BIG SCHEME OF RASCALITY.

How Greenhorns are Done for Offers to Sell Bogus Greenbacks. Prom the Washington Star, Aug. 8.

The following were the inclosures in an envelope received by a gentleman in this city this morning, and which, no doubt, are being extensively circulated:-

Aug. 1, 1870.-Dear Sir:-You have been recommended as reliable, and if you now go in on these terms your future is certain. If you mean business send us an order at once, and address, yours, sincerely, D. A. Fenton, No. 688 Broadway, New York.

. The above is written on a bill-head of W. H. Morris & Co., importers, of Broadway, New York, and is accompanied by the following circular:-

CONFIDENTIAL AND STRICTLY PRIVATE.

We will only issue a few of these important letters, and we fully trust that any one who is fortunate enough to be entrusted with the enclosed information, and made the recipient of its Golden Awards, will study it carefully,

impress the jacts upon his memory, and then destroy the letter at once. When Congress authorized the present issue of greenbacks, the Treasury Department executed plates of enormous cost and wonderful workmanship, from which the whole amount of currency authorized by Congress was to be printed, and it was ordered at the time that as soon as the whole amount had been printed, the plates, some 100 in number, should be taken from the Treasury Printing Department, conveyed to the Navy Yard, and melted. Now, it so happened that the plates from which the 1, 2, and 5 dollar bills had been printed were not destroyed. How it was brought about we, as a matter of pru-dence, cannot state. It is enough to know that the plates are still preserved uninjured, and we trust their whereabouts will never be known except to the right We have now on hand and ready for circulation some \$800,000 in 1, 2, and 5 dollar bills, printed from these plates, and of course they must be absolutely perfect and exactly like the greenbacks now in circulation. They are printed on firstclass paper, cut the exact size as the greenbacks, and are precisely similar in every respect. The only possible method of detecting them is by the paper, but our paper is so perfect and so exactly resembles bank note paper, that not one in ten thousand could ever notice the difference; in fact, no one has ever yet been troubled for passing these notes. One man, however, put \$5000 of it in bank here and was arrested on suspicion. He was tried and the jury brought in a verdiet of not guilty on these grounds. Although the jury knew in their hearts that a poor man could not have \$5000 in new 1, 2, and 5 dollar bills without knowing where he got it from, and they fully believe it must be counterfeit, yet the experts who were called on to testify could not agree which of the bills were counterfeit, one expert pronouncing a bill bad and another pronouncing the same bill good and another one bad. The truth was they were all good and all printed from the same plates that the United States greenbacks were printed from, only they were printed for the special benefit of ourselves and friends

and not for the benefit of Uncle Sam. This circumstance, however, set the authorities on the scent to find out where this money was coming from; accordingly for the last six months we have not issued one dollar, and things have become quiet again. As men are apt to be so indiscreet, we shall not circulate any more in this city, but we are on the lookout for a few trustworthy persons in different sections of the country to take the matter in hand, so as to divert all suspicion from here; for you must be aware that if the plates are once captured it will kill the goose that lays the golden eggs. We will not sell more than \$5000 to any one man out of this lot, but we will keep all faithful agents in sight, and give them a chance when we issue another lot of \$300,000. We only sell to one man in a place, in order to give our agents entire control of their own districts, and this rule we never depart from. We wish to get this lot of \$300,000 in circulation as soon as possible, and for this

reason we put down the price to the lowest possible figures. We will sell-The whole \$5000, in 1 and 5-dollar bills, \$1000, in 1, 2, and 5-dollar bills

600

We do not care to send out less than \$200,

50

and we make the above discount on larger

To accommodate agents who may not have the change convenient, we will send the first order for half cash down and half when the money is passed, thus: we will send \$200 for \$10, the other \$10 to be paid when the money is received; or we will send it by express, C. O. D., and the \$10 can be paid the express agent when he delivers the money, and the other \$10 sent to us by mail. We will send \$600 for \$50, \$20 cash down, or paid on delivery, and \$30 afterwards; we will send \$1000 for \$90, \$40 to be paid down or on delivery, and \$50 afterwards. Remember, we only make these terms for the first order, for after a man has once obtained a stock of our money, he is never short of funds, we can assure you.

