NEW YORK, July 30, 1870.

In a letter which I wrote some months ago I mentioned Miss Middle Morgan. Considering that she talks horse almost as well as Rosa Bonheur paints the animal, there is no harm in mentioning her again. Any one who goes much into the editorial rosms of the Daily Times office, or who attends a cattle-show, or who walks along Park Row several times during the day, will be pretty certain to run across Miss Middle. She is not as tall as Ada Swan, the N .va Scotia giantess, nor as short as Minnie Warren. If you add these celebrities together, divide by two, and add two feet to the result, you will probably come as near Miss Morgan's height as it is given to human calculation unassisted by actual neasurement to approach. In other words, Miss Morgan is very tall, and deserves the epithet strong-bodied at least as much as that of strong-minded. Her appearance among the audience of a theatre or of any public assemblage always makes a sensation. People will not be comforted until they find out beyond reasonable doubt that it is not a man in petticoats. And yet the face of this feminine cattleyard reporter is not a coarse one. It is the sturdy, manly sentiment in it that makes a man who cannot talk about horses uncomfortable in her company. A day or two, for instance, she attended on behalf of the Daily Times a sale of some building lots a little out of the city. While the lunch that had been provided was in process of being swallowed, a young man of elegant appearance approached Miss Morgan, who sat, comparatively forlors, in a corner. He dropped like an intellectual spark upon a conversational powder magazine, and from that moment until it was time to return to the city the fair veterinarian talked nothing but horse. But she did not talk it in the same style in which an ostler or a circus-rider would have done the business. She did not sow the tares of sawdust slang or stable dialect among the wheat of good English. Of course no one can talk horse intelligently and picturesquely without using terms that are incomprehensible to ordinary hearers, any more than one can talk much and well about music or pictures without using epithets that are the exclusive property of the arts of which he speaks. What I wish to say is that, in talking horse, Middle Morgan don't talk slang. You might lie in wait in vain to hear a single word fall from her lips that a fast girl would use in describing a race. At the same time it is easy to see that Miss Morgan's heart is among the horses. If she were condemned to imprisonment for life I fancy she

A Superroke Hospital.

A small hospital for sunstroke patients has just been opened upon the southwest of the corners formed by the intersection of Centre street and Chambers street. Until lately the building thus applied was used as one of the stations of the Metropolitan Fire Department. The lower floor consists mainly of a laundry and a kitchen. Throughout the rest of the building the wards are painted blue. This is a great improvement upon the hospital fashion of whitewashing. Hospital patients are not too so that the mearer the change from whitewash approaches sky-blue the more their imaginations will be assisted. The new hospital already contains enough patients for sympathy to work upon. One of them is from over the sea, suffers from delirium and babbles incoherently of relatives and friends whom those that wait on her know nothing of. Some of them are laboring men, stricken at their work and probably rendered incapable of ever returning to it the same men that they were before. Among the miscellaneous casesfor the patients admitted are not limited to those suffering from sunstroke-is a little newsboy whose legs, through accidental burning, are scarcely more than cinders. One of the sensible regulations of the hospital is the keeping of an ambulance in perpetual readiness to be sent after people stricken down either by the sun or accidents in general. The ambulance is under the guidance of experienced men who do their work quickly and kindly.

would become comparatively resigned on con-

dition of being allowed to feed and fondle a pet

steed for half an hour every morning.

The Seven-o'clock Saleswomen. The "lady saleswomen," as some of the speakers at their public meetings persist in calling them, came together last night, but for various reasons said and did very little. One of these reasons is that many of the members of the Male Clerks' Early Closing Association were present less for the sake of listening to the pretty arguments than of looking at the pretty girls. Another reason was that the majority of the young women present were overawed and browbeaten by the presence of several members of the defunct Woman's Suffrage Association. Before those august luminaries they felt themselves to be ignominiously small. A third reason is to be found in the fear which many a wornout girl felt that she would be discharged if her employer found out that she attended the meeting. Hence, rather than run such a risk, she remained mute, and allowed feeling to smoke within her without bursting into the flame of speech. If the attendance of the young men can be prevented, if the Suffrage Association pillars can be kept away, and if the timid saleswomen can be made to understand and feel that better times for them depend upon their freely expressing their sense of wrong, then perhaps "Miss Nettas" will begin to swarm and some very ugly but interesting facts will come to light at Plympton Hall. I promised to describe the meeting, but that promise was given on the assumption that there would be some-thing to describe. The attendance, however, was not very good; nobody but "Miss Netta" made any statement that was worth listening to, and the general aspect of the room was that of a set of cowering and frightened creatures, trembling both under a sense of outrage and the tear of expressing it.

