliness is desirable the first settlers were attentive to each other and cultivated the true spirit of community that has already resulted in public improvements far in advance of most older and

ars er towns. First. The Presbyterian church was built; though not large, it was tasteful, and the Sunday school, already organized and in operation, soon became an efficient means not only for good in the direct object of Sunday schoo work, but also in attracting favorable attention to the place.

A second Sunday school of the Methodist denomination, and a public school employing superior: teaching talent, have been established. The school is graded, and its work in the past year shows that it has attained a high stand-ard. The Methodist church, dedicated a little more than a year ago free of debt, is architecturally an ornament to the place.

The Wenonah House, the one hotel in the place, open in summer only, fairly rivals the best of summer hotels, sufficient evidence of this being the very respectable class of Philadelphia citizens whe comprise its guests, a number of them having returned for two or three summers past, and the additional fact that the applications for rooms frequently exceed the capacity of the house. Shade trees having been planted abundantly at first, the streets are already well shaded. On the more prominent streets stone curbing and stone flagging sidewalks prevail.

Though the well water is exceptionally good and abundant, the underlying strata of earth being principally sand and gravel, with good springs at a moderate depth, water works have been constructed within the present year and have been in operation since early in the spring. The supply of water is from springs. No liquor is sold in the place, and the drink-ing, with the other evils commonly centred in

and fostered by the saloon, are not here. Wenonah is also to have first-class fire protection. The principal demand for water works at this time came not from the necessity of more or better water for domestic purposes, but that there might be plenty of water for sprinkling lawns, great pride being taken in door-yard decoration. The people here determined not to be subject to drouths. A borough government gives the place control of its own streets, the use of all the money raised by taxes for road purposes, police jurisdiction and authority to enact ordinances regulating various local affairs. In view of all these advantages, it is no wonder that Wenonah is enjoying prosperity, and that the remark of the passing railroad trav-eler, "What a beautiful town," brings the response from residents, "Yes, and a delightful place for a home."

Matters of Interest to the Public Gleaned from the Departments.

MUNICIPAL

R. J. Malone & Son, the Lancaster contracters, whose bid was accepted, having, as already stated, completed their arrangements for demolishing the old structure over the Schuylkill at Market street, as soon as the heavy framework has been removed the demolition of the western pier will be begun. Large der-ricks will be used for this purpose and the heavy stones will be placed on the lighters. The pier rests on rock and as soon as the stone work is removed an inspection of the rocky foundation will be made by Chief Engineer and Surveyor Smedley, and if found in proper condition he will give authority to build the

new nier on it. The bridge will be constructed on four piers: the roadway will be fifty-two feet between the curbs. A double line of car tracks will occupy the centre. There will be a twelve and one-half-foot footway on each side of the bridge, making the width of the bridge seventy-seven feet. The entire length of the bridge will be 550 feet.

The police reports show that the streets are generally in good condition. The Sixteenth, Seventeenth and Twenty-first districts are the exception. In the former, Lieutenant Baily reports that but a few streets were cleaned last week, and that the gutters and main streets are very dirty. 9

An inlet at Eighth and Federal streets, in the Seventeenth district, is reported out of order and dirty streets numerous. In the Twenty-first Lieutenant Blankley gives a long list of streets "dirty" and "very dirty."

In the other districts, though in the main good, there are any number of dirty gutters and other nuisances reported. The following moneys were paid into the

City Treasury yesterday: John Hunter, Receiver of Taxes, for city

for August. Charles S. Warwick, City Solicitor, for 2,694,99 120.00

35.75

North Seventh street, has sent numerous complaints to the Citizens' Municipal Association relative to the collection of garbage in his neighborhood. He states that the contractor does not make his appearance more than once, or sometimes twice a week.

The Lazaretto Physician reported yesterday to the Board of Health that seven vessels had been examined and allowed to pass up the river. A communication from Mr. John H. Wallace

No. 527 South Seventeenth street, asking for the privilege of digging a drainage well in the rear of the cellar at No. 1620 Lombard street, as the sewer is considered inaccessible, was referred to the Committee on House Drainage. The Highway and Survey Departments were requested to abate a nuisance on Schuylkill avenue, near the United States Arsenal. The entire drainage of two squares on Alter and Peltz streets collecting in the bed of Schuylkill avenue.

UNSAFE FOR TRAVEL.

Report of Agent Addis Relative to the Bridge at Fifty-second Street and Lancaster Ave. Agent Addis has submitted the following re-

port to the Committee on Abuses and Com-plaints of the Citizens' Municipal Association: "On September 6 a bili was approved by the Highway Department for a part of the work under the second contract for the rebuilding of the bridge at Fifty-second street and Lancaster avenue. Under this contract all the work was to have been completed by August 21 and now the work is not half done. In the



MUTUAL BENEFIT SOCIET port.

