THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, OCTOBER 7, 1869.

THE ROUND GAME OF SPECULATION.

From the Saturday Review.

The moral of all investment would seem to be the uncertainty of earthly things and the vanity of human hopes. At its best and safest, it is a game in which there is more of chance than people are apt to fancy. If we ask illustrations of this, we have only to look around or before us. Around us we see so many cases of misfortune and mismanagement that one ceases to wonder at the trembling sensibility of capital. Looking forward, even political optimists may find in the possibilities of the future fresh justification of its uneasiness. We have no wish to take an over-gloomy view of things, nor do we pretend that they are much worse now than they have been before and will be again. But a word of caution is as much in season at present as it is ever likely to be. The loss of the few is often the gain of the many, and doubtless it is for-tunate for the world that investors should not be more sensitive than they are to the hazards on which they stake their muchprized money. We are told that, if we only knew the fragility of the framework on which our bodies hang, we should never dare to set them in motion; and assuredly, if men exercised in the disposal of their fortunes a pradence proportionate to that which often actuates them in the merest trifles, half the capital of the world would permanently stagnate. Capitalists would literally invest their economies in the land, and the precious metals would disappear from circulation in the good old Oriental fashion. We habitually see the man who has qualms about playing whist at sixpenny points, cut into the round game of speculation with his thousands with far fewer searchings of heart, pinning his hasty faith to caprice, tradition, or the offhanded counsels of some confident friend. Most of us accept in theory the maxim that high interest means bad security, and from that we fallaciously argue to the converse of the proposition-that the lower the interest the more perfect the security! Doubtless there is much truth in this, and the rule is a good one as far as it goes; but, in the first place, it is habitually pushed too far; in the second, its advocates ignore the numerous exceptions that prove it. Most men divide investments, for all practical purposes, into two broad classes — those returning great dividends, and implying for the most part the chance of a corresponding rise or fall, hinging on the contingencies on which speculation turns; and those others where the interest is moderate, and the integrity of the principal is supposed to all intents and puroses to be guaranteed. If they make up their minds to be content with modest returns, if they only satisfy themselves that the returns really are modest, it is enough for them. They set themselves to enjoy their pittance with that untroubled tranquillity which is superior to argument, and more precious than all riches. Few people perhaps will be found to pro-

fess in so many words their faith in absolute securities and never-fluctuating principals. but the great bulk of cautious investors talk and act as if the securities of their individual choice were unimpeachable. Often with the most prudent intentions they deceive themselves in happy innocence and perfect good faith. Frequently they are the hapless victims of circumstances which no human sagacity could have foreseen or controlled. Constantly they count only first causes and study direct effects, forgetting that the roots of all manner of investments intertwine; that incidents the most remote may be dragging at the fibres, and influences the most unsuspected blighting the growth. Many people, on the strength of a prosperity of some twenty years, had ceased to remember that the French Emperor was mortal, and that his empire might one day cease to be. Doubtless there was much disagreeable expression of surprise the other day at the promiscuous droop in most English securities. Investors whose hard necessities constrained them to realize were horrified to find themselves so heavily mulcted. Why sinister rumors as to a Frenchman's health, or spasms on the paltry Bourse of Vienna, should influence so seriously their holdings in British banks and railways, they were at a loss to conceive. Even to men who look further, and can vagnely trace the relations of cause and effect, there was something of startling surprise when it was brought home to them how much may hang on the life of a single man-that man being the incarnation of personal government in a highly advanced civilization. Had Napoleon lived for nothing else, there is enough to gratify the most inordinate vanity in the idea that the bulletins of the Bourses of the world follow those issued from his sick-room; that each sleepless night, each hour of pain he suffers, falls in turn to the lot of thousands of unlucky victims bound to a profound sympathy with him by the fact that their fortunes are pinned to his. The wild sales and unreasoning depreciation following on events like the Emperor's illness come of the panic which is very far from prudence. Adding the chances of the alarm being as premature as it proved to be, and of things going smoothly in the case of his death, to the certainty that possible wars and troubles had already been liberally discounted, it was clear that the panicstricken were flinging their property away. But what advantage does that conviction bring to you if you are forced into the market with them? You may keep your head while all around are giddy, and may count the odds with unfaltering presence of mind. But you are a unit of a body, and are helpless accordingly. Your investment once made, you have ceased to be a free agent, and have cast your property on the troubled waters of human prejudice and passion. It is true, you may fish it to shore at any moment, if you will, but only to find it pitifully shrunken Scarcely any of us who have anything at stake escaped the wash of the great panic wave that surged up the other day from the Place Vivienne. Some were nearer its vortex than others, and not a few must have been sucked down. There are investments and investments. There are many in which there is an obvious element of uncertainty, but so controlled and neutralized by the promise of seemingly unavoidable prosperity that even a prudent man may naturally think himself justified in ignoring the risk. Take, for example, the American railways, and in particular a great Trunk Line like the Erie, A casual inquirer might well assume that a company in occupation of a great line of straffic between the corn-growing capital of the Atlantic States and that boundless West where cities shoot up like mushrooms, could hardly fail of seeing present prosperity eclipsed in a splendid future. Even with the experience of English railway administration before his eyes, he would every individual would make his own sawdust. count on the immense margin left for waste and errors of judgment. In a country which boasts and annually fetes the most perfect Constitution in the world, he would never don't take my word for it." dream of doubting of the protection of the law. Yet, judging after the fact, what do we quaintances in a pocket-diary, and calls it her think now of the men who sunk their money in Eries before Drew and Vanderbilt, and its him book.