SCIENTIFIC SLAUGHTER.

More About the Needle-gun and Chassepot-Their Respective Merits.

The short but memorable campaign of 1866, with the decisive victories of the Prussian army over the combined forces of Austria and over the troops of Southern Germany, Saxony, and Hanover, not only took the military world by surprise, but created an intense excitement in all quarters. As it became evident that the un-exampled success of Prussia was mainly attributable to the superior armament of her troops, and especially to the now world-renowned weapon of her infantry and of part of her weapon of her infantry and of part of her eavairy, the needle-gun, the uneasiness felt by the other European powers, and their anxious desire to introduce into their armies some kind of breech-loader which might enable them to cope with the Prussian arms, may be easily un-

France Puriols the Prussian Arm and is put As far back as 1848, or soon after the Prossian government had brought the invention of Dreyse into practical use in the infantry regi-ments of the Royal Guards, a number of these

needle-guns had been purloined, together with a quantity of cartridges, by secret agents of the French Ambassador at the Court of Betlin, during the outbreak of the revolution in that city.

These were immediately forwarded to Paris, and a military commission soon after convened to examine the composition of the cartridges and to try the range and general effi-ciency of the Prussian weapon. At this trial, which took place in presence of several superior officers of the army and of the most eminent armorers in the service of the Government, even French vanity was reluctantly compelled to acknowledge the vast superiority of the newly-invented gun, which was then the only breech-loader in existence. The question why it was not adopted for introduction into the French army has never been satisfactorily answered; some allege that the composition of the fulminate, which is instrumental in causing the ignition of the powder charge, and which wa a secret of the inventor, Dreyse, and the Prussian Government, could not be clearly established; while others say that the French Government feared to hurt the pride of the nation; which would not admit of the adoption of anything already in practical use in a foreign army which might sooner or later become their antagonist on the field of battle.

Freach Inventive Genius at Work—The Chassepot the Result.

Something, however, had to be done, for it was evident that even the very best muzzle-loading gun, no matter how great its range and accuracy, must always remain decidedly inferior to a breech-loader as records the resultive of the to a breech-loader as regards the rapidity of its fire and the case and simple mode of loading. Great efforts were therefore made in all the armories of France toward the construction of a breech-loading gun which might be considered equal, it not superior, to the needle-gun. But, although they had the latter for a model to work although they had the latter for a model to work upon, nothing worth mentioning was achieved until, in 1863, the French Inspector-General of Arms, M. Chassepot, produced the model of a breech-loading percussion gun, which was, however, rejected by the Government on account of the frequent missing fire and the comparatively slow process of loading. In the spring of 1866 the French Government concluded to arrange for a minute examination of two newly-presented models, the improved two newly-presented models, the improved Chassepot (without percussion) and a gun invented by a captain of artillery named Plumerel. After a fair and prolonged trial, the military commission decided in favor of the Chassepot gun, which was introduced for use in the French army by imperial decree of August 30, 1866, under the official denomination of "fusil

The Merits of the Two Wenners After a careful examination and long experiments with the two weapons, M. Ignatius Neumann, of Liege, Belgium, an experienced manufacturer of fire-arms, has given the following verdict in favor of the superiority of the Prussian needle-gun:-

"The Prussian needle-gun does not shoot better nor further than any other breech-loader, but its material advantages over all those invented in France, Belgium, England, and elsewhere cannot be denied. It is entirely erroneous to suppose that it was not introduced into the armies of other European powers on account of its real or alleged shortcomings or defects. France especially was actuated in its decision in the premises by petty jealousy only. They didn't want it because they did not want it; they were unwilling to admit its superiority because somebody else had possessed it before them whom they couldn't think of ever imi-tating. Such is human nature."

