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RIVERTON JOURNAL

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RIVERTON, NOVEMBER 24, 1880.

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LOUIS CORNER.

HERE!

The question sometimes comes up, with those whose education in neighborhood geography has been neglected. "Where is Riverton?" The purpose of the Journal is to answer, not once for all, but once a month. "Here!" Riverton is situated on the Delaware, equidistant from any two points above and below, which may be named; provided, that each of those points as mapped by the amateur pilots of the Riverton Yacht Club, is at the same distance from Riverton as the other. The water route from Philadelphia is daily traversed by the Columbia and the Twilight. Those commodious steamers leave Riverton on the passage up, for some points unknown to our loyal, permanent and summer residents. Riverton is amply sufficient for all their aspirations. The place would have been called "seek no farther," but for the possible doubt, in the beginning, whether anybody would seek so far. Riverton is modest, and has only lately been induced to spread herself in the way of new avenues and new dwellings.

The distance of Riverton from Philadelphia by water is ten miles, more or less. The distance by rail is less rather than more; made so by a remarkable shrinkage in the metal, caused by the existence of the river route. This phenomenon, not accounted for by any treatise on metallurgy, and unproved by any surveyor's chain, or civil engineer's theodolite, is vouched for by the railway time tables. The Riverton station is nearer Philadelphia than any other point which lies at the same distance from that city, but at a greater distance from a parallel navigable river. The ticket rates are graduated by this curious concatenation, and the Riverton people accept the situation with thanks.

For other special points and details, the courteous reader is referred to the facts and details, jotted down by our unparallel corps of reporters and statisticians—unparalleled by the circumstances that we have as yet no imitators. First in the field, we are not subject to any invidious comparison with predecessors who have not yet shown themselves, and who, except by a special bull, cannot do so hereafter. It is proper for the Journal to say something of itself, and what it will do for its readers. There is not much to say. It will not send out the sixth edition of any issue, unless the public, like Oliver Twist, demand more; and even then the last edition will be identical with the first. For the Journal will not publish cablegrams from London and Candahar, or telegrams from Texas and intermediate points. The stirring of the witch-cauldron of the news will be left to older journalists, and while their incantation runs "double, double toil and trouble," the Journal will remain all serene. Its columns, it is hardly necessary to promise, will not admit any personal, objectionable matter, or objectionable matter of any description.

The ideal of the projectors is to present a pleasant sheet, which will not aim to astonish, but to amuse. Astonishment is out of date. Amusement is always in order, at least in Riverton. So the Journal makes its salutation on the eve of Thanksgiving day, trusting to its salamander properties to endure the fire of criticism, and come again to the auspicious front of its friends on the eve of Christmas; and thence "to be continued."

[Correspondence]

A JERSEYMAN'S LOG.

FROM THE DELAWARE TO THE SCHUYLK.

S. S. BELGENDLAND, Oct. 16th, 1880.

All the rest of the party have gone to bed, and I will begin my log and continue it hereafter.

M. sought the seclusion that the cabin grants about three hours ago, pretty sick, but feels better now that she has turned in. Miss S. was the first of our party to be stricken, and had to go below before dinner time. M. came down to dinner, but in less than half an hour from Miss S.'s attack she too was felled. H. still hangs on and may get through all right. She felt a little "funny" just after we got to sea, but retired in good order about half an hour ago. As for me, I have been spared so far, and hope not to be sick. It has been very rough since leaving the capes, and the port holes go under at every roll of the ship. It is pretty hard to get about on deck, but I hope to get my sea legs on soon. This evening there were only three of us passengers in sight, all the rest were sick. H. and I and one of the girls we saw on the ferry boat were the lucky ones, and I hope we will hold out. We dropped the pilot off Cape May, and he and all the other men in his boat got well soaked in getting away from the ship, as the sea ran very high.

We have all sails set, and have passed the Pennsylvania which sailed just ahead of us. The ship is heeled over a good deal, and rolls, as I said before, like everything. I think we shall have a good passage, and we like the looks of the passengers. The captain says it is unusual to have such rough weather on starting, but I don't believe him exactly. I will stop here and turn in. My state room is to leeward, and the port is under water most of the time. I will add more to-morrow. Good night.