latest hero, Mr. Fisk, Jr., made it historic. Unless he avowedly gambled in it as at rouge et noir, a man would be ashamed to confess that he had committed himself to Erie stock. An excellent line is become a byword. What confidence can one feel now in American investments of any description? Were the story of the Erie not confirmed by unimpeachable authority and accepted by gene-ral consent, it would have been treated as a monstrous canard, too heavily weighted ever to have taken flight across the Atlantic. Nothing could have been more unlikely, How, then, can we be sure that the story may not repeat itself any day in quarters the most unsuspected? We know now that there is a civilized country where the arm of the law is too short to stop the trains of rival companies being purposely run into each other, or to prevent the traffic of whole districts being brought summarily to a standstill. Fancy the report of an English railway making incidental mention of the wanton crumpling up of a couple of its engines. and the shivering of a few of its carriages, under head of deterioration of rolling stock. Or fancy its directors stating, while ren-dering an account of their stewardship, that personal reasons had compelled them to suspend the traffic for some days between Liverpool and Manchester, putting in evidence, in answer to objectors, formal decrees of indemnity supplied by the eminent judge they had retained on their staff. For in America standing judges are, it seems, as easily procurable as standing counsel are with us. To say nothing of the time-honored institution of repudiation, which shows its permanent vitality on the eve of each Presidential election, the story of the Eric is of itself sufficient to erase American securities from the list of the intending investor, and to place the investments of the Auglo-Saxon North very much on a par with those of the Hispano-Indian South.

The Americans, however, may retort and tell us to look at home; and, to own the truth, we cannot with deconcy be so hard on them as we should like to be. We do not go back to the scandals of 1866. There is the Albert Assurance Company. If ever a cautious man may embark with a clear conscience in jointstock enterprise, it is, one would think, in the enterprise that takes the form of insurance. If ever a man intends to make a safe bargain, it is surely when he commits himself to moderate annual payments that he may secure a provision for his family on his death. Both of these classes, and most certainly the latter, in connecting themselves with the Albert, may be assumed to have done so with as little thought of gambling as if they had been buying land or consols. The principles of insurance are based upon figures, not fancies; the solidity of the superstructure may be made a simple matter of calculation, and the successful crowning of the editice ought to be a foregone conclusion. Now that the Albert has closed its doors, we are told that Cassandras had been crying in the City, and whispering their parable against it, although few were found to regard them. Indeed, how should those who were not in the secret of the amalgamations and commissions, and of the exceedingly liberal scale on which officials regulated their own remuneration, have set down the prophets of evil as anything but calumniators? Until the other day, at any rate, when insurers on the banks of the Hoogley seem to have read the signs of the coming cyclone, we may imagine the shareholders and policy-holders alike looking to the future in tranquil placidity. Here there was a body of investors who congratulated themselves with every show of reason on the prudence that hall limited their aspirations to modest certainties, setting their faces against any possible risks. All at once, to vary our metaphor, came the explosion that shattered all that is so significantly expressed in the technical word "assurance." We should like to know how many assured and assurers are at this moment quietly sitting on similar mines. Never is it more true that ignorance is bliss than when an old invalided man has gone on paying premiums for a long life to a rotten insurance office: and doubtless many such a one descends to the grave in comfortable ignorance of how narrowly his heirs will have to snatch from the fire the provision he had bought for them with so much privation. Then there is a fatal instinct of conservatism in investors. People embark in schemes which are for the moment intrinsically good, calculating that time and action must stand still with all the world but themselves and their concerns. For example electricity is likely to become the vital prinuple of trade, and telegraphs, in their imaense development, the arteries of commerce. The first Atlantic cable paid largely. In the battle of life, cost what message might, no man could afford to abandon the wires to his rivals, and the desire for rapid communication grew with the facilities for gratifying it. At first, people in the exercise of a sound discretion and a very rational forethought rushed upon the shares, forcing them up so high that promoters saw their profit in floating, or * rather sinking, competing lines, The soundness of their estimate was fully borne out by the results. The Atlantic proved wide enough for a couple of cables and although the new sea serpents naturally began by darting their fangs at each other, when once satisfied that murder meant suicide they settled down side by side in comparative peace. Shareholders have not done badly hitherto, but perhaps it is nearly time that they reconsidered their position from the most recent point of view. It is more than possible that, in marine telegraphy as in other things, reckless competition may outrun legitimate expansion of business. We might go on indefinitely multiplying instances from all classes of investments. But to end with all that we hold most stable, with our funds and our very soil, investors would do well to bear in mind that even these are of the earth, and that the earth is always in revolution. What of the possible influence of coming legislation on the value of Irish properties? What of the results of modification of the game laws on the worth of Highland estates ? What of Indian securities and public works in the event of Russian aggression being accepted as a probability by our Indian subjects? What of colonial and even imperial funds, in the contingency of the movement of colonial independence breaking up the fagget of sticks, or of exhausted coal fields, autoeratic trade unions, costly labor and production ? Men must invest, but there can be no harm in reminding them that investing is a game where, with no exceptions whatever, there are always odds, longer or shorter. Sawdust pills wou ld effectually cure many o the diseases with which mankind are aillicted, if

