THE NEW NORTHWEST.

We take the following exceedingly well written letter descriptive of the great Northwest from the Press of the 16th instant. It is worthy of general perusal:-

PORTLAND, Oregon, July 29 .- To my great surprise, when I arrived here on the 5th instant, I found the thermometer above 90 degrees. It reached that point every day from the 3d to the 13th, but went down every night below 65 degrees. In justice to the climate, I must say this degree of heat is very rare. At Astoria, and all along the coast, it is entirely unknown. There, 80 degrees is seldom reached in summer, and the freezing point not often in winter; and this, mind you, under the 46th parallel.

The mean temperature of last January was 41 degrees and a fraction; that of July, 60 degrees; August, 581 degrees; September, 541 degrees; October, 52 degrees; November, 48 degrees; December, 42 degrees; February, 424 degrees; March, 41 degrees; April, 484 degrees; May, 52 degrees; June, 571 degrees. People living in the same latitude, near the Atlantic coast, at Montreal, for instance, can scarcely credit these figures-January 9 degrees above freezing, and July 16 below "summer heat." But they are the result of careful observations made at Astoria by the Government.

The rain-fall is not less remarkable. I will give it to you in inches and tenths:-In the last fourteen years the smallest quantity in one year was 57.8 inches in 1868, and the largest 100 inches (eight feet four inches) in 1866, The heaviest fall in any month was two feet and seven-tenths of an inch in December, 1867: the lightest one-tenth of an inch in June, 1869. No wonder these people are web-footed. Away from the coast the rainfall is less, and the temperature more vari-

Last Sunday I was compelled to remain all day at Astoria. Being unacquainted with the calibre of the preachers, and not liking to take heavy risks in that direction, I took to the woeds in company with an old settler. I was well repaid for the temporary sacrifice of my usual devotional amusements.

On steep hill sides, several hundred feet above the river, were trees six, eight and ten feet in diameter, and more than two hundred feet high, and so close together that the antlered elk cannot move among them except by circuitous paths. I am reluctantly compelled to admit that we have no forests in the East. We have some scattered saplings, and a few runted pines and oaks, and a good many thickets of underbrush, out of which, from necessity, we make saw-logs; but forests and full-grown trees we have not. What think you of trees that will cut thirty thousand feet of lumber? and what think you of a square mile containing at least three hundred trees three hundred feet in height, and two hundred without a limb?

In coming across 1200 miles of anshaded desert, I wondered what had become of all the trees. I have found them. They are here on the Pacific slope. Some great convulsion has swept them from the land's centre to its western rim. Nature in one of her mighty throes has thrown them here, and by some magic realizing our spread-eagle Latin, "E Pluribus Unum," out of many little trees made one big one.

My Oregonian, speaking of a certain wood, said it never grew big, not more than three or four feet in diameter. If we had not been among firs and spruces and hemlocks that exceeded this measurement 160 feet from the ground, I would have looked upon my friend as a joker. But here they were all around me like a wall, with their commingled branches shutting out the light of day; more than half the earth's surface covered by their gigantic bases. I measured a trunk that had been felled inside of the town. It was twenty-one feet in circumference eighty feet from the stump, while this measured thirty-three feet above the inequalities of the roots. A gentleman told me of a fir, sixty-two feet in girth as far up as he could reach; and this is on the hills. General Crook told me that even this is surpassed by the red wood forests, further south, and near the shore. Of the last-named variety are the exceptional

blg trees of California. The moment I entered the Columbia river I was amazed at the arboreal luxuriance of the hills. It was a rich treat to gaze once more on nature's favorite hue, after passing four days on the desert and three more on the

In all fruits but tropical ones, this country is equal to California. Its cherries and plums I have seen; its apples and pears I have heard of, and they are just about in proportion to the trees. The cherries are nearly gone, and the plums have begun to come in. One early variety is already exhausted. The curculio has not discovered this country yet, and you can generally tell how many plums you are going to get by counting the blossoms. The size of them will depend upon the space they have to grow in.

What would you think of a pear (not a pair of plums) weighing five pounds? I have heard of such, and from what I have seen of other things, I am persuaded to believe it. If you show this letter to any one you had better suppress the writer's name, for there are people who will credit all sorts of ghost stories, and yet reject with scorn any material fact that conflicts with their own narrow

The trip up the Columbia rives is brimful of pleasure and instruction. It is a glorious river-next to the Mississippi and St. Lawrence, the greatest in North America-in its scenery far surpassing the former, and equalting the latter. From the mouth of the Willamette and other points, five snow-covered mountains can be seen; Hood and St. Helen's, within 40 miles; Ranier, Adams, and Jefferson, much more distant, but all snowclad as far down as visible.

When I first came in sight of St. Helen's, I thought it the grandest thing I had ever beheld. It is not quite 10,000 feet high, but it rises almost directly from the sea level; and I

so of Hood, which is more than 11,000. Consequently they are much grander than mountains of even greater elevation, which rise from plains six or seven thousand feet in height, like those of Utah and Colorado. I can see Hood at this moment, while I am writing. The snow is in strange contrast with the weather at eighty-six degrees.

On my way to Cape Disappointment, on a arge sand island, I saw more than a thousand seals, right in the mouth of the river. As the Columbia sometimes sends its fresh water ten miles out to sea, it is evident that salt water is not indispensable to these strange animals. What a splashing they made when our little steamer blew her whistle! We tried to surround them and drive them back to shore, but we found it could not be done with our fleet of only one small boat. One old fellow wagged his tail waggishly at us as he dived under the vessel.

