

The True Danger of Tobacco.

From the London Spectator. The long struggle between the votaries and the opponents of tobacco, which has raged at intervals for the last three hundred years, is, we suspect, very nearly at an end. The world smokes just as the world eats, and sees as little necessity for defending the one practice as the other. It recognizes evils arising from overeating; but is no more alarmed by stories of paralysis produced by cigars than by reports of apoplexy from roast goose. It sets down the victims in either case as slightly silly persons, and goes on its way with a remark about the uses of moderation. But that the governments of Europe have seized with natural eagerness on a new and tempting opportunity of taxing tobacco, and that there is but one mode of making the tax really and justly general, and an economist occasionally makes a fuss about the waste of money it involves—a waste very seriously great, if we assume that tobacco has no effect either for good or evil; but as a rule these austere thinkers have concentrated most of their attention upon alcohol, a much less dubious subject for the eloquence of asceticism. This only serious attack now come from the fastidious, who in some countries have contrived to make it bad taste to smoke in a woman's presence; and from physicians, who every now and then are startled by isolated facts into reviewing the popular delusion. Some such facts were recently have come before a well known physiologist, who in St. Paul's Magazine for this month does a little thinking about the matter, arriving, of course, with some hesitation upon one point to be noticed directly, at the popular conclusion. It is, he says, a fallacy to argue that because nicotine in the concentrated form or an overdose of ordinary tobacco is poisonous, therefore a smaller dose must in its degree be poisonous too. Quantity alters quality sometimes, as we see in the cases of alcohol, opium, and even flesh meat, all of which can be made to have a strong poison, in reasonable doses, are innocuous or beneficial. The effect of the dose is not cumulative when the smoker is in an ordinary state of health, any more than the effect of daily glasses of wine or cups of tea, either of which may be taken for seventy years with little consequence at the close of life as at first. There are, no doubt, states of health in which a small dose may be highly injurious or even poisonous, and the essayist in St. Paul's gives, with characteristic clearness, an explanation of this circumstance, the cause, as he thinks, of much of the prejudice against tobacco:— "The stomach is quite capable of absorbing the poison, but it absorbs it so slowly compared with the facility of the process by which the poison is excreted; and in consequence of this greater rapidity of excretion, although a large portion may be absorbed, yet a still larger amount is there sufficient quantity in the blood to produce injury. Spread out the bladder into its greatest extent, and it will contain a quantity of fluid in a minute dose, and it becomes a medicine—as we know from the daily use of strychnine, arsenic, and other choleric poisons—in medical practice. Now, when a poison is rapidly excreted by the skin, lungs, and kidneys, so that it does not accumulate in the blood, and no injury is avoided, a succession of minute doses not being the same as one concentrated dose. But if from any cause the facility of excretion be arrested, an accumulation takes place, and thus a small dose comes to have the effect of a large dose. This is not hypothetical, it has been proved in the case of a child, who was quite innocuous when injected into the stomach of a rabbit, became almost immediately fatal if the vessels of the kidneys were tied, thus preventing the excretion from taking place through the kidneys. Hermann also found, when, indeed, Brown showed him long ago, that the dose of arsenic which was fatal to an animal when left exposed to the cold, passed away without serious effects when the animal was kept warm, and the excretion of arsenic at the cold retarding the excretion from the skin."

