

An Independent Family Newspaper, Devoted to Agriculture, Arts, Education, Morality, Local and General News, &c.

\$1.00 IN ADVANCE!

BRIDGETON, N. J., SATURDAY, JANUARY 26, 1861.

VOL. XIII No. 673.

### Business Directory

**B. F. FERGUSON,**  
ARTIST.  
No. 604 Arch Street, PHILADELPHIA.

**J. R. BUNTING,**  
WHOLESALE AND RETAIL  
Furniture Warehouse  
221 SOUTH SECOND ST.,  
PHILADELPHIA.

**ARCH STREET, ABOVE THIRD,**  
PHILADELPHIA.

**DR. ROBT. W. ELVER**  
RESPECTFULLY offers his professional services to the citizens of Burlington and vicinity.

**PEDRICK & CHEESMAN,**  
DEALERS IN  
**IRON, STEEL,**  
AND  
**BLACKSMITH COAL,**  
Bridgeton, N. J.

**H. LANNING**  
Sole Agent for the sale of the  
Surgical Instruments of  
W. C. C. CHEESMAN, N. Y.

**DR. N. R. NEWKIRK,**  
RESPECTFULLY offers his professional services to all persons in the town and country, who are disposed to consult with a regular physician.

**W. C. C. CHEESMAN,**  
Sole Agent for the sale of the  
Surgical Instruments of  
W. C. C. CHEESMAN, N. Y.

**W. C. C. CHEESMAN,**  
Sole Agent for the sale of the  
Surgical Instruments of  
W. C. C. CHEESMAN, N. Y.

**W. C. C. CHEESMAN,**  
Sole Agent for the sale of the  
Surgical Instruments of  
W. C. C. CHEESMAN, N. Y.

**W. C. C. CHEESMAN,**  
Sole Agent for the sale of the  
Surgical Instruments of  
W. C. C. CHEESMAN, N. Y.

**W. C. C. CHEESMAN,**  
Sole Agent for the sale of the  
Surgical Instruments of  
W. C. C. CHEESMAN, N. Y.

**W. C. C. CHEESMAN,**  
Sole Agent for the sale of the  
Surgical Instruments of  
W. C. C. CHEESMAN, N. Y.

**W. C. C. CHEESMAN,**  
Sole Agent for the sale of the  
Surgical Instruments of  
W. C. C. CHEESMAN, N. Y.

**W. C. C. CHEESMAN,**  
Sole Agent for the sale of the  
Surgical Instruments of  
W. C. C. CHEESMAN, N. Y.

**W. C. C. CHEESMAN,**  
Sole Agent for the sale of the  
Surgical Instruments of  
W. C. C. CHEESMAN, N. Y.

**W. C. C. CHEESMAN,**  
Sole Agent for the sale of the  
Surgical Instruments of  
W. C. C. CHEESMAN, N. Y.

**W. C. C. CHEESMAN,**  
Sole Agent for the sale of the  
Surgical Instruments of  
W. C. C. CHEESMAN, N. Y.

**W. C. C. CHEESMAN,**  
Sole Agent for the sale of the  
Surgical Instruments of  
W. C. C. CHEESMAN, N. Y.

### Free Rail-Roads.

REVIEW OF THE  
N. J. Railroad Co.'s Pamphlet,  
ON  
A SYSTEM OF FREE RAIL ROADS.

The New Jersey Railroad Company, by their agents, have recently endeavored to fan a flame of controversy throughout the State on the subjects of railroads and the rights of the Camden and Amboy Railroad Company. With this view, they have set up and published a couple of pamphlets, containing many unfair statements and much false reasoning. A short review of these publications may be useful to set the matter of controversy in its true light.