Monday, 10.30 A. M. I did not write anything yesterday, as we were on deck all day, and enjoyed it very much. Miss S. has recovered from her sea sickness, and has begun to enjoy her meals. H. is well, and has not had a touch of anything serious. We may have a little storm, as it has begun to rain, and the wind is getting up. I have got so used to the motion of the ship that I don't notice it now of any account. It don't seem as if the ship could roll so much; she is 419 feet long, and that is 60 yards longer than Riverton wharf. We have 50 steerage passengers, 21 in the cabin, and the crew numbers over a

hundred, so altogether we have quite a little family on board. Captain Jackson told me he had something over a thousand people on board. They kept the crew painting most of the time. As soon as one coat is dry they put on another, and so on during the whole trip. I calculate that the ship will have about 20 odd coats of paint on her when we reach Antwerp. Perhaps this is what makes her so big. We have seen no whales yet, and only one flying fish. I will probably add more to-night, but may leave it till to-morrow.

Monday, 9 P. M. The day has passed quite quickly. We saw the Pennsylvania again, just before dark, about 10 miles behind; and we shall, no doubt, have a race all the way over. We ran quite close to a brig this evening, and passed her very quickly. The wind is helping us a good deal, as it is fair for us, and we have had all sail set ever since we started. I will have to stop this now; and if I write as much every day as I have lately, I shall have a good, big letter to send from Antwerp. The captain has just come down, and promises fair weather for to-morrow. I hope he is right.

Tuesday, 4 P. M. I have just awakened from a nap, and will write a little, and then go on deck for a walk. It has been rough to-day, and Miss S. is quite sick again. The sea dashes over the deck all the time; that is, the lower deck, which we don't haunt much. Last night we ran close to a large barque, within 50 yards, I think, and I could see the men on board. She was running the same way as we, and it took a long time to catch her, as it was blowing hard, and she was under full sail. We saw the Pennsylvania again this afternoon, and don't seem able to get rid of her. I have not much to say to-day, as everything is quiet. H. and M. don't get sick, and I think they will go through all right. I have not had a bit of it yet, but may come down if we have a storm. It is hard to write, the ship rolls so much, and I must wait for smoother weather.

Wednesday, 3 P. M. Instead of being smoother to-day it is much rougher, and I am afraid to try writing with ink, as it would soon be on the floor. When I awoke this morning I could hardly stand up in my state room; but I finally managed to get dressed, and found there were only four of the passengers able to come to breakfast. M., H. and one gentleman besides myself were the lucky ones. We have been rolling so all day that there has been no walking done. I can manage to get a'ong, but the ladies have to keep within doors or be packed in their chairs. This afternoon it blew so hard that one of the sails was split in two and had to be taken down. We made a shorter run yesterday than the day before, 285 miles. The best is 302. It is cold to-day, and an ulster is very comfortable, but hard to walk in, as it catches the wind so. We passed a large ship at noon, going the same way as ourselves. I saw a

(Continued on page 3.)

RIVERTON JOURNAL.

November 24th, 1880.

The Journal is published monthly. Single subscription 50 cents per year.

Advertisements inserted at reasonable rates.

The Riverton Journal is as yet only in its infancy, and like all other infants requires support. We hope the public will afford the requisite encouragement, in the shape of subscriptions, which may be sent to any of the following, at Riverton.

A. A. FRASER,
JNO. S. BLOREN,
E. H. EARNSHAW,
E. PRIESTLEY.

PENNSYLVANIA RAILROAD
LOCAL TIME TABLE.

Trains leave Riverton for Philadelphia, at 6.01, 6.49, 7.31, 8.15, 8.57, 11.06, A. M. 2.08, 3.44, 5.09, 6.08, 6.55 and 10.14 P. M.

Trains leave Riverton for Burlington at 5.53 P. M. for Bordentown at 4.57, 8.33 and 11.58 P. M. For Trenton connecting with Express trains for New York at 7.56, 11 A. M., 12.38, 2.25, 3.53, 5.46, 7.04 P. M.

For New York via Monmouth Junction at 7.56 A. M., 2.25 P. M.

Sunday Trains leave Riverton for Philadelphia at 8.58 A. M., 12.50 and 5.18 P. M. Leave Riverton for Burlington at 10 A. M. and 2 P. M. For Trenton connecting for New York at 6.31 P. M.

Advertisers will do well to send in their advertisements as soon as possible. Our next issue will be the Holiday number and will be especially attractive. We only have a small space not yet engaged, and those who come early will be served best.