At a public house the landlord has painted up

A young lady keeps a list of her male ac-

1 THINK & ST

outside his door:--"Good beer sold here; but

RAILROAD LINES.

READING RAILROAD.-GREAT TRUNK LINE from Philadelphia to the interior of Pennsyl-vania, the Schuylkill, Susquehanga, Cumberland, vania, the Schuylkill, Susquehanoa, and Wyoming valleys, the North, Northwest, and the

Leaving the Company's depot at Thirteenth and Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:- MORNING ACCOMMODATION. At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M. MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Potisville, Pinegrove, Tamaqua, Sunburr, Williams-port, Elmira, Rechester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carilisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc. The 7.30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the S15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBUHG with Northern Central, Cumberland Val-ley, and Schuytkil and Susquehanna trains for Nor-thumberland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS.

AFTERNOON EXPRESS. Leaves Philadelphia at 320 P. M. for Reading, Potisville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Potistown at 625 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 540 AJ

M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Potistown at 6:40 P. M. READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5:40 A. M. and Reading at 7:30 . M., stopping at all way stations; arrives in Phila-elphia at 16:15 A. M. Returning, leaves Philadelphia at 5:15 P. M.; ar-

ives in Reading at S P. M., and at Pottsville at 9:40

Trains for Philadelphia leave Harrisburg at 8-10 A. Trains for Philadeiphia leave Harrisburg at 5:10 A. M., and Pottsville at 9 A. M., arriving in Philadeiphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2:45 P. M., arriving at Phila-deiphia at 6:45 P. M. Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Paulan Marking Afternoop Accomposition score

at Reading with Afternoon Accommodation south at 6:10 P. M., arriving in Philadelphia at 9:15 P. M. Market train, with a passenger car attachen, reaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadel-phia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pothville at 8 A. M., and Philadelphia at 345 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4 25 P. M.

CHESTER VALLEY RAILROAD.

CHESTER VALUET RATIONAL Passengers for Downingtown and intermediate points take the 3-30 A. M., 1245, and 4-30 P. M. trains from Philadelphia, Returning from Downingtown at 6-10 A. M., 1 and 5-35 P. M. PERKIOMEN RAILROAD, Descentors for Skinnack take 7-30 A. M., 4-30 and

PERKIOMEN RAILROAD. Pagengers for Skippack take 730 A. M., 430 and 545 P. M. trains for Philadelphia, returning from skippack at 645 and 845 A. M. and I P. M. Stage lines for the various points in Perklomen Valley con-

Intes for the various points in Ferklomen Valley con-nect with trains at Collegeville and Skippack. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 105 A. M. and 150 and 10-19 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

hore, etc. Returning Express train leaves Harrisburg on ar-Returning Express truth leaves Harrisonrg on ar-rival of Fornsylvania Express from Pittsburg at 550 and 550 Å. M. and 1050 P. M., passing Read-ing at 554 and 731 Å. M. and 1250 P. M., and arriving at New York at 11 Å. M. and 1230 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change

Change, A Mail train for New York leaves Harrisburg at 8 to A. M. and 2005 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD, SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 540 P. M., returning from Tamaqua at 8 35 A. M., and 2 15 and 4 15 P. M. CHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at \$55 A. M. and 320 P. M. for Finegrove and Harrisburg, and at 1216 noon for Finegrove and Tremont, returning from Harrisburg at 745 A. M. and 340 P. M., and from Tremont at 645 A. M. and 505 P. M.