The first pamphlet is entitled "A History of the Railroad Conflict in the Eighty-fourth Legislature of New Jersey, with the opening of free legislation for Railroads." This book contains a condensed and garbled statement of the correspondence and proceedings relating to the Hoboken and Newark Railroad. The charter of this road is the great burden of complaint. It is alleged to be an attack upon the New Jersey Railroad Company, and an invasion of their franchises, and the Camden and Amboy Railroad Company are held responsible for the same. The New Jersey Railroad Company seize upon this so-called obnoxious charter as a pretext for overturning our railroad system in New Jersey, hoping thereby to divert the whole travel between New York and Philadelphia over their own road.

This is the whole end and aim of the controversy, and is to be raised by the publications in question. An instance of the unfair and one-sided manner in which the pamphlet has been manufactured, strikes the eye at once on opening the book. The speakers were limited to half an hour each, and it is well known that they all occupied their time. Yet the remarks of the speakers in favor of the Hoboken Road had been compressed into the space of little more than a page, while those of Messrs. Jackson and Zabriskie against it occupy more than six pages!

Another instance of want of fairness and candor is, that the opponents of the New Jersey road were guilty of great wrong in treating their friends to oysters and wine. This is a small business at best, and yet it requires a passing notice. The fair inference from this statement is that the friends of the New Jersey Road never did the like and yet it is notorious that Mr. John P. Jackson presided, night after night, at suppers given by him, and that open house was kept for the friends of the New Jersey Road.

It is well known that it has long been the custom of the friends and opponents of the different States to exercise a certain degree of hospitality. This custom may be a bad one, but surely the New Jersey Road have, by their practice, contended that it was a good one.

The allegation that the Hoboken and Newark Railroad was originated or sought by the Camden and Amboy Railroad Company, is untrue, and this was known to the persons who got up the pamphlets, under review. A very important part of the correspondence published last winter on the subject of controversy, between Mr. E. A. Stevens and the New Jersey Railroad Company, is entirely left out in the pamphlets. On the 28th of February, 1850, Mr. Stevens published a communication to the public, answering and refuting the misrepresentations and mis-statements which had been put forth on the subject. These misrepresentations and mis-statements are re-published in the pamphlet, but without any correction or refutation of them. That would not have answered the purpose. The truth will not subserve the ends aimed at.

In that communication Mr. Stevens positively denies that the application for the Hoboken and Newark Railroad was made by, or on behalf of, the Camden and Amboy Railroad Company, or by or for any one else except the Hoboken Land and Improvement Company and himself as its agent or principal stockholder. He also states what was the real cause and ground of the application—and the fact does not redound much to the credit of the New Jersey Railroad Company. It was the Hoboken Land and Improvement Company who represented the Hoboken and Ferry interests formerly owned by the Messrs. Stevens. In 1852, when the New Jersey Railroad Company was chartered, the Hoboken ferry was much the best ferry on the river, on which the public had been accommodated at great expense to its owners, and which drew a large amount of money from the owners of the New Jersey Road. The owners of it were desirous that the New Jersey Road, or a branch thereof, should come to their ferry, as otherwise the value of their property would be greatly impaired. The Legislature to protect them in the enjoyment of their property, inserted a clause in the New Jersey Railroad charter, giving the owners of the Ferry the privilege of building a branch road to connect their ferry with the New Jersey Road. It is not surprising that Company failed to build such a branch themselves, so as to give the Hoboken Ferry equal facilities of communication, with Newark to those enjoyed by the Jersey City Ferry. When the time came for exercising this privilege, the New Jersey Railroad Company desired to postpone the construction of the branch, and agreed to pay the Messrs. Stevens an annual sum of money as an inducement for the loss of their Ferry, as they were not having the branch road built in 1855, thinking they had acquired power enough to set Mr. Stevens at defiance, they refused to pay any more money

to build the branch road. Mr. E. A. Stevens, as the agent of the Hoboken Company, then gave notice that he desired to build the branch himself, and applied to the New Jersey Railroad Company to know on what terms he could run cars on their road from the point of intersection to Newark. They answered him by referring to their charter rates—which are well known to be higher than any railroad can charge to the traveling public at the present day. These rates would require the Hoboken Company to pay the New Jersey Company for half the route, all the money which they could charge the passengers for the whole distance. Receiving this mockery of an answer to his application, Mr. Stevens then applied to the Legislature for leave to construct a local road between Hoboken and Newark.