When you order money you should tell us how you want the bill made out, for Laces, or Embroideries, Gold Chains, or anything of the kind. We should be very glad to have you come on here and see us personally; you can give the bills for fare and pass the whole amount on the way here, and when you arrive we will give you some ideas you never dreamed of. You will find a personal interview far more satisfactory than correspondence, for when we see and know a man we give him valuable hints and points which we do not like to put on paper, and we make more liberal arrangements with energetic men. If you can come on be sure to write first and let us know, and then we will give you full and explicit directions where and how to meet us. You will have the kindness to address as per manuscript enclosed, and believe us. Yours ever in truth and sincerity.

P. S.-We have now adopted a process by which the bills are made to look as though they had been a long time in use, and none

of them look entirely new."

There is, alas! a slip purporting to be a clipping from the New York Herald, authenticating the points as set forth in the above circular, and stating in the most ingenious phrases that the affair, although so terribly money-making, was not punishable according to law, etc.: but the slip is not printed either in Herald type or on Herald paper, and is evidently a forgery. The whole affair is a big swindle, only intended to gull greenhorns into sending money, and the silly victims of course do not dare to make complaint if they receive no amewer, as they would criminate themselves as whahing to deal in counterfeit

REAL ESTATE AT AUOTION. TRUSTERS SALE ESTATE

OF THE FREEDOM IRON AND STEEL COMPANY. The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said

mortgage, for default of payment of interest, Will sell at public sale, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by M. THOMAS & SONS, Auctioneers,

All the lands, tenements, hereditaments, and real estate of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, muchinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars ef every kind belonging to the said Company granted in mortgage by the said Company to us by the said

mortgage, viz. :-About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops

and buildings, to wit :-The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of

land. One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rall and plate mill, steam forge, tyre mill, water-power bloomery, caststeel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses, saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Mifftin county, containing 91 acres of land, and 20 dwelling houses and stables. Also, the property known as the Week's Saw Mill, in the same county, containing 2352 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry

township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stronp House and lot, in Union township, Midlin county.

Also, about 17,400 acres of unseated lands, in Mifflin county.

Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Misslin county, at a royalty of 25 cents per ton.

Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 17 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildings of every description, railroad and ore cars.

Also, the property known as the Monroe Furnace, in Barre township, Huntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office

Also, about 17,200 acres of land, in Huntingdon county (of which 687 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to \$500,000. with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as fol-

\$2000 in cash, to be paid when the property is struck off. The balance to be paid in cash upon the execution of the deed to the purchaser.

The Trustees will also seil at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the

following described properties, viz.:-The property known as the Yoder Farm, in Brown township, Midlin county, containing 158 acres, 124 perches, composed of two tracts as follows:-

Beginning at stone in road, thence by land of John D. Barr, north 53 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44% degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46% degrees west 102 1-10 perches, to stone; thence south 44% degrees east, 190 6-10 perches, to the place of beginning-containing one hundred and twenty-five acres and twelve perches net measure.

Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44% deg. west, 67 5-10 perches, to stone; thence by land of John Heoley, south 45% deg. west, 79 6-10 perces to stones; thence by land of David L. Yoder, south 42% deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 46% deg. east, 81 1-10 perches, to the place of beginning-containing thirty-three acres and one hundred and twelve perches, net mea-

The same being subject to mortgage given to secure bonds, amounting to \$11,738-34, upon \$3500 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1,

follows:-All that certain tract of land situate in Derry

township, Mittin county, Pa., bounded and described

Beginning at a chesnut, corner of lands of Philip Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 193% perches, to a hickory; thence by lands of Samue McManamy, north 17 degrees west, 17 perches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigler, south 57 degrees west, 169 perches to a hickory; thence by lands of Peter Townsend's heirs, south 37 degrees east, 91 perches, to stones; thence by land of heirs of John McDonell, deceased, and Mrs. Mclivain, north 60 degrees east, 98% perches, to a post; thence by land of Philip Martz, north 70% degrees east, 89% perches, to the place of beginning-containing one hundred and seven acres and twenty-nine perches of land, and allowance.