TiCKETS. TiCKETS. Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at duced rates. Excursion Tickets to Philadelphia, good for one

day only, are sold at Reading and Intermediate sta-tiors by Reading and Pottstown Accommodation

RAILROAD LINES

1869. FOR NEW YORK. THE CAMDEN ton Railroad Companies' lines from Philadelphia and Trea-ton Railroad Companies' lines from Philadelphia to

Tenton. At 630, S, and 10 A. M., 12 M., 2, B30, 430, 6, 7, and 130 P. M. for Bordentown, Florence, Burlington,

Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30
P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry,

(upper side), At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare, \$3. At 750 and 11 A. M., 230, 330, and 5 P. M. for Trenton and Bristel, and 10:15 A. M. and 6 P. M. for

At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and 2 ullytown. At 5 30 and 10 15 A. M., and 2 30, 5, and 6 P. M. for

At 5:30 and 10:15 A. M., and 2:30, 6, and 5 F. M. 107 Schenck's and Eddington. At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sinoming, Bridesburg, and Frankford, and at 5:30 F. M. for Holmesburg and Intermediate stations. FROM WEST PHILADELPHIA DEFOT. Via Connecting Balwar

Via Connecting Railway. At 9:20 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25, At 11:20 P. M., Emigrant Line. Fare, \$2. At 9:20 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for

At 9 20 A. M., 4, 645, and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

Frankford. The 9-30 A. M., 8 and 12 P. M. Lines will run daily. All others, Sundays excepted. For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesnut, 30 minutes before departure. The cars of Market Street Rail-way run direct to West Philadelphia Depot, Chesnut

and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9:30 . M., 8 and 12 P. M. lines, BELVIDERE DELAWARE RAILBOAD LINES.

FROM KENSINGTON DEPOT. At 7:00 A. M. for Niagara Falls, Bufalo, Dunkirk,

Eindra, Ithaca, Owego, Rochester, Binghamton, Os-wege, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 720 A. M. and 330 P. M. for Scranton, Strouds-

At 130 A. M. and 330 P. M. for Scranton, Strongs-burg, Water Gap, Belvidere, Easton, Lambertville, Flemingfon, etc. The 330 P. M. Line connects direct with the train leaving Easton for Mauch Chank, Allentown, Bethlehem, etc. At 11 A. M. and 5 P. M., for Lambertville and in-

termediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

ROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 19 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewanaville, Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town, Norrel and Hornarchitestown, Cooks-town News Leron and Hornarchitestown, Cooks-

At 10 A. al., for Lewislown, Wrightstown, Cooss-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hights-town. WILLIAM H, GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

The trains of the Pennsylvania Central Railroad leave the Depot, at THERTY-FIRST and MARKET streets, which is reached directly by the Market street cars, the last car connecting with each train eaving Front and Market streets thirty minutes before its departure. The Chesnut and Wainut streets cars run within one square of the Depot, Sleeping-car tickets can be had on application at

the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Lepot, Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will

receive attention. TRAINS LEAVE &POT, VIZ.:-

Erie Mall leaves daily, except Sunday, running on aturday night to Williamsport only. On Sunday light passengers will leave Philadelphia at 8 o'clock.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAHLROAD. TIME TABLE.

TIME TABLE. FOR GERMANTOWN. Leave Philadeiphia at 6, 7, 8, 9 05, 10, 11, 19 A. M., 1, 2, 3%, 3%, 4, 4 36, 5 05, 5%, 6, 6)%, 7, 8, 9, 10, 11, 19 . M.

P. M. Leave Germantown at 6, 7, 7½, 8, 8-20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M. The 8-20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch. ON SUNDAYS, Leave Philadelphia at 9-75 A. M., 2, 4-05, 7, and 10½ P. M.

Leave Germantown at 8415 A. M., 1, 3, 6, and 9%

P. M. CHESNUT HILL RAILROAD, Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 8%, 5%, 9, and 11 P. M.

9, and 11 P. M. Leave Chesnut Hill at 740, 8, 940, 1140 A. M., 140, 840, 540, 640, 840, and 1040 P. M.

ON SUNDAYS. Leave Philadelphia at \$15 A. M., 2 and 7 P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and

Leave Chesnut Hill at 750 A. M., 1230, 540, and 925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philade phia at 6, 7%, 9, and 11 05 A. M., 1%, 3, 4%, 5, 5%, 6%, 805, 1005, and 11% P. M. Leave Norristown at 540, 6%, 7, 7%, 9, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's have

lane. The 5 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Conshohocken. ON SUNDAYS, Leave Philadelphia at 9 A. M., 2%, 4, and 7%

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8:05, 10:06, and 11% P. M. Leave Manayank at 6:10, 7, 7%, 8:10, 9% and 21% A. M., 2, 3%, 5, 6%, 8:30, and 10 P. M. The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk. ON SUNDAYS, Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 2%, 4, and 9% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GHEEN Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD, Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:35 A. M., 11:00 A. M., 2:30 P. M., 4:15 P. M., 4:40 P. M., 6:15 and 11:30 P. M. Leave West Chester from, Depot, on East Market street, at 6:25 A. M., 8:00 A. M., 7:45 A. M., 10:45 A. M., 1:55 P. M., 4:50 P. M., and 6:55 P. M. Train Leaving West Chester at stan A. M. will stop

M., 155 P. M., 450 P. M., and 655 P. M. Train leaving West Chester at 8500 A. M. will stop at B. C. Junction, Lenni, Glen Biddle, and Medla; leaving Philadelphia at 440 P. M. will stop at Mo-dia, Glen Riddle, Lenni, and B. C. Junction. Pas-sengers to or from stations between West Chester and B. C. Anaction going East will take train leaving and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for sta-tions above B. C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at The Depot in Philadelphia is reached directly by

the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

I.eave Philadelphia for West Choster at 8:30 A. M.

and 2 to P. M. Leave West Chester for Philadelphia at 755 A. M. and 4 to P. M. WILLIAM C. WHEELER,

4 105 General Superintendent.