OF NEW YORK, No. 233 BROADWAY, opp. Post Office.

President: Sec'y and Treasurer: A. L. SOULARD. WM. D. CHANDLER.

Vice Presidents: E. A. QUINTARD. J. F. MORSE.

DIRECTORS. A. G. GOODALL, Prest. Ang. Bank Note Co., N. Y. O. D. BALDWIN, Prest. Fourth Nat. Bank, N. Y.

R. CARMAN COMBES, Prest. Exchange Fire Ins. Co., N. Y. L SOULARD, Prest Sterling Fire Ins. Co., N.Y.

E. A. QUINTARD, Prest. Citizens' Sav'gs Bk., N.Y. WM. D. SNOW, Sec'y Am. Loan and Trust Co., N.Y. HENRY C. BOBINSON, of Porter Bros. & Co., N.Y. WM. B. FULLER, with H. B. Claffin & Co., N.Y. HENRY B. PIERCE, of Hutchinson, Pierce &

Co., N. Y. R. D. WHEELER, M. D., Medical Director, N. Y.

Only Twelve Assessments

have been levied since the Society began business averaging three a year, and making the cost for assessments to a man of forty years of age less than five dollars a year for each Thousand dollars of Insurance.

SEND FOR CIRCULARS.

INSURANCE COMPANIES.

FIRE ASSOCIATION

OF PHILADELPHIA. OFFICE, 34 N. FIFTH STREET.

> ORGANIZED INCORPORATED F SEPT. 1, A MARCH 27, 3 1817. 1820

CHARTER PERPETUAL

MARKET VALUE, ASSETS, JANUARY 1, 1886, { \$4,250,564.07

THE ASSOCIATION continues to insure in all parts of the United States BUILDINGS, FURNIparts of the United States BUILDINGS, FURNI-TURE and MERCHANDISE from loss or damage by FIRE

Jesse Lightfoot, Elihu C. Irvin, James M. Vance. Samuel H. Reed, James Whitaker, Alfred Bamber, Sparta Fritz, William Arrott, James A. McComas, Robert Porter, Theo. H. Cenderman, John D. Ruoff. James Butterworth.

E. C. IRVIN, Vice President. WM. S. WINSHIP, Secretary. M. G. GARRIGUES, Assistant Secretary.

1829 CHARTER PERPETUAL 1886 FRANKLIN

BAILBOAD LINES. PHILADELPHIA AND READING R. B. Pes

In effect May 30, 1996. MAIN LINE

Depot Thirtsenth and Callowhill streets. 440 a. m., Accom., 4 p. m. Exp. to Reading, Har-risburg, Pottsville and Lancaster. 7.45 a. m., 1.40 p. m. Way for Reading, Pottsville, Allengown and Branch Reads. 9.50 a. m., 5.30 p. m. Exp. for Reading, Pottsville, Harrisburg, Shamekin, Lewisburg and Williams-port.

400 p. m. Esp. for Tamaqua, Shenandosh and

5.30 p. m. Way for Reading, Pottsville and Allen-

7.59 p. m. Way for Reading and Harrisburg. SUNDAYS-6.30 a. m. Way for Pottsville, Harrisburg and Allentown.

839 a. m., 3.30 p. h. Way for Reading, Pottsvide and Branch Roads. 7.50 p. m. Way for Reading and Harrisburg. DEPOT, NINTH AND GREEN STREETS. FOR NEW YORK.

FOR NEW YORK. New York, Trenton and the East, 7.30, 8.33, 9.30, 11.00 a, m., 1.15, 3.45, 5.40, 6.45 p. m., and 12:00 mid-night, and for Trenton only. 9 p. m. Ocean Grove, 9.30, 11.00 a. m., 1.15, 3.45 p. m., 12

midnight. SUNDAY-New York and Trenton, 8.39 a. m.,

5.30 p. m., 12.00 midnight. Leave New York, foot of Liberty street, 4.00, 7.45, 9.37, 11.60 a. m., 1.30, 4.00, 4.30, 5.30. 7.30 p. m., 12.00

midnight. SUNDAY-845 a. m., 5.30 p. m., 12,00 midnight. Parlor cars on all through trains and sleeping cars on night trains to and from New York.