Many of the gentlemen of Riverton have for some winters past placed temporary board walks in front of their premises, that the idea is a good one we all know, and it is to be hoped that those who have not so done will consider the matter, and take action, so that by the time winter fairly sets in a continuous line of board walks will be had on the principal thoroughfares of the town.

The Pennsylvania Railroad during the present year have greatly increased their terminal facilities in Camden. This with the increased number of trains will tend toward the development and extension of our New Jersey suburban towns. On the Amboy division we have no train going eastward from 8 P. M. till 11.30. There are many people living out of town who would like to go to the city once or twice a week to spend an evening, but are deterred on account of having to wait for the owl train. A train leaving at 10.30 or thereabouts would be a great convenience to them and to business men, that ought to be at their stores and offices till late. We think it would also be a source of profit to the company.

IMPROVEMENTS AT THE
BALL GROUNDS.

Among other things calculated to interest our readers, are the improvements to be made at the Base Ball field. Its location is unsurpassed, being situated directly on the railroad, and within a stone's throw of the station. The Club has leased the old ground again, and propose erecting one new building, to be used as a Club house and pavilion, the present one to be improved and used as a pavilion for visiting strangers.

The Club building will be built in a substantial and tasty manner, the lower portion of which is to contain club rooms and apartments for the members. Above will be the pavilion which is to be exclusively for lady and gentlemen friends of the members. It will be arranged in the form of an amphitheatre, so that from any position a view of the whole field below can be obtained.

The pavilion for visitors will in all probability be to the right of the club house, and will also be arranged in the form of an amphitheatre.

Two Lawn Tennis courts are to be placed directly in front of the pavilions. The buildings to be erected will be nearer the rear fence than the old ones now are, and the base ball diamond will be moved back, so that its position with regard to the pavilions will remain unchanged. The grounds are being regraded and sodded, and by next summer they will be in splendid condition for using.

The main object in moving the diamond back, is to make room for a cricket ground which will be about the centre of the field. Cricket playing has come rapidly into fashion again, within the past two years, and it should be encouraged as it is certainly a noble pastime, and will be a prominent feature next summer. The fence enclosing the grounds will probably be replaced by a new one, thus adding greatly to the general appearance.

The club deserve great credit for the activity displayed in this matter, and we wish them every success. The work entered upon will be one of which Riverton may well be proud, and we hope that Rivertonians generally, will interest themselves enough to aid in any way possible the promoting of our out door sports.

MERCHANTVILLE.

The season at Merchantville promises to be more agreeable than heretofore. About a month ago a set of sociables were organized under the title of the Merchantville Receptions, to meet monthly in the Masonic Hall. The second of these was held on Wednesday, the 17th inst., and the occasion will be remembered with pleasure by the participants. Many of the prominent residents of the borough were present; also, a number of ladies and gentlemen from Philadelphia. The monthly recurrences will be anticipated with much pleasure.

YOUR MERCHANTVILLE COR.

LOCAL ITEMS.

Mr. Rudrow has moved into his new residence, on Lippincott avenue.

A very tasty villa is in course of erection for Mr. J. K. Boyer at the corner of Main and Second streets.

The Republicans of this town had a parade on the evening of November 12th, in honor of the election of Garfield and Arthur. Some of the houses along the route were illuminated.

We are glad to report that the houses on the corner of Fifth and Main streets, which have for so long time been an eyesore to the neighborhood, are to be replaced by substantial dwellings. The houses now there are to be removed to Howard street.

Mr. Thomas Hurley's new houses on Railroad avenue, are progressing rapidly. Though in themselves they are not models of architectural beauty, yet they will no doubt answer the purpose for which he intends them. We understand that both are rented, and will be occupied immediately after completion.

Several days since two of our bicyclists were the innocent cause of an accident which might have been serious. As they were riding along Bank street, Burlington, a horse took fright at seeing the bicycles, and ended its escapade by striking a wheel against a stump, wrenching it from the axle, and breaking several spokes. Fortunately the occupants were uninjured.

Election is over, and our fair town has suddenly settled down from the bustle and excitement attending the general election to its usual peaceful quietness. The Riverton vote has greatly diminished the Democratic majority in the township. A Republican club has been organized which has contributed to this result. Notwithstanding the lateness of the organization we have had two Republican and two Democratic parades, each adding much to the enthusiasm of their respective party, and to the enlightenment of the whole town.