⁴⁴ Williamsport..... 640 P. M. arrives at Look Haven... 780 P. M. - 64

SHOFS, BROGANS, EFO. On Monday Morning, Oct 11, at 10 o'clock, conbracing prime and seasonable goods from the best city and Eastern manufactories, to which we invite the early attention of the trade. 10.7 3t

L IPPINCOTT, SON & CO., AUCTIONEERS BSCOTT'S ART GALLERY, No. 1020 CHESNUZ

AUCTION SALES. M. THOMAS & SONS, NOS. 139 AND 141

Sale No. 947 Franklin street, Bale No. 947 Franklin street, HANDSOME FURNITURE, MIRRORS, BRUSSELS CARPETS, ETC., ETC. On Friday Morning, October 8, at 10 o'clock, as No. 947 Franklin street, above Poplar atreet, by catalogne, the entire furniture, bair cloth covering, etagere, contre and booquet tables, bandsome pier mirror, walunt ball, dining room and sitting coom fur-niture, extension table, china and glaeware, walnut chamber furniture, maitremes, holster and pillows, ward-nobes, cottage furniture, line Brussels and char carpets, kitchen utensils, etc. May be examined on the morning of sale at 5 o'clock. 10 5 26

Sale Corner of Gray's Lane and Vine Street, West Phila-telphis, VALUABLE BRICK YARD, BRICKS, HORSES, delphis, V OARTS, &c. Oakrs, &c. On Saturday Morning, October 9th, at 10 o clock, at the corner of Gray's Lane and Yine street, West Philadelphia, (on the line of the Had-donfield Railway) will be sold without reserve, about 00.000 Bricks, associed, 4 work hories, 2 carts, harmes, brick press, marble roller, brick and clay barrows, brick moulds, spades, shovels, tools, old lumber, &c. Terms Cash.

Cash. Immediately after the sale of Personal Property will be offered at Public Sale the Brick Yard and improvements. The lot contains about 8% acres of brick and potters log.

Assignce's Peremptory Sale-Estate of Bromley Wharton

FIXTURES OF AN ALCOHOL DISTILLERY AND RECTIFYING ESTABLISHMENT,

RECTIFYING FSTABLISHMENT. On Saturday Morning. Oct. 9, at 11 o'dock, at No. 225 North Third street, will be sold at public sale, by order of William Vogdies, as-siznes in bankruptey, the fixtures of an alcohol distillary and rectifying establishment, all in good order, consisting of 1 French column still of 450 gallons, with all the appur-tenances, in working order : 8 receiving stands and cooper fixtures, complete: 1 syrup kettle: 25 rectifying tubs: 2 cisterns; stove and scuttle; old chairs; old desk. Also, leasehold of premises, which expires Angrest 12, 1670. 10 7 24 Keni, \$100 per annum; considered worth \$2000.

DUTCH FLOWER ROOTS. On Saturday Morning, Oct. 9, at 11 o'clock, at the auction rooms, one case com-prising a general assoriment of liyacinthe, tulips, crocus, narcissus, iris, dracunculus, galanthins, etc., from La Roozen, Haarlem. Catalogues now ready. 107.25

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. ES and 254 MARKET Street, corner of Bank street. Successors to John B. Myers & Oo.

IMPORTANT SALE OF CARPETINGS, CIL CLOTHS, ETO. ETC. On Friday Morning. Oct. 8, nt 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, ist, hemp, cottage, and rar car-petings, di cloths, rugs, etc. 10 2 5t

LARGE SALE OF FRENCH AND OTHER BURO-PHAN DRY GOODS. On Monday Morning. Oct. 11, at 10 o'clock, on four months' cradit, including a special salo of Paris and Vienna bræhe long and squace and Chenille shawls. By order of Messra Leamaier Bros. Particulars hereafter. [10 5 5t

SALE OF 2000 CASES BOOTS, SHOES, ETC., On Tuesday Morning, Oct. 12, at 19 o'clock, on four months' credit. 10 6 5t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom street.