An Improvement on the Chassepot. A very essential improvement on the Chasse-pot method was invented last year by a Mr. Mey. hoefer, the owner of a large estate in one of the eastern provinces of Prussia. The first mention of this new gun was made in the latter part of May, 1869, but it has since attracted a good deal of attention throughout Germany and abroad, although it has not been introduced into any army so far. The gun, as well as the cartridge, are still the property of the inventor. The latter claims that he can fire thirty shots in a minute with accuracy, only one single movement being required for the loading and for the discharge of the gun, which remains in position, with the butt end pressed against the right arm-pit, as long as the soldier can maintain it so. Thus more than one hundred shots might be fired before the position of the gun need in any way be changed. elongated projectile only weighs 1-24 of a pound, so that a soldier can carry 100 cartridges or more into every engagement, without being in the least inconvenienced. In the month of June of the present year a further improvement is said to have been realized by Mr. Meyhoefer, who pretends that he can dispense with the india-rubber knob hitherto used by Chassepot. in consequence of the invention of an entirely new cartridge, by the use of which all danger of the interior of the gun getting soiled and unfit for use is obviated.

OARRIAGES.

GARDNER & FLEMING,

CARRIAGE BUILDERS.

No. 214 S. FIFTH Street.

BELOW WALNUT.

In order to make room for extensive alterations and repairs to our Warerooms and Manufactory, we are closing out our entire stock of

Jenny Linds,

Buggies, Etc., AT VERY MUCH REDUCED PRICES

REAL ESTATE AT AUCTION. REAL ESTATE.—THOMAS & SONS' SALE.

2 Three-story Brick Dwellings, Nos. 806 and
808 Catharine street, west of Eighth street. On
Tuesday, July 26, 1870, at 12 o'clock, noon, will be
sold at public sale, at the Philadelphia Exchange, sold at public sale, at the Philadelphia Exchange, all those 2 three-story brick messuages, with one-story kitchens and lots of ground, situate on the south side of Catharine street, west of Eighth street, Nos. 806 and 808; containing in front 11 feet, and extending in depth 36 feet. Each subject to a yearly ground rent of \$33.

M. THOMAS & SONS, Auctioneers, 781623 Nos. 139 and 141 S. FOURTH Street.

WATCHES, JEWELRY, ETC.

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. F. corner SEVENTH and CHESNUT Streets,
3 25) Second floor, and late of No. 35 S. THIRD St. CLOCKS. TOWER CLOCKS.

MARBLE CLOCKS. BRONZE CLOCKS. VIENNA REGULATORS. AMERICAN LOCKS G. W. RUSSELL,

No. 22 NORTH SIXTH STREET.

PIANOS. RIEKES & SCHMIDT, MANUFACTURERS OF FIRST-OLASS PIANO-FORTES. Full guarantee and moderate prices.
8 25 WAREROOMS, No. 610 ARCH Street.

EASTON & McMAHON, SHIPPING AND COMMISSION MERCHANTS,
No. 2 COUNTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT Street, Baltimora,
We are prepared to ship every description of Freight to
Philadelphia, New York, Wilmington, and intermediate
points with promptness and despatch. Canal Boats and
Steam-tags furnished at the shortest notice.