cars on night trains to and from New York. Langhorne, 10 a. m., 1.45 and 3.45 p. m. Sunday, 1.15, 4 and 9.30 p. m. ELMIRA, BUFFALO AND THE WEST, 9.00 a. m. and 8.00° p. m. For Bethlehem, Easton and points in Lehigh and Wyoming Valleys, 7.45, 9.00 a. m., 2, 4.15, 5.15 and 8.00° p. m. For Wind Gap, 7.45 a. m. and 4.15 p. m. Abington and Way points, 9.10 a. m., 4.15, 5.25 and 8.45 p. m. Sunday-3.00 and 5.30 p. m. Fort Washington, 6.15, 8.35 a. m., 2.35 p. m. Sun-day, 1.00 p. m.

fort washing was, day, 1.00 p. m. Lansdale, 6.15, 10.15 p. m. Sunday, 8.05 p. m. Doylestown, 7.45, 9.00, 11.05 a. m., 2.00, 4.15, 5.00, 5.15, 6.45 and 11.30 p. m. Sunday, 8.45 a. m., 3.45 and 10.00 p.m. GERMANTOWN AND CHESTNUT HILL,

GERMANTOWN AND CHESTNUT HILL, 5.00, 6.09, 6.35, 7.05, 8.03, 9.10, 9.55, 11.10 a. m., 12.00, m., 115, 230, 2.50, 3.15, 3.40, 400, 4.20, 4.45, 5.15, 5.50, 6.25, 7.00, 7.45, 8.50, 9.45, 10.30, 11.15, 11.50 p. m., 12.45 a. m. Additional for Germantown, 6.45, 7.15, 7.30, 7.45, 8.30, 9.30 a. m., 12.30, 2.05, 4.50, 5.30, 6.00, 6.15, 6.30 p. m. SUNDAYS, 7.20, 9.10, 9.45, 10.30 a. m., 12.30, 1.30, 2.15, 3.10, 4.00, 5.15, 6.10, 7.00, 7.45

8.45, 9.45, 16.45 p. m. Leave GERMANTOWN (Chelten ave.) 6.01, 6.17, Leave GERMANTOWN (Chelten ave.) 6.01, 6.17, 6.57, 7.27, 7.31, 7.46, 7.58, 8.07, 8.13, 8.22, 8.31, 8.43, 8.52, 9.37, 9.31, 10.12, 10.16, 10.57 a. m., 12.17, 1.12, 1.16, 2.32, 8.01, 3.27, 3.43, 4.37, 4.48, 5.27, 5.43, 5.56, 6.16, 6.27, 6.58, 7.17, 7.31, 7.57, 8.26, 8.57, 9.52, 10.52 p. m., 12.07 a. m. SUNDAYS-6.14, 8.29, 9.34, 10.44, 11.44 a. m., 12.44, 2.24, 3.29, 4.14, 5.14, 6.14, 7.14, 8.04,

11.44 a. m., 12.44, 2.24, 3.29, 4.14, 5.14, 5.14, 7.14, 8.04, 8.50, 9.44, 10.53 p. m. Leave CHESTNUT HILL 6.05, 6.45, 7.15, 8 '95' 200, 8.10, 8.40, 9.15, 10.00, 10.45 a. m., 12.05, 1.00, 2.20, 3.15, 3.30, 4.25, 4.35, 5.01, 5.30, 6.25, 6.45, 7.05, 7.45, 8.45, 9.40, 10.40, 11.55 p. m. SUNDAYS-6.00, 8.15, 9.20, 10.30, 11.30 a. m., 12.30, 2.10, 3.15, 4.00, 5.00, 6.00, 7.00, 7.50, 5.45, 9.30, 10.40 p. m. MANAYUNK, CONSHOHOCKEN AND NORRIS-TOWN.

MANAYUNE, CONSHOHOCKEN AND NORRIS-TOWN. 4.30, 6.05, 6.35, 17.30, 8.15, 9.20, 10.06, 11.05 a. m., 12.01 noon, 1.35, 2.25, 3.00, 4.00, 4.30, 4.45, 5.10, 5.35, 15.55, 6.05, 6.25, 7.25, 8.30, 9.50, 10.35, 11.30 p. m., 12.15 a. m. SUNDAYS-7.30, 19.00, 9.45, 11.25 a. m., 11.30, 8.00, 4.20, 6.00, 17.30, 8.30, 9.50, 10.40 p. m. For Manayunk only, 4.20, 5.10, 6.45 p. m. Leave Norristown, 5.30, 6.00, 6.40, 7.00, 7.30, 8.00, 8.15, 8.45, 10.00, 11.25 a. m., 12.30, 1.30, 2.50, 3.40, 4.35, 5.00, 5.20, 6.25, 6.45, 7.15, 7.40, 8.15, 9.05, 10.05, 11.15 p. m. SUNDAYS-6.10, 7.40, 9.00 a. m., 1.00, 2.00, 4.00, 6.00, 7.30, 8.10, 9, 10, 11.55 p. m., and Manyunk only, 3.20, 6.00, 7.30 p. m. The above trains, except the 5.00 and 7.40 p. m. week-day, leave Main Street Depot four minutes, and Marshall Street five min-utes.earlier.

tconnect for Plymouth Branch. SExcept Mondays.