This is a plain and brief history of the origin and cause of that application. Then the New Jersey Railroad Company vowed vengeance on Mr. Stevens and on the Camden and Amboy Railroad Company, of which he is a large stockholder, and endeavored to move heaven and earth to prevent him from getting his charter. The Legislature deemed his application a just one, and no invasion of the rights of the New Jersey Railroad Company, and granted it, by a vote of 36 to 22 in the House, and 14 to 7 in the Senate. Hence the railroad was which has been declared by that Company, and the great cry about "free roads" which they have endeavored to raise.

From this brief review, it is easy to see how single and disinterested the motive is, and from what high and honorable regard for the public welfare all their professions of public zeal arise! But, though private revenge may be at the bottom of the movement of their part, and though it be sustained by false and popular prejudice, it is not that the hue and cry which is raised should be extended to the masses, in a calm and rational spirit. If the public good would be promoted by substituting the long established policy of the State, and entering upon a new course of railroad legislation, private interests ought not to stand in the way of its accomplishment. The New Jersey Railroad Company, it is true, have quietly and with charming modesty, stood by and participated with the Camden and Amboy Railroad Company in the benefits of the business across the State, for which the latter Company paid a large bonus to the State, and the former have only now waked up to the vast public would confer, when an individual has dared to assert his just rights against them; but, notwithstanding all this, and as motives may be, if they are really in pursuit of that which will tend to the public good, no reasonable man will critically object to its accomplishment.

Corrupt motives, however, may and ought to be looked at in weighing loud professions of patriotism and zeal for the public good, and in estimating the arguments and considerations advanced in favor of a selfish object. With no desire to give undue prominence or importance to the unworthy things of a party, who are endeavoring to urge on this new order of things, we proceeded to a dispassionate examination of its real merits.

In the first place, the catch-word "free" is unobjectionable. "Free" States, "free" labor, "free" territory, "free" land, are good things; and "free" railroads sounds well without particular reference to what is meant. It is always well to have a good catch-word. It may mean nothing, but then it will tell on the ear, and that is always something. But when we come to the meaning of it, the author of the pamphlet himself would probably have some difficulty in telling us, especially what he does mean. He can hardly mean that all people are to travel free on the Railroads. He can hardly mean that a railroad may be constructed wherever any speculator chooses to lay one, whether the Legislature approve of its location or not. We suppose he must mean that the Legislature is to be free to charter railroads everywhere in the State, without regard to any pledge of the public faith. We suppose he means that this, because he says, "a great deal of time and gets of opinions of learned lawyers to prove that the legislature may authorize certain classes of roads, which he calls local roads. He further contends that 'a direct line of independent railway should be constructed from a suitable point on the Hudson river opposite New York to a like point on the Delaware river opposite Philadelphia,' for which he cites no opinion of counsel. This is what is meant by a 'free' railroad. And by a system of free railroads is meant an unlimited distribution, by the Legislature, of charters for railroads in every direction, irrespective of the public interest. This is substantially what is meant. This is the real policy of the New Jersey Road, and ought to be pursued hereafter as the true policy of the State. The author does not put this in so many words, but that is the sense and meaning of what he does say, and will more fully show hereafter.

Now, as Jerseymen, we are called upon to say whether this is the true policy of the State or not. In the first place, it is not true that the proposed policy was inaugurated by the Hoboken Railroad. The origin of that road has already been adverted to, and it grew out of a previous pledge of the public faith to the owners of the Hoboken Ferry; and a mere redemption of that pledge is certainly no breach of contract.

nor does it inaugurate a system of free railroad, in direct violation of the public faith. In the next place, it is not true to say or assume, as the author of the pamphlet does, that the Legislature of New Jersey has heretofore refused to charter local roads when really needed and called for by the people. The rail map annexed to the last pamphlet furnished abundant proof of this. And besides the numerous roads marked on that map, very many roads have been chartered which have never been built or commenced. One instance is the road from Millstone to Flemington, connecting with the Flemington road, which was chartered several years since, running almost through the very district of country which is alleged to be in want of a local road. The truth is, that whenever a local road has really been needed and applied for, the Legislature has always been prompt to grant it. It is only when their local nature has been a mere pretence, and when the real object has been to conflict with rights previously granted, that the Legislature has refused to grant them.