But in the great majority of cases small doses of tobacco are as entirely innocuous as small doses of the very dangerous poison contained in tea. The experience of mankind, which, after all, is the best guide, is, we need not say, in exact accord with this view, and tobacco might be pronounced a harmless luxury, but for one exceptional fact, which is noticed by the writer in St. Paul's Magazine, but which is dismissed far too summarily. He admits, with a freedom which will please the few resolute opponents of tobacco, that its use in excess is very injurious, producing nervous complaints, hysteria, mental weakness, and sometimes paralysis, and very justly sets that aside as an evil incident to almost every habit of mankind. Alcohol, coffee, and even ordinary food may all be made dangerous by taking too much, and "the argument from excess is an excess of argument"—the only important point as to that matter being the limit of moderation, which differs with every individual, and with the state of the digestion on each separate day, or even hour, tobacco before breakfast being injurious to many men who can smoke after it with impunity. But those who use tobacco want an answer, either from the lay physiologist of the St. Paul's or from the medical profession, to a much more subtle question. Has not tobacco a property belonging to very few substances which makes its use exceptionally dangerous, much more dangerous, say, than that of alcohol—the property, that is, when administered in an overdose, of effecting some permanent change, probably in the spinal cord, which renders the victim for ever after liable to injury from the smallest dose? This writer does not pretend to answer that question as it could be answered in the *Lancet*, but he has had special reason to study the action of tobacco, and believes that the following three cases quoted in the magazine, from Dr. Druehen's work on tobacco, point to the one real danger arising from its use:— "Case I. M. T., an advocate, aged thirty, of athletic frame, began in 1840 to manifest symptoms of a spinal affection, which continued until the summer of 1845. These symptoms fluctuated considerably, but they resisted all treatment. At last, Dr. Druehen, suspecting that the disturbing cause was excessive smoking, persuaded his patient to give up his bad habit. All the symptoms disappeared as if by enchantment, and at the end of one month the cure was complete. At the end of an excellent health for some time, but one day dining with the Doctor he was induced to indulge in a cigar. The paralytic action was renewed, and he finished his second cigar as I saw him hastily quit the table. I rose also in some anxiety, and he confessed that all his old sensations had returned. This indication was decisive. M. T. benefited entirely gave up his cigar, took tea for a month, and ever since enjoyed robust health. At the end of the year he was some years his energies had been declining; he was excessively thin, ate little, and only found comfort in smoking very strong cigars, every afternoon, which only ceased at night from blings of the limbs, and sometimes from sickness. He was advised to relinquish tobacco during one month; did so, and all the symptoms disappeared, but afterwards declared that he would rather endure the sufferings than be deprived of tobacco. He returned to his old habit, and the old paralytic action was renewed, and he died of lymphatic temperament, extremely sober, and very regular in all his habits, was troubled by the premonitory symptoms of maniacal mania. He was perfectly aware of his inclinations, but could not escape them. After two or three weeks' medical treatment, they passed away, and he resumed his labor at the bank where he held the post of cashier. M. Druehen accidentally learned that his patient was a moderate tobacco-smoker—and that during his treatment the desire for tobacco had not made itself felt, but on his recovery he again resumed his cigar, and once more the old symptoms appeared. Warned thus by experience, he renounced tobacco entirely, and from that day has had no recurrence of the symptoms."

There are physicians in London who could add greatly to this list. One we know watched a case in which a violent nervous and maniacal affection, cured by the disease of tobacco, returned after an interval of years when the patient had thoughtlessly smoked a few cigars, and disappeared again on the cessation of the habit; and numbers of smokers will testify to occasional "fits" of severe mania from a smaller allowance of tobacco than usual. Is it not, then, at least possible, if the facts are true—and every physician in large practice knows them to be correct—that almost any devotee of tobacco may accidentally get an overdose, and may therefore be liable to suffer, and to recover severely, whether the ordinary dose happens not to be carried off as readily as usual? The poison is then absorbed, and the writer in the *St. Paul's* describes, and a permanent, though it may be minute, injury is inflicted on the nervous system. In what way the overdose alters the victim's liability to attack is a question for physiologists; but it may be certain that it does, and though we have called the action special, it is not unique. The vaccine virus permanently alters the liability of every child in the empire to be poisoned by smallpox; there are drugs—there are there no—which produce a liability to epilepsy, and an overdose of mercury will intensify the action of calomel swallowed years afterwards. The old superstition about antidotes probably had its origin in facts of the same kind, observed, perhaps, in the times when men had a greater capacity for believing what they saw than they have in this century of ours. If this suggestion is correct, and no other explains the facts, tobacco is a permanent danger to mankind, important whenever the conditions of men's lives or the specialties of their constitutions make overdoses probable.