ICE WATER.

A scientific writer says there is no more doubt that drinking ice water arrests digestion than there is that a refrigerator would arrest perspiration. It drives from the stomach its natural heat, suspends the flow of gastric juice, and shocks and weakens the delicate organs with which it comes in contact.

HUNTING LOCOMOTIVES.

A train on the Memphis and Charleston Railroad was stopped by a man who gave a danger signal with a flag. Then he took deliberate aim with a gun at the engineer and killed him. He subsequently explained he was out hunting locomotives. He proved to be a lunatic.

AMUSEMENTS IN ALGIERS.

Among the amusements in preparation for those wintering in Algiers this season, is a grand lion hunt, under the direction of the celebrated Bombonnel, and the only fear of the affair proving a fiasco is the dearth of lions. So scarce have lions become throughout Algeria, that a company was lately formed at Bone, for the purpose of lion rearing.

THANKSGIVING.

It is an American Holiday. This is not to say that other nations than ours do not make special note of the Harvest Home. But over the broad area of our land, the call is national, to render thanks to the Supreme Disposer of events, for the many blessings which we enjoy. No creed, or class, or race, is omitted in the invitation; and of none is it demanded that the observance of the day shall conform to the ideas and sentiments of another. Many streams great and little, fill the river's volume; and all rivers have their common destination to the fulness of the ocean. So should all thoughts tend to the one worthy object of praise.

There are always motives for thankfulness. The story is familiar of the soldier, on the battle field, who, when his leg was shot off thanked heaven that it was not his head. But all who have heard the story do not make the application in their own lives. A recent writer was given a homily on the text "don't fret," and if this injunction were obeyed, we should always be ready to give thanks.

It is indeed true, that to many hearts, holidays bring sad memories. So may all days, if we have thought only for the melancholy side. There is not an object which we meet or see at any time, from which we could not evoke distressing recollections. Therefore the more need is there that the call to Thanksgiving should cause the heart to rise above its tendency to make the present unhappy in the review of the past, and should guide the eyes to see the bow of hope in the future. We are all very much what we make ourselves; and the hue the present wears is taken from the medium through which we look.

Thanksgiving is a social, family holiday. Happy are those who can grasp the hands of kindred; and even where such meetings cannot be, the salutation of the friendly letter and token can be forwarded. Better than that, the thoughts of those who are bound by the ties of kindred and friendship can meet at the Great Giver and Source of all good; and from that centre of love, the rays of thankfulness will return to those whose wishes and greetings have gone heavenward in sincerity.

SNAKE TAKING FOOD.

Captain Steadman, sailing in a canoe up one of the rivers of Surinam, perceived a tree frog struggling with a snake which was about the size of a kitchen poker. The head and shoulders of the frog were in the jaws of the snake, the tail of which was twisted round the tough limb of a mangrove tree. The frog was about the size of a man's fist, and had laid hold of a twig with his hind feet. In this position they were contending, the one for life the other for his dinner, and formed a straight line through the branches; and thus they continued for some time, apparently stationary and without a struggle. Still it was hoped the frog might extricate himself; but the jaws of the snake gradually enlarged, and at length formed a wide opening, so that the body and fore-legs of the frog, by little and little, disappeared, till finally nothing was seen but the hind feet and claws; these were at last disengaged from the twig, and the frog passed down the throat of the snake. At last it stuck in the snake's stomach, forming a knob or knot at least six times as large as the snake, whose jaws soon contracted, and resumed their natural shape.

LUKE LATHER.

Luke Lather was a barber, sir,
And lived at Lather's;
He used to soap his customers
And lay it thickly on.
And yet he was no flatterer,
For often would he carp
At what they said, and being blunt
He took them up quite sharp.
His circumstances being straight,
All things with him went airy,
His funds were low, no doubt because
He held his head so high.
And so his customers fell off,
Because his tongue ran on,
And since no folks came in his shop
He found his income gone.
He tried to borrow, but his friends
Had so unkindly grown;
They left him to himself, and yet
He could not get a loan.
He pensive grew, through lack of pence,
And melancholy eyed;
And getting quite beside himself
Committed suicide.
And having nothing else to spend
He spent his last breath;
And all who once had known him said,
It was a barbarous death.