Pottstown and way points, 4.30 and 9.30 a.m.,
"1.35 and "4.30 p. m., and for Pheeniville and way points, 11.30 p. m. "Connects with Branch Roads.
SUNDAY-"4.20 p. m., and additional for Colebrookdale Branch at 11.25 a.m. DEPOT, THIRD AND BERKS STREETS.
New York Elizabeth and Thirty Party Party

New York, Newark, Elizabeth and Trenton, \$5.10, 8.20, \$9.00, \$10.30 a. m., \$1.00, \$3.30, 5.20 and 6 p. m. SUNDAY-New York, Newark and Trenton, 8.15

Express for New York, via Camden and Trenton, 9.00 a. m. on Week-Jays. Express for Ocean Grove and Long Branch, 8.30 a. m., 4.00 p. m. week-days. For Long Branch on Sundays, 7.30 a. m. Beach Haven and Barnegat City, 8.30 a. m. 424 4.00 p. m. week days.

a. m., 4.30 p. m. §Connect for Long Branch and Ocean Grove. 4.15 a. m., Accom., 6.10, 8.20 a. m., Exp., 4.00 p m. for Bethlehem, Easton, and points in Lehigh Val-

BAILBOAD LINES.

Pennsylvania R. R. and Leased Lines
TRAINS LEAVE BROAD STREET STATION. "Daily. iDaily, except Sunday.
"New York and Chicago Limited" of
Puliman Palace cars
\$201CS.00 KEDPAA
Western Express
Hasrisburg Express
Watkins Express
Erie Mail and Buffalo Express, except Saturday
Kane Express
Renovo Express, 11.50 a. m. On Sunday, 4.20 a.m.
Gettysburg Express (via Harrisb'g), 34.30, 7.48, 11.50 a.m.
Martinsburg Express, 54.30, 57.40 and *11.50 a. m.
Chambersburg Express, 55 40 p. m. Hagers town Express, 511.20 p. m. Shenandosh Valley
with through car to Atlanta at '13% a m
Harrisourg and York Express. 55 Ma
Lebanon Express, 54.30, 11.50 a. m. and 5.40 p. m. Mail Train
Harrisburg Accommodation
TORK, HABOVER and Frederick KT.
Columbia and York Express
For Manayunk, Conshohocken and Nortistown
6.10, 7.25, 8.37 and 10.30 a. m., 12.25, 2.28, 3.26, 4.37.

6.10, 7.25, 8.37 and 10.30 a. m., 12.25, 2.29, 3.26, 4.37, 5.10, 5.52, 6.20, 8.00, 10.12 and 11.37 p. m. On Sunday, 8.10, 9.13 and 10.22 a. m., 1.10, 2.35, 5.30, 8.40 and 10.30 p. m. Additional for Norristown, on Sundays, 8.30 p. m.
For Pheenixville, Pottstown and Reading, 6.10 and 8.37 a. m., 2.25, 4.27 and 6.20 p. m. Sunday, 8.12 a.m., 1.10, 5.20 and 8.30 p.m. Additional for Pheenixville, 5.10 p. m./week-days.
For Hamburg, 6.10 a. m., 2.23 p. m. week-days. Sundays, 9.12 a.m. and 1.10 p. m.
FOR NEW YORK.

FOR NEW YORK.

Express on week-days, 3.20, 4.05, 4.40, 5.10, 4.50, 7.30, 8.20, 8.30, 11.00 and 11.15 a.m. (Limit.d Ex-press, 1.14 and 4.50 p. m.), 12.49, 3, 4, 5, 6, 6.35, 7.12, 8.12 and 9.50 p. m. and 12.01 night. On Sundays, 3.20, 405, 4.40, 5.10, 8.30, a. m., 12.49, 4.00 (Limited Express, 4.50), 6.35, 7.12 and 8.12 p. m. and 12.01

For Brooklyn, N. Y., all through trains connect at Jersey City with boats of "Brooklyn Anner," af-fording direct transfer to Fulton street, avoiding double ferrisge and journey across New York city.

Express for Boston without change, 6.25 p. m.