RAILROAD LINES READING RAIL ROAD - GREAT TRUNK LINE trom Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Oumberland, and Wyoming Valleys, the North, Northwest, and the Capadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and
Callowhill streets, Philadelphia, at the following
hours:—

Osllowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At. 7-80 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6-25 P. M.; arrives in Philadelphia at 9-25 P. M. MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Cariisle, Chamoersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanen Valley train for Harrisburg, etc., at PORT CEINTON with Catawissa Railroad trains for Williamsport, Look Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 8'80 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6-25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-00 P. M.; arrives in Pottstown at 6-15 P. M. READING AND POTTS VILLE ACCOMMODA

Leave Pottsville at 5-40 A. M. and 4-20 P. M., and
Reading at 7-30 A. M. and 5-35 P. M., stopping at
all way stations; arrive in Philadelphia at 10-20 A.
M. and 9-26 P. M. Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 7-55 P. M., and at Pottsville at

9-40 P. M.
Morning Express trains for Philadelphia leave
Harrisburg at 8-10 A. M., and Pottsville at 9 A. M.,
arriving in Philadelphia at 1 P. M. Afternoon
Express trains leave Harris-burg at 2-50 P. M., and
Pottsville at 2-50 P. M., arriving at Philadelphia at

Harrisburg Accommodation leaves Reading at 716 A. M. and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation seuth at 636 P. M., arriving in Philadelphia at 925 P. M. Market train, with a passeeger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily. Sundays ex-

All the above trains run daily, Sundays ex-Sunday trains leave Pottsville at S A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railreads.

Railroads.
CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30, and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-20 A. M., 12-45, and 6-15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7-30 A. M., 12-30, and 6-15 P. M. trains from Philadelphia, returning from Schwenksville at 8-45 and 8-05 A. M., 12-45 noon, and 4-15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLLEBROOK LALE RAYLROAD. COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7-20 A. M. and 4-00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 900 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimora etc.

more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 6-85 A. M. and 8-80 A. M., passing Reading at 7-23 A. M. and 10-46 A. M., arriving at New York 12-05 noon and 3-89 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8-10 A. M. and 2-50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6-30 and 11-30 A. M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 8:40 P. M., from Brookside at 3:45 P. M., and from Trer-ont at 6:25 A. M. and 6:05 P. M.

Tickets.

Through first-class tickets and emigrant tickets to all the principal points in the North and West

to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading

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 reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$47.00 each, for families and

firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced 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 Philadelphia to principal stations, good for Saturday, Sunday. principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth 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. MAILS cless at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.
FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-HILL Streets.

WEST CHESTER AND PHILADELPHIA RAIL-On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-NUT, as follows:- FROM PHILADELPHIA.

FROM PHILADELPHIA.

6-45 A.M., for B. C. Junction, stops at all stations.

7-15 A.M., for B. C. Junction, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

9-40 A. M. for West Chester stops at all stations.

11-50 A. M. for B. C. Junction stops at all stations.

4-15 P. M. for B. C. Junction stops at all stations,

4-16 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

5-30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

6-55 P. M. for West Chester stops at all stations.

stations.

6 to P. M. for West Chester stops at all stations.

11 30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5 26 A. M. from B. C. Junction stops at all stations.

6 30 A. M. from West Chester stops at all stations.

7 40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

Port Deposit, and all stations on the P. & B. C. R. R. R. R. M. from B. C. Junction stops at all stations. 1000 A. M. from West Chester stops at all stations. 105 P. M. from B. C. Junction stops at all stations. 105 P. M. from West Chester stops at all stations. 105 P. M. from West Chester stops at all stations. 105 P. M. from West Chester stops at all stations. 105 P. M. from West Chester stops at all stations. 105 P. M. from West Chester stops at all stations. 106 P. M. from B. C. Junction with P. & B. C. R. R. 106 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations. 108 ON SUNDAYS. 108 A. M. for West Chester stops at all stations. 108 P. M. for West Chester stops at all stations. 108 P. M. from West Chester stops at all stations. 108 P. M. from West Chester stops at all stations. 109 P. M. from West Chester stops at all stations. 109 P. M. from West Chester stops at all stations. 100 P. M. from West C

RAILROAD LINES.

1870 -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

At 6:30 A. M., Accommodation, and 3 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 8:30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILECAD.

At 7 A. M. and 8:30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6:30 A. M., 2 and 3:30 P. M., for Freehold.

At 8 A. M. and 4 P. M. for Long Branch and points on New Jersey Southern Railroad.