Again, the pamphlets in question are issued by, or under the auspices of, the New Jersey Railroad Company, in avowed hostility to the Camden and Amboy Railroad Company. It is, therefore, pertinent to remark at the outset, what will be more fully shown hereafter, that the latter Company has expended millions of dollars in erecting local roads in different parts of the State, which the former Company has not in the erection of just six miles of road, viz: the Millstone extension. The annual revenue derived to the State Treasury from the Camden and Amboy Company amounts now to more than one hundred and forty thousand dollars, that derived from the New Jersey Company to about thirty-six thousand dollars. But, to look at the questions at issue more in detail, let us consider: I. Does New Jersey really need any more through lines of railroad between New York and Philadelphia than are at present enjoyed? II. What has been the past policy of New Jersey as regards railroads generally, and its effect upon local roads and the credit and revenue of the State? III. What is the actual object aimed at by this so-called system of "Free Railroads"? IV. Under what auspices is it introduced, and what would be its certain results? Let us consider: IF NEW JERSEY REALLY NEEDS ANY MORE LINES OF RAILROAD BETWEEN NEW YORK AND PHILADELPHIA THAN ARE AT PRESENT ENJOYED. By this is meant, do the citizens of New York and Philadelphia have that frequent, quick and cheap communication with each other that their situation requires and that a proper regard to State economy should extend to them? FIRST.—Are there a sufficient number of through trains run, and at such rates of fare as should reasonably accommodate our friends? The best method to determine these facts is to ascertain what are the facilities between our other principal cities, and what the average rate of fare of the New York and Philadelphia lines, and what the rate on railroads in other States. By referring to the railway guides, the following are found to be the facts as regards the number of trains: Between New York and Albany, New York and Boston, New York and Philadelphia, New York and Washington, New York and Baltimore, three times a week, New York and Boston, six New York and Philadelphia, ten

The following is also found to be the average rate of fare per mile: THROUGH LINES. Through lines, . . . . .41 cents. ON RAILROADS IN TWENTY-FIVE STATES.—TAKEN FROM THE RAILWAY GUIDES, 1860. Way lines, . . . . .43 cents. Through lines, . . . . .54 cents.

As regards the question of speed, the express trains by the Camden and Amboy Branch, via New Brunswick, are a little over four hours, and the express trains by the Jersey Road, run in a little over four hours, and Amboy line proper, via Amboy, in a little less time. The average passage by both routes is made in about four hours. In considering the actual rate of speed at which trains are run, there must be deducted from this a half or an hour for the ferries, and the same for the necessary stops, leaving three hours for ninety miles, and rendering necessary a speed of thirty miles per hour. Does New Jersey owe it to her sister States to rush trains over her highways and through her towns at a faster rate than that which is now obtained? Should, however, the best practicable mode would be to construct a new road that would go around or under the towns, instead of through them. The route from Philadelphia to New York, via Kensington, Tacony, Trenton, and New Brunswick, is very direct, passing through no large towns, excepting Trenton, until it reaches New Brunswick.