CHESNUT Street, rear entrance No. 1107 Sansom street. Sale at the Anction Store, No. 110 Chesmat street. SUPERIOR HOUSEHOLD FURNITURE, PIANO-TORTES, Large Mirrors, Fine Carpers, Paintings, Sil-ver Plated Ware, Chifta, Wall Paper, Fine Guns, etc. On Friday Morning. At 9 o'clock, at the auction street, No. 1110 Chesnut street, will be sold, a large assoriment of superior furni-ture from families declining housekceping, comprising :-velvet, Brassels, ingrain and Veneilan carpets; parlor saits of furniture in wps, plush, and hair cloth; library saits of furniture in wps, plush, and hair cloth; library saits of furniture in the secretaries and bookcases; office tables; French plate pier and maniel mirrors; an assort-ment of silver plate over a spring and hair mattresses; cane seat chairs; framed paintings and engravings; saving machines; mantel clocks; kitchen furniture; stoves, etc. PIANO FORTES - Also one reservood plano forse, made by Hallet, Davin & Co. Also, about 3000 pieces of satin and plain paper hang-ings.

BREECH LOADING FOWLING PIECE-Also, 1 fina 1962t

AT PRIVATE SALE. 1 second size Billiard Table, marble top, with balls, etc., 10 5 35

MARTIN BROTHERS, AUCTIONEERS,-

M (Lately Salesmen for M. Thomas & Sons.) No. 529 UHESNUT Street, reg entrance from Minor.

Sale at No. 423 N. Ninth street. THE ENTIRE HOUSEHOLD FURNITURE, CAR-PETS, Etc. On Friday Morning. October 15, at 10 o'clock. [10 6 8t

C. D. MCCLEES & CO., AUCTIONEERS,

LARGE AND ATTRACTIVE SALE OF BOOTS, SHORS, ENGGANS, ETC.

n good order.

'rains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth struct, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent, discunt, between any peints designed, for families

MILEAGE TICKETS .- Good for 2000 miles, between all points, at \$52.50 each, for families and

SEASON TICKETS .- For three, six, nine, or twelve months, for holders only, to all points, at re-

uced rates. CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS from Ph#adelphia to

principal stations, good for Saturday, Sanday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteanth and Callowhill streets. FREIGHT —Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

freight depot, Broad and whow streets. MAILS close at the Philadelphia Post Office for all

places on the road and its branchos at 5.4. M., and for the principal stations only at 245 P. M. FREIGHT TRAINS leave Fhiladelphia daily at 435 A. M., 1245 noon, 5 and 7 15 P. M., for Reading, Labanon, Harrisburg, Pottsville, Port Clinton, and points beyond points beyond. BAGGAGE -Dungan's Express will collect bag-

gage for all trains leaving Phi adelphia Depot, Orders can be left at No. 225 South FOURTH Street or at the Depot, THIRTEENTH and CALLOWHILI

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.-TIME TABLE.-Trains will leave Depot corner Broad street and Washingas follows:-Mail Train at 8:30 A. M. (Sunday excepted).

Way Mill Train at 530 A. A. Countay excepted, for Baliknore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations. Express Train at 12 M. (Sundays excepted), for

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wil-mington with train for New Castle. Express Train at 4°00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chuse's, and Stemmer's Run. Night Express at 11°30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Claymont, Wilmington, Newark, Elkton, North-Fast, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

And Magnolia. Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train. WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and

Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate

stations. Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accom-modation Trains Sundays excepted.

modation Trains Sundays excepted.
From Baltimore to Philadelphia—Leave Baltimore
7455 A. M., Way Mali; 945 A. M., Express; 2435 P.
M., Express; 745 P. M., Express.
SUNDAY TRAIN FIROM BALTIMORE.
Leaves Baltimore at 745 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Standar, Josepher, Winnington, Chymon, Linwood, and Chester.
PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.
Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.
Leave Philadelphia for Port Deposit (Sundays excepted) at 700 Å. M. and 428 P. M.
The 7.50 Å. M. train will stop at all stations between Philadelphia and Lamokin.
A Freight Train will Passenger Car attached.

tween Philadelphia and Lamokin. A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 130 P. M., running to Oxford. Leave Port Deposit for Philadelphia (Sundays ex-cepted) at 549 A. M., 9-25 A. M., and 250 P. M. Trains leaving Wilmington at 630 A. M. and 415 P. M. will connect of Lamokin Junction with 700 A. M. Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M. will connect at Lamokin Junction with 7:00 A. M. and 4:30 P. M. Trains for Baltimore Central R. R. Through tickefs to all points Weat, South, and Southwest may be procured at Ticket Office, No. 538 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have bagginge checked at their resi-dence by the Union Transfer Company. H. F. KENNEY, Superintendent.

Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains hilly, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116 Market street.

Market street.

4.29

GOVERNMENT SALES. G OVERNMENT SALE OF BONDED GOODS RE-

CTOSS.