This property is charged with a mortgage, given to secure bonds for \$1250, with interest at 6 per cent. per annum, from November 8, 1868. Also, the property known as the Stroup Ore Bank, in Union township, Miffin county, containing about

nine acres and eighty-nine perches. The last named property is subject to a mortgage given to secure a bond for \$1000, bearing interest at the rate of 6 per cent. per annum from July 28,

The terms of sale of the last three described properties will be as fellows:-Twenty-five dollars in cash to be paid upon each

when they are respectively struck off.

The balance of the purchase money of each to be aid in cash upon the execution of the conveyance to the purchaser.

WISTAR MORRIS,
JAMES T. YOUNG,
ENOUH LEWIS,
Trustees.

M. THOMAS & SONS. 6 27 mth tS27 FIRE AND BURGLAR PROOF SAFE

J. WATSON & SON, Of the late firm of EVANS & WATSON,

FIRE AND BURGLAR-PROOF SAFE STORE.

No. 53 SOUTH FOURTH STREET,

A fow d above Cheanut st., Philada.

RAILROAD LINES.

READINGRAILROAD-GREATTRUNK LINE Rt from Philadelphia to the interior of Peni-sylvania, the Schuylkill, Susquehanna, Cumber-land, and Wyoming Valleys, the North, North-west, and the Canadas.

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

MORNING ACCOMMODATION.
At. 7:30 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.

Ing at 6:25 P. M.: arrives in Philadelphia at 9:25 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisbur
Pottsville, Pinegrove, Tamaqua, Sunbury, Wi
Hamsport, Elmira, Rochester, Niagara Falls, Bur
falo, Wilkesbarre, Pittston, York, Carlisle, Chamoersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with
East Pennsylvania Rallroad trains for Allentown,
etc., and the 8:15 A. M. train connects with the
Lebanen Valley train fer Harrisburg, etc.; at
PORT CLINTON with Catawissa Rallroad trains
for Williamsport, Lock Haven, Elmira; etc.; at for Williamoport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumber-land Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham-bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.
Leaves Philadelphia at 3:30 P. M. for Reading
Pottsville, Harrisburg, etc., connecting with Road
ing and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6.25 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 400 P. M.; arrives in Pottstown at 615 P. M. REABING AND POTTSVILLE ACCOMMODA

TION. Leave Pottsville at 5.40 A. M. and 4.20 P. M., and Reading at 7 SO A. M. and 6 35 P. M., stopping at all way stations; arrive in Philadelphia at 10 20 A. M. and 9 25 P. M. Returning, leaves Philadelphia at 5-15 P. M.; ar-

rives in Reading at 7 55 P. M., and at Pottsville at Morning Express trains for Philadelphia leave Harrisburg at \$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 7-15 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-25 P. N., arriving in Philadelphia at Market train, with a passegger 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-Sunday trains leave Pottsville at 8 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 Colebrookdate

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 5:15 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, re-turning from Schwenksville at 6:45 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 Schwenkaville. COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leave New York at 9:00 A. M. and 5:00 P. M.,

passing Reading at 1.45 and 10.05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 5:35 A. M., and 8:50 A. M., passing Reading at 7:23 A. M. and 10.40 A. M., arriving at New York 12.05 noon and 3.50 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 Pottsviile 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 RAIL-

ROAD.

Trains leave Auburn at 8-55 A. M. for Pinegrove and Harrisburg, and at 1206 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3 40 P. M., from Brookside at 3 45 P. M., and from Tremont at 6.25 A. M. and 5.05 P. M. 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 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, Fhiladelphia, or of G. A. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent.

discount, between any points desired, for families MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$47.00 each, for families and SEASON TICKETS.—For one, two, three, six,

nine, or twelve months, for kolders 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, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill

FREIGHT .- Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close 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.