Through Trenton the road is being reconstructed, so that the streets will pass over the Railroad, instead of on the same level; the route, therefore, between Philadelphia and New Brunswick, practically passes through no large towns, so far as detouring is concerned. Between New Brunswick and the Hudson river, however, the present road has been unimprovable, located through 422 miles of the most fertile soil, with no provision for the improvement of the road, or under them. If, therefore, a new route is necessary on so

count of delays, the only practicable way to attain that object is to construct another road between New Brunswick and the Hudson river, with suitable provision for passing under or over the streets. An advantage of this route is that it could be chartered and built without a breach of faith on the part of the State. But, whatever local interests may require, we have our doubts whether such a road is necessary to accommodate the through travel. New Jersey has furnished two good routes, and a third would be superfluous. The above shows clearly that another road is not needed in consequence of lack of through accommodation. Having now disposed of that branch, let us examine into THE PAST POLICY OF NEW JERSEY AS REGARDS RAILROADS generally, and its effect upon local roads and the credit and revenue of the State. It is well known that New Jersey early instituted the policy of leasing out her right of way for a limited term of years, in order to facilitate the construction of her canals, railroads, and other internal improvements. If they were to be built, it was necessary either to incur a vast public debt, or to adopt the present system. In 1832 an act was passed that it should not be lawful, during the charter of the Camden and Amboy Railroad Company, to construct any other railroad or railroads without the consent of the consolidated Railroad and Canal Companies (which shall be intended or used for the transportation of passengers or merchandise between the cities of New York and Philadelphia, or to compete in business with the railroad authorized by the act to which this subject is relative.) On the faith of that act millions have been invested in the magnificent works of the State, not only upon the main trunk lines, but upon an extended system of local roads; and we now come to the very kernel of this matter of free roads.

From the pamphlets before us, it might be well inferred that New Jersey had been so well served by her railroads, that it was unnecessary for the writer of these pamphlets, or in other words the New Jersey Railroad, to show the great benefit of local, or, as they are styled, "Free Roads." So far from this, however, being the case, the State has always been most liberal in her charters and general policy to this very class of roads, and has endeavored by liberal legislation to stimulate their construction. By turning to our State records we will find that, in addition to the local roads already built, charters for the following have been passed:

- LIST OF LOCAL RAILROADS CHARTERED BY THE STATE OF NEW JERSEY. Paterson and Port Lee Railroad Company. (From Paterson to Port Lee.) New Jersey, Hudson and Delaware Railroad Company. (From Delaware River to Hudson River.) Bridgeton and Centreville Railroad and Transportation Company. (From Bridgeton to Centreville.) Belvidere and Port Colden Railroad and Transportation Company. (From Belvidere to Port Colden.) Camden and Trenton Railroad and Transportation Company. (From Camden to Trenton.) Belleville Railroad and Transportation Company. (From Belleville to a point on the New Jersey Railroad and Transportation Company between the Passaic and Hackensack Rivers.) Bergen County Railroad and Transportation Company. (From Hackensack to Hoboken.) Monmouth and Middlesex Agricultural Railroad and Transportation Company. (From Sendler's Mills to Middletown Point, with privilege of a branch to any marl beds.) Mt. Holly and Camden Railroad and Transportation Company. (From Mount Holly to Camden.) Woodstown and Bridgeton Railroad and Transportation Company. (From Woodstown to Bridgeton.) Camden and Egg Harbor Railroad Company. (From Camden to Tuckerton.) Springfield and Elizabeth Railroad Company. (From Springfield township to Elizabethtown.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to the township of Woodbridge.) Bergen Free Stone Company. (From town of New Barbadoes to Hackensack River.) Morris and Easton Railroad Company. (From Morris to the Delaware River, opposite Easton.) Orange and Hanover Railroad Company. (From Rockaway to Orange.) Port Colden and Morris Railroad and Transportation Company. (From Port Colden to near Morris.) Columbia Delaware Railroad Company. (From the termination of the Belvidere Delaware Railroad to the town of Columbia.) Mine Brook Railroad Company. (From the townships of Springfield or New Providence to Sidney.) Hudson and Ramapo Railroad Company. (From township of Franklin to some point on Hudson river, between Ball's Ferry and Hoboken.) Morris, Sussex and Warren Railroad and Transportation Company. (From Morris to Phillipsburg.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and Transportation Company. (From Perth Amboy to Rahway.) Germantown Railroad and Transportation Company. (From Germantown to White Horse.) Freshold and Koyport Railroad Company. (From Vincentown and Pemberton to Woodstown and Pennings Railroad Company.) Perth Amboy, Woodbridge and Rahway Railroad and