Weniger

G maining in store over three years. Will be sold, at Godley's Bonded Warehouse, GRANITE Street, on FRIDAY, October 8, 1869, at 11

darket street. TRAINS ABRIVE AT DEPOT, VIZ. : 245 A. M. 245 A. M. 245 A. M. 245 A. M. 246 A. M. 240 A. o'clock A. M., viz. :--Per barque "Frei," Gulias master, from Rotter iam June 11, 1866-1 cask Gin, mark Paim Tree-C. Im- Joried by George C. Carson & Co.
Per Outside Line, from New Bedford June 19, 1856
–2 casks and three ¥ casks Wine, mark W. D. Imported by William Derbyshire,
Per railroad line, from New York July 23, 1856–19
baskets Wine, mark S. S. N. Imported by S. S. Nor-cross. Per steamer "Propontis," Higginson master, from Liverpool August 6, 1866—13 baskets Champagne, mark G. (H.) V. Imported by G. H. Vandyke & Co. Per railroad line, from New York August 22, 1866— Twelve 3 ps. Brandy, mark A. W. Imported by A.

General Superintendent, Altoona, Pa.

by special contract. EDWARD H. WILLIAMS,

NORTH PENNSYLVANIA RAILROAD. - FOR Bethlehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton.

Essex Ralfroads, At 145 P. M. (Express) for Bethlehem, Eastor, Mauch Chunk, Wilkesbarre, Pitiston, Scranton, and

At 5 co P. M. for Bethlehem, Easton, Allentown,

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25

M. From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M.

From Fort Washington at 920, 1035 A. M., and

From Abington at 2.35, 4.35, 6.45, and 9.35 P. M.

Ticket-Agent at the Depot. The Pennsylvania Railroad Company will not as-sume any risk for Baggage, except for Wearing Ap-

Fer org "Mathtua," Anderson master, from St. Bartholomew August 28, 1863–4 barrels Lead Ore, Imported by Janutche & Lavergue. Per barque "Jupiter," Bradherring master, from London September 21, 1866–16 dozen bottles Wine, marks J. W. & Co. and P. K. Imported by Phil. parel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken Schmildt.

HENRY D. MOORE, Collector of Customs, SAMUEL C. COOK, 457 Auctioneer. 9 22 23 25 27 29 30-10 4 5 7

OVERNMENT SALE OF UNCLAIMED GOODS

Will be sold at Godley's Bonded Warehouse, REANTE Street, on FRIDAY, Occober 8, 1889, at

Per brig "Matilda," Anderson master, from St.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays ex-1400 o'clock A. M., viz.:-Per brig 'S. W. Welsh," Watson, master, from "alermo, June 1, 1868, one value Clothing, mark G. Mauch Chuuk, Mazleton, Williamsport, Wilkesbarre, Mabanoy City, Pittston, and Tankhannock. At 946 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and

Lor A. N. Per brig "George Berry," Bradley, master, from agua, June 10, 1868, two demissions Liquor. Fer barque "H. Gregory," Gregory, master, from Jenca, June 30, 1868, three packages sample

otton. Per schooner "Ralph Souder," Crosby, master, com Hillsboro, September 4, 1848, one small package, nark E. Pennington, Jr., care of Medara &

Cabada. Fer brig "Bride," from Messina, January 27, 1868, one box merchandise, addres - d John Francis, HENRY D. MOORE, HENRY D. MOORE,

For Poylestown at 845 A. M., 245 and 445 P. M. For Poylestown at 845 A. M., 245 and 445 P. M. For Fort Washington at 645 and 1045 A. M., and tor of Customs Collector of Cost SAMUEL C. COOK, 9 22 23 25 27 29 30-10 4 5 7 Auction Auctioneer

40 P. M. For Abington at 145, 345, 5420, and 8 P. M. For Lansdale at 6420 P. M. Furth and Sixth Streets, Second and Third Streets, Furth and Sixth Streets, Second and Third Streets, MERRICK & BONS nd Union City Passenger Raflways run to the new

SOUTHWARK FOUNDRY,

No. 480 WASHINGTON AVENUE, Philadelphia. WILLIAM WEIGHT'S PATENT VARIABLE CUT-OFF STEAM ENGINE,

Regulated by the Governor. MERRICE'S SAFETY HOISTING MACHINE,

Patented June, 1868. DAVID JOY'S

PATENT VALVELESS STEAM HAMMER

D. M. WESTON'S PATENT SELF-CENTRING, SELF-BALANCING CENTRIFUGAL SUGAR-DRAINING MACHINE. RO EXTRACTOR.

For Cotton or Woollen Manufacturers. 7 10 mwf 2. VAUGHN MEARICE. JOHN E. OOPE.

ESTABLISHED 1819. -

The New York Dyeing and Printing Establishment,

STATEN ISLAND.

No. 40 North FIGHTH Street (West Side), Philadelphia: No. 28 DUANE Street and 753 BROADWAY, Now

No. 25 DUANE Street and 752 BROADWAY, New York. This old and well-known Company are prepared, as usual, with the highest degree of skill, and the most approved machinery, 70 DYE, CLEANSK and FINISH every variety of LADHES' and GENTLEMEN'S GARMENTS, and PIECE GOODS, in their usual superior manner.] GARMENTS CLEANSE DWHOLK 19.17 fmw2m BOTE-This is our only office in Philadelphia.