(Continued from page 1.)

big school of porpoises early this morning; they were quite close and jumping about very lively. I think we are about one-fourth of the way over by this time. We had the racks on the table this morning, and needed them, too, as the dishes tried their best to get on the floor. The captain says he saw the Pennsylvania again to-day, but she was not near enough to be seen from the deck. Most of the passengers feel pretty blue, as they cannot go on deck, and are all a little sick.

Friday, 9 P. M. It has been so rough for the last two days that I could not write, but will try to do a little at it to-night. I never saw such waves. They look like small mountains. When the ship begins to go up on one it looks as if she would never come down, and when she goes down, as if she would never come up. She puts her bow under nearly every one, and sends a big lot of water on deck. It is a head wind, and has kept us back a good deal. Last night it was hard work to get undressed, and almost impossible to walk at all. We played shuffle board this morning, and had a very good time; and this evening we have all been on deck listening to one of the passengers tell stories. He is a Frenchman and very funny. I hope to report smoother weather to-morrow.

Monday, 5 P. M. It is sometime since I wrote, and I will give my reasons. It had been getting rougher and rougher up to Sunday night, when we all had to leave the upper saloon and retreat to the dining room, where we have been ever since, and are likely to remain for some time to come. I thought I should like to see just a little storm, so as to know what it was like. Well, I have seen it, and about as much more as you can imagine. I never saw it blow so hard; and as for waves, they were, without exaggeration, as high as our house. The wind was dead ahead, and we could only run at quarter speed, and once had to stop entirely. Just as we were about to begin dinner we shipped a sea which struck "the house" like seven hundred cannon balls, and knocked over everything in the dining room, people included; besides washing away a life raft and a large compass that was on deck. It also twisted the iron railing all to pieces, and broke in one of the doors, jamming the leg of one of the men so that he had to be carried below. This was the first and heaviest of several seas that we shipped. The cabin was deluged, all the carpets wet, and everybody more or less scared. Besides all this, captain Jackson has been sick in bed for two

days. We can hardly keep him down, as he is so anxious to go on deck; but the doctor says he would probably die if he did, so we won't let him. Last night was the worst of all, and the sailors were up all night lashing things fast, and repairing damages. At one time three men were out on the point of the bow trying to lash the anchors, and it took them over three hours to do it. That part of the ship was under water more than half the time, and they were nearly drowned. We have made only ninety miles in the last twenty-four hours, and will be some time getting to Antwerp at this rate. Captain Jackson says he has never, in thirty-one years, seen such a storm as we had last night, and he thinks many vessels must have been wrecked.

Friday, 11 A. M. When I stopped we were in a fearful storm, but it has cleared at last. This is the first day that it has been really smooth and comfortable to walk on deck. The wind blew from the east for six days, and even after it went down the sea was terrible—now the ship rolls instead of pitching, and last night I tumbled out of my berth and found myself in the middle of the floor with no bed clothes in sight. I nearly froze before I could find a blanket, and then couldn't get it over me. The ship is a good deal damaged, and may have to lay up in Antwerp for repairs. The front of the cabin is caved in, the forward deck has to be propped up, and the railing is nearly all gone. The doctor, whose room is on the main deck, has been unable to use it for a week, and has slept in the smoking room. We have seen quite a number of vessels, and spoke one yesterday, the "Annot Lyle" from Liverpool. It is quite cold to-day, and after my walk on deck my fingers are very stiff. Yesterday we had all sail set for a while, but we had to take them all in again, as the wind got ahead. The captain is better, but it is very painful for him to move about. On Wednesday one of the ladies was trying to walk across the saloon when the ship was rolling badly, and she was thrown across the room, falling against a chair and breaking a rib. We expect to get into Antwerp by Sunday afternoon or Monday at the latest. We shall pass the Lizards early to-morrow, and will then be near our journey's end. Miss S. was walking about this morning for the first time in a week. This is our thirteenth day out, and I think we shall be out about sixteen altogether. We have taken to playing euchre, and so far I have distinguished myself.