point on the Hudson river opposite New York to the point on the Delaware river opposite Philadelphia. Hitherto all the efforts of the New Jersey Company to get across the State, and thereby defraud the people of their property and the Joint Companies of their property and vested rights, have always been cloaked. Year after year has this same company worried the Legislature with their schemes, and year after year have they been defeated. For the first time do they appear in their present attitude; they appear in plain daylight, and ask for a road from New York to Philadelphia.

These facts are brought to the attention of the inhabitants of the sections through which these paper roads run, they will refuse longer to be made the dupes of such clumsy treachery. Many of them express themselves as already disgusted with the artifice practiced upon them, and will hereafter prefer to rely upon a company that is maintaining the State with over one hundred and eighty miles of local roads and branches, rather than upon one that has built but six.

It thus being clear that the object of this pamphlet is to promote the construction of a railroad between New York and Philadelphia in direct violation of the faith of the State, and that the means used are to be free road legislation; let us examine a little into.

THE LEGAL OPINIONS ANNEXED TO THE LAST PAMPHLET.

These opinions are given by Chief Justice Hornblower, Governor Vroom, and the Hon. A. H. Dutcher, all of them gentlemen marked for their ability. It is not, however, clearly shown why their opinions are given in a pamphlet, the object of which is to advocate the construction of a railroad from some suitable point on the Hudson river, opposite New York, to a like point on the Delaware river, opposite Philadelphia, when their opinions will be in vain searched for a single line which favors the idea that such a road could legally be chartered.

It is true, Mr. Jackson says, that the Joint Companies would all have to pay the consideration, even if the property for which it had been given should be wrested from them; but what does the law of the State say?

There has not been anything of importance done in the Legislature during the past week, except the majority report of the committee, to whom was referred that portion of the Governor's Message relative to the state of the Union, &c. The minority (the Republicans) will present another report soon, concerning in all sentiments in favor of maintaining the integrity of the Union, but modifying the concessions granted by the majority report, which endorses the Crittenden Compromise.

There has not been anything of importance done in the Legislature during the past week, except the majority report of the committee, to whom was referred that portion of the Governor's Message relative to the state of the Union, &c. The minority (the Republicans) will present another report soon, concerning in all sentiments in favor of maintaining the integrity of the Union, but modifying the concessions granted by the majority report, which endorses the Crittenden Compromise.

There has not been anything of importance done in the Legislature during the past week, except the majority report of the committee, to whom was referred that portion of the Governor's Message relative to the state of the Union, &c. The minority (the Republicans) will present another report soon, concerning in all sentiments in favor of maintaining the integrity of the Union, but modifying the concessions granted by the majority report, which endorses the Crittenden Compromise.

Another want of accuracy in the map is the division of the Newark and Hoboken railroad now building; evidently the road is to be built in the middle of the State, and not in the middle of the State.

Another want of accuracy in the map is the division of the Newark and Hoboken railroad now building; evidently the road is to be built in the middle of the State, and not in the middle of the State.

Another want of accuracy in the map is the division of the Newark and Hoboken railroad now building; evidently the road is to be built in the middle of the State, and not in the middle of the State.

Another want of accuracy in the map is the division of the Newark and Hoboken railroad now building; evidently the road is to be built in the middle of the State, and not in the middle of the State.

Another want of accuracy in the map is the division of the Newark and Hoboken railroad now building; evidently the road is to be built in the middle of the State, and not in the middle of the State.

Another want of accuracy in the map is the division of the Newark and Hoboken railroad now building; evidently the road is to be built in the middle of the State, and not in the middle of the State.

Another want of accuracy in the map is the division of the Newark and Hoboken railroad now building; evidently the road is to be built in the middle of the State, and not in the middle of the State.