JOHN FARNUM & CO., COMMISSION MER! Constants and Manufacturers of Conestoga Ticking, etc. No. 288 OHFENUT Street, Philadelphin. 41 wim?

ENGINES, MACHINERY, ETO.

JACOB O, NEAFIR, JOHN P. LEVY, BEACH and PALMEE Streets.

815 SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

PHILADELPHIA. MERHICK & SONS, EÑGINEELIS AND MACHINISTS, mapufacture High and Low Pressure Steam Engines for Land, River, and Marine Service. Bollers, Gasometers, Tanks, Iron Boats, etc, Castines of all kinds, either Iron or Brass

Castings of all kinds, either Iron or Brass, Iron Frame Roofs for Gas Works, Workshops, and Balirono Stations, etc. Records and Gas Machinery of the latest and most

mproved construction. Every description of Plantation Machinery, also, sugar, Saw, and Grist Mills, Vacuum Pans, Oil steam Trains, Defecators, Filters, Pumping En-

gines, etc. Nole Agents for N. Billenx's Sugar Boiling Appa-ratus, Nesmyth's Patent Steam Hammer, and Aspin-wall & Woolsey's Patent Centrifugal Sugar Draining Machines. 4 305

CIRARD TUBE WORKS

JOHN H. MURPHY & BROS.

Manufacturers of Wronght Iron Pipe, Etc.

PHILADELPHIA, PA. WORKS,

TWENTY-THIRD and FILBERT Streets. OFFICE. (41

No. 49 North FIFTH Street.

ROOFING.

R E A D Y R O O F I N G.-

applied to STEEP OR FLAT ROOFS stone-half the expense of tin. It is readily put on old shingle Roets without removing the shingles thus avoid ing the damaging of cellings and furniture while under going teprins. It's gravel used.) FRESERVE YOUR TIN ROOFS WITH WELTON' I am always prepared to Repair and Paint Roofs at short notice. Also, FAINT FOR SALE by the barrel or gallon, the best and cheapest in the market. 2173 No. 711 N. NINTH Street, above Costen.

TO OWNERS, ARCHITECTS, BUILDERS, TO OWNERS, ARCHITECTS, BUILDERS, AND ROOTERS, -Rootel Yes, ges. Every size and kind, old or new. At No. 548 N. THIRD Street, the AME-RICAN CONCRETE FAINT AND ROOF COMPANY RICAN CONCRETE FAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and are selling their celebrated paint for TIN ROOFS, and the restring all wood and metals. Also, their solid com-plex root covering, the best over offered to the public, with broches, enns, backets, etc., for the work. Anti-vermin, broches, enns, backets, etc., for the work, Anti-vermin, broches, enns, backets, etc., for the work, Anti-vermin, broches, enns, backets, etc., for the work, or good work ing, pealing, or shrinking. No paper, gravel, or heat. Good tog, pealing, or shrinking. No paper, gravel, or heat. Good men supplied. Care, profiphness, certainty! One price! Call Examine! Judge! Agents wanted for interior counties, Agents wanted for interior JOSEPH LEEDS, Principal, 4 29tf

COTTON SAIL DUCK AND CANVAS, C of all aumbers and brands. Tent, Awning, Trank, and Wagon-cover Duck. Also, Paper Manufacturees' and Wagon-cover Duck. Also, Paper Manufacturees' and Wagon-cover Duck. Also, Paper Manufacturees' prior Feits, from thirty to seventy six incluse wide, Paper Feits, from thirty to seventy six incluse wide, Paper Feits, from thirty to seventy six incluse wide, Paper Feits, from thirty to seventy six incluse wide, Paper Feits, from thirty to seventy six incluse wide, Paper Feits, from thirty to seventy six incluse wide, Paper Feits, from thirty to seventy six incluse wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, Paper Feits, from thirty to seventy six incluses wide, from the seventy seventy six incluses wide, from the seventy seventy

ON SUNDAYS. Philadelphia for Bethlehem at 9:50 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. For Abington at 7 P. M. Boylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 8 P. M. Tickets sold and Baggage cheeked through at Mann's North Pennsytvatia Baggage Express Office, No. 105 S. FIFTH Street, ELLIS CLARK, Agent. ON SUNDAYS. W EST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT, COMMENCING TUESDAY, SEPTEMBER 21, 1860.

Leave Philadelphia, foot of Market street (Upper Try), at Mail, for Bridgeton, Salem, Millville,

Philadelphia and all stations. W.M. J. SEWELL, Superintendent, cptember 16, 1569, 9 20

S¹D. A. M., Mail, for Drogeton, Salern, Millville, Vincland, and all intermediate stations, S¹D P. M., Mail, for Cape May, Millville, Vincland, and way stations below Glassboro.
B²D P. M., Passenger, for Bridgeton, Salem, and all intermediate stations.
S⁴D P. M., Woodbury and Glassboro accommoda-tion.

tion. Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadel-phia at second covered whart below Walnut street, Freight delivery at No. 228 South DELAWARE

Commutation tickets at reduced rates between