The Iron Earl. The Earl of Dudley's territorial possessions and country seats in Staffordshire and Worcestershire, England, his shooting-grounds in Scotland and one in East England, his mansion and picture gallery in London, his winter palace at Rome, even his valuable mineral estate in Northamptonshire, fade into insignificance when compared with his mines and collieries and ironworks in and around the Midland town from which he takes his title. This latter estate—honeycombed by industry beneath, blackened by industry on the surface—covers an area of ten square miles. It furnishes employment for nine thousand work-people, and reckoning in their families, wholly and in part, reaches a total of seventy thousand like seven-and-twenty thousand human beings—a population equal to that of the city of Oxford at the last census. It is intersected by two private canals, and traversed by forty miles of railway. The horses employed upon it are numerous enough to supply a cavalry regiment, the canal boats to furnish a fleet. The steam power used upon it is simply incalculable—it is so dispersed. Eight locomotives ply upon its railways; there are forty boilers in one of its works and twenty in another; every pit and every furnace over and under the whole of it furnishes its own quantity of steam, and the whole estate yields several thousand tons of coal and nearly a thousand tons of pig-iron per week; to say nothing of the limestone used for flux; and it sends manure and fuel into all the markets of the world. Nearly a hundred heads of department are engaged in managing it, and it takes over three hundred clerks to keep the accounts. The annual outlay in wages does not fall far short of half a million sterling.

The London *Illustration* says:—The newest of the new planets is No. 48, Iantide, discovered in America April 18, by Professor Peters; there may be two more, for aught we know. It is obviously a great difficulty to find names. Which Iantide is it? The daughter of Oceanus, or the betrothed of Iaphig, about whom Ovid tells a curious story? The two preceding were Clotho and Egla. It will not do to go on giving names. No one can use them; he must go from the name to the number. It will become a question, if the thing goes on, whether knowledge of the positions is to be kept up. In process of time we may have a thousand—say, ten thousand—of these little specks of planet-dust. It must be a small job to name them now, when there are only two to be quite sure it is not one of the old ones: what will it be when the 10,001st is found? The astronomers are very patient, and in gradual accumulation are only surpassed by the coral-insect. When Francis Baily died, in 1845, the little outstanding jobs which he had nearly finished superintending were the new edition of the *Astronomical Society's Catalogue* (8377 stars), the printing of Lacaille's *Louthern Catalogue* (9766 stars), and the superintending of Lalande's *Catalogue* (47,300 stars). In 1846 appeared the reduction—only astronomers know what a job that is—of the planetary catalogues made at Greenwich from 1760 to 1836—the work of the Greenwich Observatory. Some reader immediately remarks, "How absurd that the discoverer of a little comet should instantly be of European fame when works like these are unnoted!" There is some truth in this remark, but not so much as may be supposed. The comet flunder may have been systematically watching, in a skilful way which ensures no loss of labor, for many a night, before he was repaid. William Herchel discovered Uranus, not by popping the telescope on it unawares, but as one fruit of a long examination of stars, for a purpose wholly unconnected with planet-searching. There is very little accident in Greenwell's discoveries; they do not look on his reasons for their particular courses. It was not by mere coincidence that Lassell, in England, and Bond in America, discovered the eighth satellite of Saturn on the same night of 1848.

The dub the Canadian legislators M. P. P. The last new potato is called the Grecian Bend. Half-a-crown to light its streets with oil lamps. The last ocean sailing vessel left Montreal on Wednesday. Richmond churches are raising money by tobacco raffles. The *Clite* of the colored population of Milwaukee are to give a grand ball. The new suspension bridge at Niagara will be ready by New Year's. It is 1294 feet long. Chatham, Ont., is such a moral place that the police magistrate has not had a case for three weeks.

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND DELAWARE RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK, AND VICE VERSA.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND AND POTOMAC VALLEYS, AND THE CANADIAN SUMMER PASSENGER TRAINS LEAVE THE COMPANY'S DEPOT, THIRTIETH AND CALLOWHILL STREETS, PHILADELPHIA, AT THE FOLLOWING HOURS.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.

RAILROAD LINES. CHESTER VALLEY RAILROAD.—PASSENGERS FOR HARRISBURG AND INTERMEDIATE STATIONS, CONNECTING WITH READING AND COLUMBIA RAILROAD TRAINS FOR PHILADELPHIA, LEAVES PHILADELPHIA AT 6 A. M., STOPPING AT INTERMEDIATE STATIONS: READING, HARRISBURG, AND PHILADELPHIA AT 10 P. M.