Express for Boston without change, 6.35 p. m. daily.
FOR GERMANTOWN AND CHESTNUT HILL.
Week-days, 6.00, 6.31, 7.05, 7.26, 8.02, 3.33, 9.12, 9.32, 10.35, 11.32 a. m., 12.16, 1.02, 2. 25, 2. 255, 3.38, 3.55, 4.17, 4.42, 5.05, 5.13, 5.35, 5.49, 6.19, 6.23, 6.46, 7.29, 8.16, 9.26, 10.26, 11.15 p. m., and 12.00 night. Sundays, 7.30, 9.20 and 11.00 a. m., 12.30, 1.31, 2.30, 3.16, 4.02, 4.30, 5.00, 5.35, 6.00, 6.36, 7.02, 7.20, 8.16, 9.23, 1.0.24, 10.25, 11.05, 2.10, 7.40, 8.00, 8.07, 8.20, 8.45, 9.00, 9.15, 9.45, 10.10, 10.45 and 11.47 a. m., 12.20, 1.15, 2.16, 2.45, 10.10, 10.45 and 11.47 a. m., 12.20, 1.15, 2.16, 2.45, 3.10, 3.47, 4.20, 4.46, 5.15, 5.45, 6.20, 6.45, 7.10, 7.45, 9.05, 14.065, 11.06 p. m. and 12.05 night. Sundays, 7.30, 9.30, 10.05 a. m. and 12.40, 1.30, 2.30, 2.30, 4.00, 4.30, 5.30, 5.00, 5.30, 6.00, 6.52, 6.55, 7.25, 8.30, 9.30, and 10.30 p. m. Leave Germantown (Chelten Avenue), week-days, 12.18, 6.12, 6.43, 7.23, 1.13, 8.19, 8.32, 8.55, 9.11, 9.25, 9.55, 10.23, 10.58 a. m. 12.00 noon, 12.43, 1.28, 2.23, 2.58, 3.22, 4.00, 4.33, 4.59, 5.28, 5.58, 6.33, 6.58, 7.21, 7.58, 9.18, 10.21 and 11.21 p. m. Sundays, 7.45, 9.43 and 10.18 a. m., 12.53, 1.46, 2.46, 2.46, 3.46, 4.46, 5.16, 5.43, 6.16, 6.36, 7.01, 7.41, 8.43, 9.43 and 10.43 p. m.
For Sea Girt, Spring Lake, Ocean Beach, Ocean Germa Grove, Ashury Park and 10.478 p. m.

7.41, 8.43, 9.43 and 10.43 p. m. For Sea Girt, Spring Lake, Ocean Beach, Ocean Grove, Asbury Park and Long Branch, 6.50, 8.00 and 11.30 a. m., 3.30 and 4.00 p. m. on week-days. Saturdays only, 5.00 p. m. Sundays, for Long Branch, 8.00 a. m. Week-days: Express for Easton, Delaware Water Gap, Scranton and Binghamton, 8.00 a. m., 12.91 noon, and 6 p. m. Scranton and Water Gap, 4.00 p. m.

4.00 p. m.

4.00 p. m. FROM RENSINGTON STATION, FRONT AND NORRIS STREETS. For New York, 6.50, 7.40, 8.30 10.10 and 11.15 s. m. 12.05, 2.10, 3.15, 4.55, 5.35, 6.10, 7.34 and 11 p. m., on

week-days. On Sundays, 825 a. m. Week-days: Express for Easton, Delaware Water Gap, Scranton and Binghamton, 7.40 a. m., 1245 noon and 5.35 p. m. Scranton and Water Gap,

4.00 p. m. week days. Island Heights, 7.40, 8.30 a. m., 2.30, 4.00 p. m. week-

3.15 p. m. FROM MARKET STREET FERRY.

A Special Officer Accused.

erious charge was yesterday made against of Mayor Smith's special officers in the wing affidavit in support of . a writ of is issued by James Riley against Themas

nes Riley, being duly sworn according to deposes and says that Thomas Dalton is a al officer appointed by his Honor William B. n. Mayor of the city of Philadelphia, and as-d to the Fourth district. That on the 9th day ptember, 1886, when deponent was going from business between the hours of four in or lock P. M. he was overtaken by said in on Market street below Ninth street and in on Market street below Ninth street and puly assaulted by said Dalton, who beat, ed and wounded this deponent, and with and violence pulled and dragged him along rest, remarking occasionally: "I'll make it by you before I get through with you. To-bw you can see your phiz in the rogues' galand with other remarks of a profane and r character said Dalton dragged deponent to ourth district station house on Fifth street Bace. Deponent made no resistance, but sted said Dalton to let him go along ly, and not drag him in such a brutal her, to which the said Dalton replied: "You'll as I want you to." When deponent arrived station house he gave his name, business esidence to the sergeant, who asked Dalton charge he made against the prisoner. Dalcharge he made against the prisoner. Dal-pplied that he would make the charge later. hent was then locked up in a cell from six k on the afternoon of the 9th until about ten k on the morning of the 10th instant, when is taken before Magistrate John T. Thomp-it the Central Station. Said Dalton, without easonable or probable cause, but contriving paliciously intending te injure this deponent, with acting oath did then charge deponent with acting napicious manner. This was the only charge against deponent by said Dalton. After ng said statement Magistrate Thompson did t and discharge this deponent.