At 8 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.

At 6-30, 8, and 10 A. M., 12 M., 2, 8-20, 5, 6, 8, and 11-30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco. and Riverton.

At 6-39 and 10 A. M., 12 M., 3-30, 5, 6, 8, and 11-30 P. M. for Edgewater, Riverside, Riverton, and Palmyre. and Palmyra. At 6'30 and 10 A. M., 12 M., 5, 8, 8, and 11'80 P. M. for Fish House.
The 11'30 P. M. line leaves from Market Street

Ferry (upper side).

At 7-30 A. M., 2-30, 3-50, and 5, P. M. for Trenton and Bristol, and at 10-45 A. M. and 6 P. M. for Bristol Bristol
At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10:45 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

PROM WRST PHILADELPHIA DEPOT,
Via Connecting Railroad.
At 7 and 9-30 A. M., 12-45, 6-45, and 12 P. M., New
York Express Lines, and at 11-30 P. M., Emigran
Line, via Jersey City.
At 7 and 9-30 A. M., 12-45, 6-45, and 12 P. M. for
Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9-20 A. M., 6-45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday lines leave at 9-30 A. M., 6-46 P. M., and 12 night. BELVIDERE DELAWARE RAILROAD LINES.

At 780 A. M. for Niagara Falls, Buffalo, Dun-At 7-20 A. M. fer Niagara Falis, Buffalo, Dunkirk, Eimira, Ithacs, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7-30 A. M. and 3-30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Fiemington, etc. The 3-30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and Intermediate stations.

CAMBER AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

At 7 and 9 A. M., 1, 215, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 215 and 6:30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansyille, Vincentown, Birmingham, and Pemterton.
At 7 and 10 A. M., 1 and 3 30 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:38 P. M. for Oream Ridge, Imlaystewn, Sharon, and Hightstown.

The 7 A. M. and 3:30 P. M. Lines leave from Walnut street wharf.

July 8, 1870.

WM. H. GATZMER, Agent.

PHILAPELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8-30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, as Olayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Seaford with Faster Shore Register. road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

road.

Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. nects at Wilwington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for
Baitimore and Washington, stopping at Chester,
Thurlow, Linweod, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East,
Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's
and Stemmer's Hun. and Stemmer's Bun.

Night Express at 11'30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton,
North East, Perryville, Havre-de-Grace, Perryman's and Magnetis.

North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11-45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11-60 A. M., 2-30, 5-00, ant 7-00 P. M. The 5-00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations. stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00,

and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Consel Railroad. From Baltimore to Philadelphia.—Leave Balti-

From Baltimore to Philadelphia,—Leave Balti-more 7-25 A. M., Way Mail; 9 00 A. M., Express; 2-35 P. M., Express; 7-25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7-25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester. wood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at \$ 60 A. M.; returning, and intermediate stations at \$ 00 A. M.; returning, left West Grove at 3 55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 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 baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE
BETWEEN NEW YORK AND PHILADEAPHIA
VIA LONG BRANCH.
An ACCOMMODATION TRAIF in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route, THE EXPRESS TRAIN

will be furnished with SPLENDID PALACE CARS. NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND ATTER MONDAY, July 4, 1870,

trains will run as follows:-LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street, at 645 A. M. Accommodation and 430 P. M. Ex-

press.

LEAVE PHILADELPHIA.

from foot of WALNUT Street, at 7-00 A. M. Accommodation and 3-50 P. M. Express.

The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

Traveller's" and "Appleton's Guidea."

C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORECEN-TRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-

For PORT DEPOSIT at 7 A. M. and 4:30 P. M. FOR OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M. FOR CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and R. R. at 7 A. M., 10 A. M., 17 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M., and 4:30 P. M., leaving Oxford at 6:06 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junetion with WILMINGTON & READING R. R. 42 RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILBOAD. THOMAS BIRCH & SON. AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHRS-NUT Street; rear entrance No. 1107 Sansom street. AFTER 8 P. M., SUNDAY, JULY 10, 1870.
The trains of the Pennsylvania Central Ratiroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last our connecting with each train leaving Front and Market streets thirty minutes before its departure. The Cheenut and Walnut streets cars run within one square of the Devot.

Beeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention.

will receive attention.

Mail Train
Paoli Accommodation, 10 A. M. & 12 50 and 7:10 P. M.
Fast Line
Rrie Express
11:00 A. M.
Harrisburg Accommedation
Lancaster Accommodation
Parkesburg Train
Cincinnati Express
8:00 P. M.
Erie Mail and Pittsburg Express
10:30 P. M.
Way Passenger
11:30 P. M.

Erie Mail and Pittsburg Express . 10:30 P. M. Way Passenger . 11:30 P. M. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Clincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.

Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.

Cincinnati Express.

Fast Line and Buffalo Express . 9 35 A. M.
Lancaster Train . 11 55 A. M.
Erie Express . 6 40 P. M.
Lock Haven and Eimira Express . 9 40 P. M.
Pacific Express . 12 20 P. M.
Harrisburg Accommodation . 9 40 P. M.
For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, 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 by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

ORTH PENNSYLVANIA RAILROAD THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHELN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, O'DRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.

Takes effect May 16, 1870.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7.00 A. M. (Accommodation) for Fort Washing-

ton.

At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILS WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

M. (Accommodation) for Fort Washin 115, 8 30, and 5-20 P. M., for Abington.
145 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Tikesbarre, Pittston, and Hazieton.
2 30 P. M. (Accommodation) for Doylestown.
At 3-20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk. lauch Chunk. 4·15 P. M. (Mail) for Doylestown. 5·00 P. M. for Bethlehem, Easton, Allentown,

and Mauch Chunk.
6 20 P. M. (Accommodation) for Lansdale.
8 00 and 11 50 P. M. (Accommodation) for Fort Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.
TKAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and
8 25 P. M.

Doylestown at 8.25 A. M., 4.40 and 7.05 P. M. Landdale at 7.80 A. M. Fort Washington at 9 20 and 11-20 A. M., 3-10 and

Abington at 2:35, 4:55, and 6:45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Loylestown at 2:00 P. M.

Philadelphia for Fort Washington at 8:30 A. M.

Ind 7:00 P. M. Boylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4:00 P. M. Fort Washington for Philadelphia at 9:30 A. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.

On and after MONDAY, July 18, 1876.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9-05, 10, 11, 12 A. M.,

1, 2, 2%, 8%, 8%, 4, 4%, 5-05, 6%, 6, 6%, 7, 8, 9, 10-05, 11,

12 P. M.

12 P. M.
Leave Germantown 6, 6 55, 7%, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 3%, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P.M.
The 8 20 down train, and 2%, 3%, and 5% up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2, 4 06, 7, and Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 23, 834, 53, 7, 9, and 11 P. M.

Leave Chesnut Hill 7-10, 8, 8-40, and 11-40 A. M., 1-40, 3-40, 6-40, 6-40, 8-40, and 10-40 P. M.

UN SUNDAYS.

Leave Philadelphia at 93, A. M., 2 and P. M.

Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 9-26 P. M.

congers taking the 6.55, 9 A. M., and 61/4 P. M Passengers taking the 6-55, 9 A. M., and 5% P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.
FOR CONSHOHOUKEN AND NORRISTOWN.

Station.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
8, 44, 6, 54, 64, 8 06, 10, and 11 4 P. M.
Leave Nerristown 55, 6 25, 7, 7%, 8 50, and 11 A.
M., 1%, 3, 44, 64, 8, and 94 P. M.
Leave Philadelphia 9 A. M., 24, 4, and 74 P. M.
Leave Philadelphia 9 A. M., 1 53, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
3, 44, 5, 54, 65, 8 05, 10, and 11 4 P. M.
Leave Manayunk 6, 6 56, 7%, 8 10, 9 20, and 11%
A. M., 2, 3%, 5, 64, 8%, and 10 P. M.
Leave Philadelphia 9 A. M., 24, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 24, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 18, 54 and 9% P. M.
Pl.) MOUTH RAILRUAD.
Leave Philadelphia 5 P. M.
Convertions with the Wissinoming, Manayunk, Green Tree, and Conshohocken.
Passengers taking the 7, 905 A. M. and 6% P. M.
trains from Night and Green streets will make close connections with the trains for New York at In.

trains from Ninth and Green streets will make close connections with the trains for New York at Intersections with the second tersection Station.