Another want of accuracy in the map is the division of the Newark and Hoboken railroad now building; evidently the road is to be built in the middle of the State, and not in the middle of the State.



**WOLF'S**  
GORDIAL  
THESE Establishments afford unusual attractions and the most comfortable accommodations for visitors, as well as all the pleasures of Philadelphia in the most desirable place.

**Large and well furnished Saloons**  
FOR LADIES AND GENTLEMEN,  
and they could nowhere find a more desirable place for their amusements.

**Call at Wm. Pogue's**  
AND SAVE YOUR MONEY!  
It is intended to sell goods cheaper than they have ever been sold in Bridgeton.

**STOVES**  
We sell Two Dollars cheaper than ever before offered in this place.

**FRUIT TREES!**  
Prepare your ground and plant in the fall, they may become well settled in the soil, and ready for an early and vigorous start in the spring.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**WOLF'S**  
GORDIAL  
A SUPERLATIVE  
Tonic, Diuretic,  
ANTI-DYSPEPTIC,  
AND  
INVIGORATING CORDIAL.

**CONCENTRATED LAVEN**  
FOR BAKERS  
Bread, Yeast-Cakes, all kinds of Pastry, &c.

**EDW. CHAMBERLIN & CO.,**  
Proprietors of Chamberlin Chemical Works,  
No. 23 INDIA STREET, Boston.

Concentrated Laven is the result of careful chemical research. All its ingredients are prepared in the highest quality and are pure and free from any adulteration.

It is also valuable as a regenerative agent, as it has been ascertained that a saving is effected in the flour of not less than 15 percent.

**CERTIFICATE FROM DR. HAYES.**  
I have analyzed the Concentrated Laven, manufactured by Edw. Chamberlin & Co., of Boston, and find it to be a very pure and valuable substance.