ey sues for the recovery of damages for malicious prosecution. A capias was d for the defendant's arrest, with bail by Judge Arnold at \$800.

Contributions for Charleston.

Citizens' Belief Committee met at noon rday, Joshua L. Baily presiding. One and three hundred and twenty-five dolvas received yesterday, making the total nt received up to the present time \$31,-Mr. Baily stated that he had telegraphed r Courtenay to draw on Drexel & Co. for 00 additional.

ney is needed badly for the sufferers, ande fer some time to come, and surprise expressed at the backwardness of the as in contributing. The committee will r with theatrical managers to-morrow reng benefits at the various theatres. ween \$500 and \$600 was collected at the intile Club for the homeless of Charleston

turday night. The club fund is expected ch \$1000. appeal for aid for the Charleston sufferers

een issued to his parishioners by Rev. es P. O'Connor, pastor of the R.C. Church Michael, Second street, near Master.

Last Grand Autumnal Tour to Cresson and the Alleghenies.

last opportunity of the season to visit Cresrings and the Alleghenies, at the extremely I rates allorded by the Pennsylvania Rail Company's autumn tours, will occur on day next. This will doubtless prove one of casantest trips of a series that has given the t satisfaction to all who have participated in The railway ride through the most cele-i scenic region of Pennsylvanis, interesting times, is peculiarly attractive in the bright tht of early fall, when the leafage of the int of early fail, when the featage of the y forests, touched by the magic hand of na-is exchanging the verdancy of summer for d and gold of autumn. The ride alone is far than worth the price of the entire tour, yet ut a foretaste of what is to follow in the few

nt a foretaste of what is to follow in the rew residence at Cresson. third party of tourists will leave Broad Station, Philadelphia, by special train on day next, at 10.50 Å. M. The number of s, limited to 350, are now on sale at \$5.00 for and trip, including one day's board at the tain House. As the demand for tickets is and the limit will be madifuely observed. and the limit will be positively observed, ling participants are requested to secure at once. Unused tickets will be redeemed general office of the company, if presented son or by letter.

WHAT THE POLICE KNOW.

Gleanings from the Dockets of the Different Magistrates.

Magistrate Baird held in \$800 bail yesterday Bernard Casey, who stated he lived at No. 1603 Kater street, to answer the charge of stabbing in the stomach John McKeever, at Twenty-fourth and Lynn streets.

Owen M. Phillips, residing No. 1007 South ront street, was arrested on Sunday on the charge of committing a felonious assault on Kate Moore, aged ten years. The mother of the girl was also arrested. Both the prisoners were held for trial.

Charles Stum, a police officer of the Thir-teenth district, had a hearing yesterday before Magistrate Lennon on the charge of striking on the head with a blackjack Abraham Graser, a hotel keeper at Wissahickon Station, because he refused to let him, have more liquor. The prisoner was held in \$500 bail. James McGettigan, Twenty-fifth and Cathar-inestreets, Patrick White, Twenty-fourth and Sensor the street of Patrick Party of the street of the

Sansom streets, and Patrick Brown, No. 130 Truxton street, were each held yesterday in \$600 bail by Magistrate List on the charge of assault and battery on Officer Bennett, of the Nineteenth district, at Twentieth and South streets.

Magistrate Neall yesterday held for trial Charles Sun Sing Lee, a laundryman, of No. 1012 Cumberland street, to answer the charge of attempting to commit a felonious assault upon Ida L. Enochs.

Andrew Davis, residing No. 1245 Pearl street, was yesterday committed by Magistrate Thompwas yesterday committed by Magistrate 1 nomp-son for a further hearing to-morrow to answer the charge of seriously beating John H. Mays, of No. 1221 Somerset street, who is still at the German Hospital, probably fatally injured. Magistrate Durham on Saturday issued sum-

nonses for the arrest of four persons having fruit stands on Delaware avenue in violation of the ordinance of Councils prohibiting the maintenance of frame buildings on the footways. The cases will be heard to-day.

Medical News.