The 9½ A. M. and 5 P. M. trains from New York econnect with the 1 and 5 P. M. trains from Germantown to Ninth and Green streets.

6 20 W. S. WILSON, General Supit.

THE PHILADELPHIA AND BALTIMORE CEN-TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 925 A. M. and 425 P. M., on arrival of trains from Baitimore.

OXFORD at 6:06 A. M., 10:28 A. M., and 5:30 P. M.,
CHADD'S FORD at 7:26 A. M., 12:00 M., 1:30 P. M.,
1:45 P. M., and 6:49 P. M.
Passengers are allowed to take wearing apparel
only as baggage, and the company will not only as baggage, and the company will not be re-sponsible for an amount exceeding one hundred dollars unless a special contract is made for the

AUD FION BALES,"

NEW AND IMPORTANT.

FREE RAILROAD EXCURSION AND GERAT AUCTION SALE OF 100 CHOICE BUILDING LOTS IN THE NEW TOWN OF MORTON, ON THE WRST CHESTER RAILROAD, 9 MILLS FROM PHILADELPHIA.

On Monday Afternoon,
August 1, 1870, at 2% o'clock, on the premises. Title fee simple and good. Terms, one-third cash, balance in one year. Ten dollars cash to be paid on each lot when sold. Deed free of expense to purchasers.

chasers.

A free excursion train will leave West Chester
Depot, Thirty-first and Chesnut, at 2 o'clock precisely on the day of sale, and convey grown persons
(lacies and gentlemen) to and from the sale free.

No tickets required. Plan and particulars apply to

THOMAS BIRCH & SON, Auctioneers,

1t

No. 1110 CHESNUT Street.

IMPORTANT SALE OF
SEVEN HANDSOME COTTAGES
AND 22 COTTAGE SITES,
AT CAPE MAY, N. J.
On Saturday Evening.
August 6, at 8 o'clock, at the Stockton Hotel, Cape
May City, will be sold, at public sale,
Seven handsome double two-story Cottages, with
Mansard roofs, containing from 9 to 13 rooms; built
of the best materials and workmanship, and located
most advantageously in relation to the sea-shore.
COTTAGE SITES.
At the same time will be sold 22 Lots of Ground
desirably located for cottages, on Grant street,

desirably located for cottages, on Grant street, Wood street, and Broadway.

For particulars apply to the auctioneer, No. 1110 Chesnut street, Philadelphia, Or R. B. Swain, Cape May, N. J. 7 27 9t CONCERT HALL AUCTION ROOMS, No. 1819

CHESNUT Street.
T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household fur-niture at dwellings.

Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thurs-

day.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MAPKET street, corner of Bank street. Successors to John B. Myers & Co.

FIRST LARGE PEREMPTORY SALE OF 2,000 CASES BOOTS, SHOES, TRAVELLING BAGS, &c., FOR FALL OF 1870.

On Tuesday Morning,

August 2, at 16 o'clock, on four months' credit, including — cases men's, boys', and youth's calf, kip, buff leather and grain, cavalry, Napoleon, dress and Cengress boots and balmorals; kip, buff and polished grain brogans; women's, misses', and children's calf, kid, enamelied, and buff leather, goat and morecon balmorals. rocco balmorals, Congress gaiters, lace boots, ankle ties, slippers, metallic overshoes and sandais, travel-ing bags, shoe lacets, &c. 7 27 5t

BY BARRITT & CO., AUCTIONEERS, CASH AUCTION HOUSE,
No. 220 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M, Thomas & Sons.) No. 704 Chesnut st., rear entrance from Minor. M. S. FOURTH STREET. NOS. 189 AND 141

J O S E P H P E N N E Y, AUCTIONEER, No. 1307 CHESNUT & TREET. [6 28 tf TN LOUISVILLE, KY GEORGE W. ANDERSON & OO. STUDEN.