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.

645 A.M., for B. C. Junction, stops at all stations. 7-15 A.M., for West Chester, 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. 9:50 P. M. for West Chester stops at all stations. 4:15 P. M. for B. C. Junction stops at all stations. 4:45 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 to P. M. for West Chester stops at all stations. 11'80 P. M. for West Chester stops at all stations. FOR PHILADELPHIA. 5-25 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.

R. R.

8-15 A. M. from B. C. Junction stops at all stations.
19-00 A. M. from West Chester stops at all stations.
1-55 P. M. from B. C. Junction stops at all stations.
1-55 P. M. from West Chester stops at all stations.
4-55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6-55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9-00 P. M. from B. C. Junction with P. & B. C. R. R.
9-00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1570, stopping at all stations.
ON SUNDAYS,
8-05 A. M. for West Chester stops at all stations, con-

S-05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 2-30 P. M. for West Chester stops at all stations. 4-30 A. M. from West Chester stops at all stations. 7-50 P. M. from West Chester stops at all stations. connecting at B. C. Junction with P. & B. C. K. R. W. C. WHEELER, Sup't,

RAILROAD LINES.

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

to New York and Way Places.

FROM WALBUT STREET WHARF.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN EALLROAD.

At 7 A. M. and 3:30 P. M. for New York, Long Branch, and intermediate places.

At 6:20 A. M., 2 and 3:30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton.

At 8 and 10 A. M., 12 M., 2, 3.30, 5, 6, 8, And 11.30 P. M., for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6.30 and 10 A. M., 12 M., 3.30, 5, 6, 8, and 11.30 P. M. for Edgewater, Riverside, Riverton,

At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Fish House.

The 11:30 P. M. line leaves from Market Street

Ferry (upper side).

**BRON KENSINGTON DEPOT.*

At 7:30 A. M., 2:50, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for At 7.80 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

FROM WEST PHILADELPHIA DEPOT. Via Connecting Railroad.
At 7 and 9-80 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 30 A. M., 645 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

BELVIDERE DELAWARE RAILROAD LINES, At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Emira, Ithaca, Owego, Rochester, Bingham-

ton, Oswego, Syracuse, Great Bend, Mostrose, Wilkesbarre, Schooley's Mountain, etc.
At 730 A. M. and 330 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Betulsbarn, etc. Mauch Chunk, Allentown, Betniehem, etc. At 5 P. M. for Lambertville and intermediate

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

FROM MARKET STREET FERRY (UPPER SIDE). The 7 A. M. and 3:30 P. M. Lines leave from Walnut street wharf. At 7 and 9 A. M., 1, 2-15, 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., 2-15 and 6-30 P. M. for Lumberton and

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemperton.
At 7 and 10 A. M., 1 and 3 30 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Im-laystown, Sharon, and Hightstown. August 1, 1870. WM. H. GATZMER, Agent.

DHILABELPHIA, 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, at Clayton with Smyrna Branch Rallroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11'45 A. M. (Sundays excepted), for Baltimore and Wash mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Battimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11'30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-

man'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 11:00 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. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Failadelphia. The 7-15 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 645 A. M. and 400 . M. will connect at Lamokin Junction with the 1.00 A. M. and 4.30 P. M. trains for Baltimore Cenral Railroad.
From Baltimore to Philadelphia.—Leave Balti-

From Baltimore to Philadelphia.—Leave Balti-more 7-25 A. M., Way Mali; 900 A. M., Express; 2-25 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 8 00 A. M.; returning, left West Grove at 8 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 PHILADELPHIA VIA LONG BRANCH. An ACCOMMODATION TRAIF in the morning AN EXPRESS TRAIN

in the Afternooon from each end of the route, THE EXPRESS TRAIN SPLENDID PALACE CARS.

NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK,
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH. ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows:- LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street, at 6:45 A. M. Accommedation and 4:30 P. M. Ex-

press. LEAVE PHILADELPHIA. from foot of WALNUT Street, at 7-90 A. M. Accommoustion 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

BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Hotel in America. Fare between Philadelphia and New York \$3.00 "Long Branch ... 2.50 "Long Branch . For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."
6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-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-

& B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 7 A. M., and 4:50 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
TP. M.
Train leaving Philadelphia at 7 A. M. connects at
Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4:50 P.
M., leaving Oxford at 6:05 A. M., and leaving Port
Deposit at 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & BEADING R. R. 4:2

. RAILROAD LINES

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut 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 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. 116 Market street, will receive attention. will receive attention.

Mail Train TRAINS LEAVE DEPOT.
 Mail Train
 8.00 A M.

 Paoli Accommodation, 10 A. M. & 12.50 and 7.10 P. M.
 Fast Line

 Erie Express
 11.00 A. M.

 Harrisburg Accommodation
 2.30 P. M.

 Lancaster Accommodation
 4.10 P. M.

 Parkesburg Train
 5.30 P. M.

 Cincianati Express
 8.00 P. M.

 Erie Mail and Pittsburg Express
 10.30 P. M.

 Way Passenger
 11.30 P. M.
 Way Passenger

Way Passenger

Rrie 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. Cincinnati 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. 118 Market street.

Market street.

Sunday Train No. 1 leaves Philadelphia at 8'49

A. M.; arrives at Paoli at 9'40 A. M. Sunday

Train No. 2 leaves Philadelphia at 6'40 P. M.; ar
rives 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 8'10 P. M.; arrives at

Philadelphia at 6:10 P. M. Lancaster Train 11'55 A. M 5.40 P. M. Erie Express

Harrisburg Accommodation 940 P. M.
For turther information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 931 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. owner, unless taken by special contract.
A. J. UASSATT,
429 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT.
Takes effect May 18, 1870.
Styteen Daily Trains leave Passenger Depot

Sixteen Daily Trains leave Passenger Depot, orner of Berks and American streets (Sundays excepted), as follows:-7 00 A. st. (Accommodation) for Fort Washing-At 7:35 A.M. (Express), for Bethlehem, Easton, Al-

At 735 A.M. (Express), for Bethienein, Easton, Al-bertown, Mauch Chunk, Wilkesbarre, Williams-port, Mahaney City, Hazloton, Pittston, Towanda, Waverley, and inconnection with the ERIE RALL-WAY for Buffalo, Niagara Falls, Rochester, Clevel. Chicago, San Francisco, and all points in the Great West. the Great West.

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

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

tailreads.
11 A. At. (Accommodation) for Fort Washington
1-15, 3 30, and 6-20 P. M., for Abington.
1-45 P. M. (Express) for Bethiehem, Easton, Alentown, Mauch Chunk, Mahanoy City, Mikeslentown, Mauch Chung, Mahanoy City, barre, Pittston, and Hazleton.

230 P. M. (Accommodation) for Doylestown. At 3-20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Alientown, Coplay, and Mauch 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 11:20 P. M. (Accommodation) for Fort Washington. The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Bethiehem at 8 55, and 10°35 A. M.; 2°15, 5°05, and

Doylestown at 8:25 A. M., 4:40 and 7:05 P. M. Lansdale at 7:30 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 Doylestown at 2 00 P. M. Philadelphia for Fort Washington at 8:30 A. M. and 7:00 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4:00 P. M.
Fort Washington for Philadelphia at 9:30 A. M.

and 8 10 P. 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. May 16, 1870.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILKOAD.
TIME TABLE.
On and after MONDAY, July 18, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9-05, 10, 11, 12 A, M., 1, 2, 2%, 3%, 8%, 4, 4%, 5-05, 5%, 6, 6%, 7, 8, 9, 10-05, 11, 12 F. M. Leave Germantown 6, 6.55, 7%, 8, 8-20, 9, 10, 11, 12 A. M., 1, 2, 3, 3, 4, 42, 5, 5, 5, 6, 0, 6, 7, 8, 8, 10, 11 P. M.
The 8-20 down train, and 2, 5, 3, 5, and 5 up
trains, will not stop on the Germantown Branch.
ON SUNDAYS. Leave Philadelphia at 91/4 A. M., 2, 4:05, 7, and