**DIRECTIONS.**  
Breakfast and Tea Breads.—Two or three teaspoonful of Laven to each quart of flour.

**Dangerous Counterfeit**  
A new and dangerous counterfeit has just made its appearance in Philadelphia.

**SAVING FUND.**  
National Safety Trust Co.  
CHARTERED BY THE STATE OF PENNSYLVANIA.

**WALNUT STORE**  
Walnut street, south west cor. of Third st.  
PHILADELPHIA.

**Dare's HINDOO OINTMENT**  
RINGS, WINNS, CURTAINS, and other enlargements, &c.

**THE MEDICAL FACULTY**  
OF PHILADELPHIA  
SURROUNDING COUNTRIES.

**GROCERIES! GROCERIES!**  
Now is the time, and this is the place to buy cheap Groceries.

**REVOLUTION IN THE MILLING BUSINESS.**  
The Great Mill lately owned by the late Dr. P. Strickland.

**PHOTOGRAPHY**  
IN ALL ITS BRANCHES.  
R. C. GRANE'S GALLERY.

**Watches, Jewels & Silverware.**  
No. 134 South Fourth Street, 5th Door below Market, Philadelphia.

**George Renkuff's Manufacturing.**  
No. 230 Arch St., above Second.  
PHILADELPHIA.

**Watches, Jewels & Silverware.**  
No. 134 South Fourth Street, 5th Door below Market, Philadelphia.

**Watches, Jewels & Silverware.**  
No. 134 South Fourth Street, 5th Door below Market, Philadelphia.

**Watches, Jewels & Silverware.**  
No. 134 South Fourth Street, 5th Door below Market, Philadelphia.

**PRIORS TO SUIT THE TIMES. No. 119.**  
The Largest and Cheapest stock ever offered in this City.

**AMULET W. DEAN,**  
Wholesale Dealer in French and German Baskets, Trunks, Suitcases, &c.

**DELAINES.**  
A large assortment of the latest styles, and choice materials for dresses, &c.

**MENS AND BOYS WEAR.**  
COTTONADES, Cashmere, Linen, &c.

**COFFIN CASES.**  
We have in our yard, plenty of lumber to make coffin cases, &c.

**Ladies' One Price Fancy Fur Store.**  
No. 718 Arch Street, between 7th and 8th sts.

**SHAWLS.**  
A beautiful lot of long and square Brocade Shawls, &c.

**Calicoes.**  
A good lot of Calicoes, &c.

**Wetherill & Brother.**  
Have removed to TIBUR NEW STORES, 47 and 49, North Second Street.

**Wholesale and Retail.**  
Grocery and Provision Store.  
Brick Building, S. W. Cor. Com. & Pearl st.

**Cohansky Livery Stable!**  
EPHRAIM MOORE.  
FRANKLIN STREET, WEST BRIDGE, ALMOH.

**Franklin Saving Fund.**  
No. 136 South Fourth Street.  
Between Chestnut and Walnut Streets, Philadelphia.

**Fisher & Co.**  
Manufacturers of Looking-Glass, Portrait and Picture Frames.

**George Renkuff's Manufacturing.**  
No. 230 Arch St., above Second.  
PHILADELPHIA.

**Watches, Jewels & Silverware.**  
No. 134 South Fourth Street, 5th Door below Market, Philadelphia.

**Fisher & Co.**  
Manufacturers of Looking-Glass, Portrait and Picture Frames.

**Watches, Jewels & Silverware.**  
No. 134 South Fourth Street, 5th Door below Market, Philadelphia.

**Fisher & Co.**  
Manufacturers of Looking-Glass, Portrait and Picture Frames.

**Watches, Jewels & Silverware.**  
No. 134 South Fourth Street, 5th Door below Market, Philadelphia.

**FARMERS' ATTENTION!**  
Tasor & Clark's  
Phosphate Fertilizer,  
MEAT AND BONE COMPOST,

**SHORTEST AND QUICKEST ROUTE TO ALL POINTS IN SOUTH JERSEY.**  
CHANGE OF HOUR.

**Watches and Jewelry.**  
W. THOMPSON, Watch and Jewelry Dealer.

**Steam Dyeing and Scouring.**  
ESTABLISHMENT.  
MR. E. W. SMITH, No. 28 North Fifth St.

**INGRAM'S CHOICE TEAS.**  
ONE TRIAL IS ALL WE ASK.  
Our first-class TEAS, at wholesale and retail.

**Wetherill & Brother.**  
Have removed to TIBUR NEW STORES, 47 and 49, North Second Street.

**Wholesale and Retail.**  
Grocery and Provision Store.  
Brick Building, S. W. Cor. Com. & Pearl st.

**Cohansky Livery Stable!**  
EPHRAIM MOORE.  
FRANKLIN STREET, WEST BRIDGE, ALMOH.

**Franklin Saving Fund.**  
No. 136 South Fourth Street.  
Between Chestnut and Walnut Streets, Philadelphia.

**Fisher & Co.**  
Manufacturers of Looking-Glass, Portrait and Picture Frames.

**George Renkuff's Manufacturing.**  
No. 230 Arch St., above Second.  
PHILADELPHIA.

**Watches, Jewels & Silverware.**  
No. 134 South Fourth Street, 5th Door below Market, Philadelphia.

**Fisher & Co.**  
Manufacturers of Looking-Glass, Portrait and Picture Frames.

**Watches, Jewels & Silverware.**  
No. 134 South Fourth Street, 5th Door below Market, Philadelphia.

**Fisher & Co.**  
Manufacturers of Looking-Glass, Portrait and Picture Frames.

**Watches, Jewels & Silverware.**  
No. 134 South Fourth Street, 5th Door below Market, Philadelphia.

**Fisher & Co.**  
Manufacturers of Looking-Glass, Portrait and Picture Frames.

**Watches, Jewels & Silverware.**  
No. 134 South Fourth Street, 5th Door below Market, Philadelphia.

**Fisher & Co.**  
Manufacturers of Looking-Glass, Portrait and Picture Frames.