AUCTIONERS AND COMM SSION MERCHANTS,
LOUISVILL KY.
Business strictly Commission. All auction sales excluconsignments solicited for auction or private sales.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 6m]

RAILROAD LINES. CAMBEN AND ATLANTIC RAILROAD. SHORTEST ROUTE TO THE SEA SHORE.

SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1% HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.
On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FRRRY as follows:
Special Excursion (when engaged) 6.15 A. M.
Mail. 800 A. M.
Freight (with passenger car) 945 A. M.
Express (through in 1% hours) 330 P. M.
Atlantic Accommodation 415 P. M.
Returning leave Atlantic—
Special Excursion. 525 P. M.

For Atco and intermediate stations, 10.15 A. M. and 6 P. M. Returning, leave-Haddonfield at 745 A. M., 1 P. M., and 3 P. M. Atco, at 6-22 A. M. and 12-15, noon.

sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the D. H. MUNDY, Agent.

PHILADELPHIA AND ERIE RAILROAD.
SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains
on the Philadelphia and Brie Railroad run as
follows from Pennsylvania Railroad Depot, West

Philadelphia:

WESTWARD.

MAIL TRAIN leaves Philadelphia

"Williamsport - 800 A. M.
arrives at Erie - 7-40 P. M.
ERIE EXPRESS leaves Philadelphia 10-50 A. M.
"Williamsport - 1-26 A. M.
ELMIRA MAIL leaves Philadelphia - 7-26 A. M.
"Williamsport - 7-20 P. M.
BALD EAGLE MAIL leaves Williamsport - 1-30 P. M. " port - 1-80 P. M.

BASTWARD.

MAIL TRAIN leaves Erie . 850 A. M.

Williamsport . 925 P. M.

ERIE EXPRESS leaves Erie . 900 P. M.

Williamsport 8:15 A. M.

Williamsport 8:15 A. M.

Williamsport 8:15 A. M.

ELMIRA MAIL leaves Williamsport . 945 A. M.

BUFFALO EXP. leaves Williamsport . 945 A. M.

"Harrisburg . 520 A. M.

BALD EAGLE MAIL leaves L. Haven 11:36 A. M.

"Arr. Williamsport 12:55 A. M.

BALD EAGLE MAIL leaves L. Haven 11:36 A. M.

"Arr. Williamsport 12:50 P. M.

BALD EAGLE EX. leaves Lock Haven 9:35 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,

General Superintendent.

WEST JERSEY RAILROADS. SUMMER ARRANGEMENTS.
COMMENCING THURSDAY, JUNE 30, 1870.
Leave Philadelphia, foot of Market street (upper

COMMENCING THURSDAY, JUNE 30, 1870.
Leave Philadelphia, foot of Market street (upper ferry), at
8.00 A. M., Mail for Bridgeton, Salem, Vineland, Miliville, Swedesboro, and intermediate stations.
9.00 A. M. Mail and Express for Cape May.
11.45 A. M., Woodbury Accommodation.
2.15 P. M., Accommodation for Cape May, Miliville, Vineland, and way stations below Glassboro.
3.30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.
4.00 P. M., Fast Express, for Cape May only.
5.45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.
Sunday Mail Train leaves Philadelphia at 7.16
A. M.; returning, leaves Cape May at 5.10 P. M.
Commutation tickets at reduced rates between Philadelphia and all stations.
Cape May Season Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100.
Freight Train leaves Camden daily at 2.20 A. M., stopping at all stations between Glassboro and tape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.
Freight received in Philadelphia at second covered wharf below Walnut street.

Phys. Leiven, 2 delivery at No. 228 S. Delaware avenue.
5 15 WM. J. SEWELL, Superintendent.