Leave Germantown at 8% A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 8%, 5%, 7, 9, and 11 P. M. Leave Chessut Hill 7:10, 8, 8:40, and 11:40 A. M.,

1:40, 3:40, 5:40, 5:40, 8:40, Passengers taking the 6.55, 9 A. M., and 614 P. M. trains from Germantown will make close connections with the trains for New York at Intersection FOR CONSHOROCKEN AND NORRISTOWN.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7½, 2, and 11 05 A. M., 1½,
3, 4½, 5, 5½, 6½, 8 06, 10, and 11½ P. M.
Leave Nerristown 5½, 6 26, 7, 7½, 8 50, and 11 A.
M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 9, 7½, 9, and 11 05 A. M., 1½ Leave Philadelphia 6, 734, 9, and 11:05 A. M., 134, 3, 434, 5, 534, 634, 8:05, 16, and 11:35 P. M.
Leave Manayunk 6, 6:55, 734, 8:10, 9:20, and 1134
A. M., 2, 334, 5, 634, 834, and 10 P. M.
UN SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4, and 714 P. M. Leave Manayunk 7% A. M., 1%, 6% and 914 P. M. PLYMOUTH RAILRUAD.

PLYMOUTH RAILROAD.

Leave Philadelphia 5 P. M.

Leave Plymouth 6 M. A. M.

The 7 M. A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, er Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane. Wissinoming, Manayunk, Green Trees and Consciological. Green Tree, and Conshohocken. Passengers taking the 7, 905 A. M. and 614 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. tersection Station.

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

6 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.
OXFORD at 6-05 A. M., 10-35 A. M., and 5-30 P. M., CHADD'S FORD at 7-26 A. M., 12-00 M., 1-30 P. M., Passengers are allowed to take wearing apparel only as baggage, and the company will not be re-

only as baggage, and the company will not be re-sponsible for an amount exceeding one hundred ollars unless a special contract is HENRY WOOD General Superintendent

AUDION BALES,

M. THOMAS & BONS, NOS. 139 AND 145 Sale at the Auction Room SUPERIOR HOUSEHOLD FURNITURE, MIRRORS
Large Fire-proof Sale, Office rummure, wandrobes, Extension and Centre Tables, Bedding,
China, Glassware, Refrigerators, Stoves, Fine

Carpets, Etc. On Thursday Morning, August 11, at 9 o'clock, about 500 lots superior Addust 11, at v october, comprising a general assort-

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street. Sale No. 1119 Chestnut Street, SUPERIOR WALNUT PARLOR, LIBRARY, CHAM-

BER AND DINING-ROOM FURNTTURE: Velvet, Brussels, and Ingrain Carpets; Bookcases, Office and Library Tables, Spring and Hair Mattresses, Fine Of Paintings, Chromos and Engravings, Sewing Machines, Clothes Hampers, Bronze Clocks, Vases, China. Kitchen Furniture, &c. At 9 o'clock, at No. 1110 Chesnut street, will be sold, a large assortment of fine new and second-hand Furniture, comprising—Handsomely carved parlor suits, in marcon and green slik pinsh, reps and hair-cloth, with tables to match; chamber suits

of various kinds, with wardrobes to match. Also, ookcases, lounges, easy-chairs, mattresses, pictures, plated-ware, cutlery, china, glassware, &c.
SECONDHAND FURNITURE AND CARPETS.—
Also, secondhand furniture from families declining SEWING MACHINES, Also, 2 very fine sewing DINING ROOM AND CHAMBER CHAIRS ... dozen oak and walnut dining-room and

CONCERT HALL AUCTION ROOMS, No. 1919
CHESNUT Street.
T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms,
No. 1219 Chesnut street, every Monday and Thors-

chamber chairs.