Sunday, October 31st. We have passed the Lizards, and are running up the channel. We saw land for the first time on Saturday. It was a splendid day and pretty cool. The land looked very pretty—high cliffs with villages on top. We took a pilot two hours ago, and shall be in Antwerp this afternoon, if we catch the tide. If we lose it, we shall have to lie at anchor till to-morrow afternoon, which would be rather bad. We have passed hundreds of vessels, big and little, and several steamers. It has been so fine for the last two days that we now think we will hate to leave the ship, but I guess we will be able to get along without her. The captain has been on deck all night and all this morning, and I should think he must be tired out. Everything on board has been fixed up, and the ship looks very fine. All are expecting to find letters from home at Antwerp.

DICK.
Well.

WM. J. McILHENRY,
Riverton, N. J.

Tip Roofer and Sheet Iron Worker.

Stoves, Heaters and Ranges repaired
at shortest notice.

SAMUEL BROWN,
STONE MASON,
RIVERTON, N. J.

S. J. CODDINGTON,
PRACTICAL PAINTER,
Riverton, N. J.

Riverton Meat Market.

The undersigned wishes to inform the citizens of Riverton and vicinity that he is still at the old stand on Main street with a good supply of BEEF, VEAL, MUTTON, LAMB, PORK, LARD, SAUSAGE and SCRAPPLE.

Poultry constantly on hand.
Give me a call.

Yours respectfully,
GEO. H. FORT.

G. SCHIEDT,
BEEF BUTCHER,
Stalls Nos. 133 & 135 Fifth Avenue,
Fifth Street Market, Phila.

T. B. EVANS,
Riverton, N. J.,
Families supplied with Fresh
Milk and Cream.

RIVERTON MARKET.
Fresh Fish, Oysters, Vegetables, Pro-
duce of all kinds, Butter, Eggs, Canned
Goods, Foreign and Domestic Fruits and
Game in season.
Goods delivered free of charge.
Give us a call.

JAMES SHIELDS, PROP.

HORSE AND CARRIAGE TO HIRE.
Will Board Ten Horses.—Terms
reasonable.

GEORGE HEINSERLING,
Livery Stable,
Riverton, N. J.

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SIZE PHOTOGRAPHS.
REDUCED FROM
\$8.00
FINE GUARANTEED TO BE
FINE
AT LOTHROP'S STUDIO OF FINE
PHOTOGRAPHY,
43 NORTH 5TH ST. 43 NORTH 5TH ST.

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The Celebrated Beedleak Tomatoes, Fine French Pot-
atoes, and Manufactures of
Mince Meat, Fruit Butters, Preserved
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FINANCIAL.

November 3rd.

The financial market during the past two years has shown extreme strength and activity. This is owing to several causes, the principal of which are the resumption of specie payment, the immense crops that have for three successive years been grown and exported by the West, and the increased tonnage of our railroads.

The United States bond market, since the opening of the present year, has been strong and buoyant. On the 3d of last January the 4 per cent. were selling at about 108; now they are in good demand at 112, although money has commanded rates ranging from 4 to 6 per cent. for the last month or so, with a prospect of higher rates in the near future. This rise is occasioned, first, by the Secretary of the Treasury discontinuing the purchase of bonds; second, by the large amount of money withdrawn from our Eastern cities to move the grain product of the West, and third, by the increased value of our staple commodities, and the advance in prices at the stock exchanges. The holders of the Northern Pacific first mortgage 6's, Pend D'Oreille Division bonds, will be gratified to learn that all the remaining issue of these bonds have been taken at the advanced price of 97½ and interest.

It is possible that these bonds may only run five years, as it is understood that a syndicate have offered to advance \$50,000,000 on mortgage, to complete the road. The passenger railway stocks have been weak during the past week or so, owing to the decision of court in regard to the Herdier coaches. At present they run on Market street to Broad, and out Broad to Germantown avenue. The fare is five cents, or twenty-five tickets for one dollar.

Closing quotations reported by Biren & Co., 136 South 3d Street.

	Bid.	Asked.
U. S. 4 per cent Coupon	112½	113¼
City & new long loan	122	123
Lehigh Valley	87½	88
Nth. Pac. com.	32½	33
Nth. Pac. pfd.	62½	63
P. T. & B.	115	117
Penna. R. R.	62½	63
Reading R. R.	25½	26
Union Co's., N. J.	125	127
Lehigh Nav.	36½	37
Phila. & Erie	19	19½
Nth. Cent.	40½	41
Houstonville	10	10½
Seh. Nav. pfd.	10½	10¾
Hunt. & B. T. pfd.	12½	13
Market unsettled.		

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