The Pathological Society will hold an election for officers on the second Thursday in Oc-tober. For president, Drs. F. P. Henry and J. C. Wilson have been named. Vice President-Drs. J. H. C. Simes, J. M. Barton, Carl Seiler. Financial Secretary-C. G. Davis. Recording Secretary-W. E. Hughes. Treasurer-M. S. French. Curator-H. C. Formad. Dr. Shakespeare is expected to land in New York on the 17th instant. He has made a thorough study of the cholera, having made 500 post mortems. While abroad he visited France, Italy, Algiers and Egypt. Dr. Shakespeare left home Octo-ber 10, 1885. His report is expected to throw a great deal of light on cholera and how it should be treated.

By the British King.

The American Line steamship British King. Captain John Kelly, which arrived at this port from Liverpool yesterday, had the following passengers in the saloon: Mr. James B. Kinley, Mrs. James B. Kinley, Mr. Joseph Bowker, Mrs. Joseph Bowker, Mr. Daniel Baugh, Miss Edith Kinley, Infant and two maids. Mrs. Daniel Baugh, Miss Bessie Baugh, Mrs. James Burbouse, Mrs. Melinda Burbouse, Master Paul Baugh and Miss Amanda Burhous Mrs. Mary L. Ashford, nurse, Mr. Charles Lister, Mr. Francis H. Jackson, Mrs. Charles Lister, Mrs. Francis H. Jackson, Miss Nettie Jackson, Mr. Horace Jackson Mr. P. McDermott, Mr. Arthur F. Jackson, Master Chas. McDermott Mrs. P. McDermott, Master P. McDermott.

FOR DET. GOODS, STRAWBRIDGE & CLOTHIER,

month of June a bill was presented and paid under the first contract for \$4400. All the work under this contract has not been done. During the past few days no work has been done to the bridge. All the surface water from the street runs in on the iron flooring. The bridge is now and has been for several months dan-gerous for travel and is a disgrace to the city. There certainly should be no more money paid until the work is all completed in strict ac-cordance with the contracts. This bridge should have been built under one contract and

completed some months ago." Attached to the report was a communication from Mr. James L. Allen, who resides on Lan-caster avenue, near the bridge, and who has inspected it almost daily from the commencement of the work to the present time. A copy of the above communication was sent yester day to City Controller Dechert.

Mr. Allen, in his letter, says that the side-walk is unfinished, and the handrail a bad job. He also states that the water flows the whole length of the west wall, back of the bridge, and that, owing to piles of stone and lumber, the street is almost impassable. "There is only room," says he, "for one team to pass on the roadway, and that a very rough one. Teamsters and taxpayers are complaining. The flags that lead to the bridge have been removed, and their places badly filled with dirt." Mr. Allen, on behalf of himself and others, protests against the payment of the bills and their approval by the Chief Engineer and Surveyor.

Work of the Coroner.

Inquests were held yesterday by the Deputy Coroner in the cases of A. Homer Trego, aged fifty-six years. of No. 831 Filbert street, who died of acute gastritis, the effects of metallic poisoning: Mary Rogers, aged thirty years, of Newcastle, Del., who died from inju-ries received from the explosion of a gasoline stove at No. 4118 Haverford avenue: William McPherson, aged six years, of No. 114 Spruce street, whose death was caused by a fall while sliding down a bannister; Catharine Maher. aged seventeen years, of Seventy-second street and Virginia avenue, who died of heart clot, and William Colfiesh, aged ten weeks, of No. 3621 Walnut street, who died Sunday of convulsions.

NEW PUBLICATIONS.

Essential Lessons in English Etymology. By John G. R. McElroy, A. M., professor of rheteric and the English Isnguage in the Uni-versity of Pennsylvania, member of the Modern Language Association of America, author of "The Structure of English Prose," "A System of Punctuation," etc., etc. 16mo., 322 pp. 75 cents (Introduction price 60 cents). Philadelphia: John F. Potter & Co., No. 617 Sansom street.

The "guessing etymology" of the past differs no nore essentially from the scientific etymology of to-day than does Professor McElroy's "Essential essons" from the ordinary text-book on the subject. As we opened the neat little volume, remarkable for typography, paper and binding, we looked in vain for those dreary columns of "Words from the Latin," "Words from the Greek," etc., from the Latin. "words from the circle, can, that usually make up an "etymology." Instead, we found rational, simple lessons-lessons that make every etymological law, truth, process (so far as English is concerned, at least), clear as day-light. Facts, indeed, abound, and full lists of light. Facts, indeed, abound, and full lists of prefixes and suffixes are given, with illustrative English words surrounded by their Anglo-Saxon, Latin, Greek, French and other cognates, but all these things Professor McElroy uses only as means to an end—the end of teaching, in a simple, elementary way, the important etymological truths and principles. The style of the work is clear; difficulties are approached one sten at a time; every lesson be

approached one step at a time; every lesson be-gins with examples, and works from them to the abstract rule or definition, and all examples are drawn from short stories taken from standard drawn from short stories taken from standard English writers. By these means a most difficult study is made easy. Even the pupil who has "hated" etymology is led along, interested and delighted by the new and wonderful things he learns, and, best of all. English studies at school are closely associated with English speech and writing at home, in good books, on the play-ground avaryment.