For particulars see "Public Ledger." N. B .- A superior class of furniture at private sais BUNTING, DURBOROW & CO., AUCTIONEERS,

D Nos. 232 and 284 MARKET street, corner bank street. Successors to John B. Myers & Co. FIRST FALL SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, August 11, at 10 o'clock, on 4 months' credit. 8 4 61

OPENING FALL SALE OF CARPETINGS, OIL CLOTHS, ETC. On Friday Morning, August 12, at 11 o'clock, on four months' credit, bour 200 pieces ingrain, Venetian, list, heisp, cot-age, and rag carpetings, etc. 5475 tage, and rag carpetings, etc.

SALE OF 2000 CASES BOOTS, SHOES, BROGANS, TRAVELLING BAGS, LACETS, ETC., On Tuesday Morning, Aug. 16, at 10 o'clock, on four months' credit. 8 10 55

BY BARRITT & CO., AUCTIONEERS, CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street,
Cash advanced on consignments without extra ARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for BL Thomas & Sons.) No. 764 Chesunt st., rear entrance from Minor. M ARTIN

J O S E P H P E N N E Y,
AUCTIONEER,
NO. 1307 CHESNUT STREET. [6 98 tf IN LOUISVILLE, KY

GEORGE W. ANDERSON & CO. STUCKE, AUCTIONEERS AND COMMISSION MERCHANTS; LOUISVILLE, KY.
Business strictly Commission. All anction sales excluively for each. Consignments solicited for auction or private sales. Rogular auction sales of boots, shoes, and hate every

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [5 II ion RAILROAD LINES. DHILADELPHIA AND ERIR RAILROAD.
SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia.

Philadelphia:

WESTWARD.

MAIL TRAIN leaves Philadelphia

Williamsport

8 00 A. M.

749 P. M.

10:50 A. DL ERIE EXPRESS leaves Philadelphia 10-50 A. M. Williamsport 8:15 P. M. 7:25 A. M. ELMIRA MAIL leaves Philacelphia - 7-25 A. M.
Williamsport 8-90 P. M. BALD EAGLE MAIL leaves Williamsarrives at Lock Haven - - 245 P. M. BASTWARD.

MAIL TRAIN leaves Erie

Williamsport

Storm A. M.

Williamsport

William

Oil Creek and Allegheny River Raliroad. WM. A. BALDWIN. General Superintendent. CAMDEN AND ATLANTIC RAILROAD. 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

eave VINE STREET FERRY as follows: Special Excursion (when engaged) 6:15 A. M. Mall 8:00 A. M. Freight (with passenger car) 9:45 A. M. Returning leave Atlantic-

leave Vine Street Ferry every Saturday, at 2 P. M. Returning, leave Atlantic City, Monday, 940 A. M. LOCAL TRAINS LEAVE— For Haddonneld, 10-15 A. M., 2 P. M. and 6 P. M. For Atco and intermediate stations, 10.15 A. M. Returning, leave-

Haddonfield at 7:15 A. M., 1 P. M., and 3 P. M. Atco, at 6:22 A. M. and 12:15, noon. Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel

only as baggage, and the Company will not be re-sponsible for an amount exceeding one hundred ioliars, unless a special contract is made for the D. H. MUNDY, 6 28

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

Leave Philadelphia, foot of Market street (upper ferry), at 8:00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations. 9:00 A. M. Mail and Express for Cape May. 11:45 A. M., Woodbury Accommodation.

1:15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro. 3:20 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 7:15 A. M.; returning, leaves Cape May at 5:10 P. M. Commutation tickets at reduced rates between Philadelphia and all stations.

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 920 A. M.,
stopping at all stations between Glassboro and
tape May, and 12 o'clock noon for Swedesboro,

stopping at and 12 o'clock house tape May, and 12 o'clock house Salem, and Bridgeton.

Salem, and Bridgeton.

Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 223 S. Delaware avenue.

S15 W.M. J. SEWELL, Superintendent.