ground, everywhere. "Easential Lessons in English Etymology" can not be too highly commended to our schools, and it ought to have a large sale.

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L45 p. m. Way 6.45, 9.00 and 10.30 a. m. 330, 6 and 10.30 p. m. for Hartsville. 6.10, 8.20, 16.30 a. m., 1.45, 4.00, 4.30, 7, 10.30 p. m.

Island Heights, 7.40, 8.30 a. m., 2.30, 4.00 p. m. week-dsys.
Trains for Trenton connecting with New York, 6.20, 7.30, 10.30 a. m., 12.00 noon, 2 d0 2.30, 4.30, 5.30 and 7.30 p. m. On Sundays, 9.15 a. m., 6.45 p. m.
PHILADELPHIA, WILMINGTON AND BALTI-MORE RAILROAD.
TRAINS LEAVE BROAD STREET STATION. For Baltimore and Washington, 12.25, 3.50, 7.30, 9.10, 10.20, 11.35 a. m., 12.35 (Limited Express), 4.02, 5.42 (Limited Express) and 6.57 p. m. For Balti-more only, 5.06 and 11.22 p. m. On Sunday, 12.25, 3.50, 7.20 and 9.10 a. m. and 6.57 p. m. For Baltimore only, 11.22 p. m. For Sichmond, 12.25, 7.20 and 11.35 a. m. (Limited Express, 12.35 p. m.) On Sunday, 12.25 and 7.33 a. m. 6.10, 8.20, 10.30 a. m., 1.30, 1.00, 2.00, 1, 2.00, 1, for Doylestown. SUNDAYS-8.15 a. m. for Bethlehem, Doyles-town and Mauch Chunk. 1.30 p. m. for Bethlehem and way points. 9.10 a. m. and 6.45 p. m. for Hat-boro and Hartsville. 200 p. m. for Abington. 9.20 p. m. for Fort Washington. NEWTOWN RAILROAD. 6.30, 9.40 a. m., 2.25, 4.95, 5.10, 6.35 p. m., 12.00 mid-nicht for Newtown.

night, for Newtown. 8.15 a. m., 1.25, 8.05 and 10.25 p. m. for Fox Chase

only. SUNDAYS.-9.00 a. m., 1.35, 6.35 and 10.30 p. m. for Newtown, 2.30 and 3.30 p. m. for Fox Chase only.

Detailed time tables at ticket offices, Nos. 624 and 826 Chestnut street, and at the depots. Bag-gage collected and checked to destination by Phil-adelphia and Reading Railroad Express. J. E. WOOTTEN, C. G. HANCOCK, Gen'l Manager. Gen'l Pass. and Ticket Agt.

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(PIER S. WALNUT STREET WHARF), For Atlantic City-Excursion train, 7 a. m., Accom., 7.45 a. m., 400 p. m. Express, with Par-lor Cars, 9.00 a. m. and 2.30, 400 and 5.15 p. m. Sunday Accom., 8.00 a. m. Express, with Parlor Cars, 7.00, 8.00 and 9 a. m. * LEAVE ATLANTIC CITY For Philadel phis-Accom., 5.35 a. m., 4.25 p. m. Express, with Parlor Cars, 7.00, 8.10 and 11.00 a. m. awd 5.25 p. m. Excursion train, leaving Excursion House 713 r. m. Sunday Express, with Parlor Cars, 4.00, 5.36 and 7.00 p. m. Accom., 4.10 p. m. In connection with

In connection with NEW JERSEY SOUTHERN RAILROAD. Leave Philadelphia for Vineland, Bridgeton and Greenwich, 7.45 a. m., 4.00 p. m. For Atsion, Whitings and Lakewood, 7.45 a. m., 4.00 p. m. For

Whitings and Lakewood, 1.45 a. m., 500 p. m. New York, 7.45 a. m., 4.00 p. m. In connection with WILLIAMSTOWN AND DELAWARE RIVER R. R. For Atco, 7.45 a. m., 4.00 and 5.15 p. m. For Glassboro and Williamstown, 9.00 and 11.00

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