The salmon fisheries of the Columbia will be worthy of a letter by themselves when I have learned more about them. They surpass anything of their kind. Some devote themselves to canning, others to salting in kits and barrels. The fish are of enormous size, most of them weighing from twentyfive to forty pounds, some as much as seventy or eighty. The fishermen get about twentyfive cents a head for them In Philadelphia you would gladly give five or six dollars for one. To strangers they are a great delicacy, but the old residents do not hanker after them. The number caught every season is almost incredible.

This little city contains 10,000 inhabitants of all races and complexions. A variegated bouquet of human posies could be gathered here of most diverse tints and fragrance, from sooty black to pearly white, brown, red, yellow, copper-colored, and turkey-egg faced.

One morning, as I sat at breakfast with the door open, I saw a sight that could not be witnessed in an Eastern city, while here it'is an everyday occurrence. Directly opposite are a barber shop, run by negroes, and a laundry operated by Chinamen. The Africans and the Mongolians were airing themselves outside. Along came an Indian with his squaw and half-grown female papoose; and in the opposite direction two Caucasians and an Irishman. The five races, with their respective grand divisions-Europe, Asia, Africa, America, and Ireland-were represented on twenty feet of sidewalk. The Paddy was ragged, but he looked as if he owned them all. God help them if he did!

The laundry business is almost monopolized by the Chinese. They do their work well, and at half the prices charged by Bridget and Dinah. These represent that John soon rubs the garments into rags, but that is not the experience of those who patronize them. At every turn you will see their odd names on signs, Tong Duck Chung, Took Yune, Sing Kee, Loong Song, Kee Wah. Here, as in San Francisco, they are sober, quiet, and industrious. I have heard no respectable person speak ill of them. A million would need fewer policemen to keep them in order than a single precinct of your Fourth ward, if the attempt should ever be made there.

The rich valley of the Willamette is a prairie eighty miles long and from twenty to forty wide. It is the best portion of the State, and is fast filling up with a thrifty population. The river, from which it takes its name, flows from the south, and empties into the Columbia one hundred miles from the ocean, Portland is twelve miles from the junction; Salem, the seat of government, forty miles further up, and Albany, the third town in the State, sixty miles.

LEGAL NOTICES.

LETTERS TESTAMENTARY UPON THE granted to the undersigned, persons owing said estate will make payment, and those having claims against it will present them to HENRY MCALLISTER, JR., 7 14 th 6w

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND BOILER
WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been excinsively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Bollers, Water Tanks, Propellers, etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortes notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

with the above business.

Drawings and specifications for all work done
the establishment free of charge, and work gua-The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,

JOHN P. LEVY,

BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO., JOHN H. MURPHY, President,

PHILADELPHIA, PA. MANUFACTURE WROUGHT-IRON PIPE: and Sundries for Plumbers, Gas and Steam Fitters. WORKS, TWENTY-THIRD and FILBERT Streets.

Office and Warehouse, No. 42 N. FIFTH Street.

FIRE AND BURGLAR PROOF SAFE

J. WATSON & SON,

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

FIRE AND BURGLAR-PROOF

SAFE STORE,

No. 53 SOUTH FOURTH STREET. A few doors above Chesnut st., Philada.

Corn Exchange Bag Manufactory JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sta

ROPE AND TWINE, BAGS and BAGGING, for Flour, Sait, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand, Also, WOOL SACKS.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Feits, from thirty to seventy-six inches, with Paulins, Beiting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 16 CHURCH Street (City Stores).

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE
from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, 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 hours:

MORNING ACCOMMODATION.

At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 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, Willamiport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:16 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 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 POTTSVILLE ACCOMMODATION

Leave Pottsville at 5.40 A. M. and 4.20 P. M., and Reading at 7.30 A. M. and 6.35 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 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

Too P. M.

Harrisburg Accommodation leaves Reading at 7-16 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-25 P. M., arriving in Philadelphia at 9-26 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-Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3-16 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

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 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 Perklomen Valley connect with trains at Collegeville and Schwenksville. 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 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND

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

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.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:80 and 11:30 A. and e-50 P. M., returning from Tamaqua at 8-25 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 12 06 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3 40 P. M., from Brookside at 3 45 P. M.,

and from Tree opt 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 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 Pettsville 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. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS.—At 26 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

tween all points, at \$47.00 cach, 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, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callownill streets.

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, THIRTRENTH and CALLOWHILL Streets.

W EST CHESTER AND PHILADELPHIA RAIL
ROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will
leave from the Depot, THIRTY-FIRST and CHES.
NUT, as follows:—
FROM PHILADELPHIA.
6-45 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.
11-70 A. M. for B. C. Junction stops at all stations.
4-15 P. M. for West Chester stops at all stations.
4-15 P. 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
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. 6:55 P. M. for West Chester stops at all stations.
11:30 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.

Port Deposit, and all stations on the P. & B. C.
R. R.
S. 15 A. M. from B. C. Junction stops at all stations.
10.00 A. M. from West Chester stops at all stations.
105 P. M. from B. C. Junction stops at all stations.
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105 P. M. from West Chester stops at all stations,
106 P. M. from West Chester stops at all stations,
107 P. M. from B. C. Junction with P. & B. C. R. R.
108 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
108 ON SUNDAYS,
109 P. M. for West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
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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.

At 8:30 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 RAILEOAD.

At 7 A. M. and 3:30 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 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton.

Trenton.
At 6-30, 8, and 10 A. M., 12 M., 2, 8-30, 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., 6, 6, 8, and 11 38 P. M. The 11-30 P. M. line leaves from Market Street Ferry (upper side).

**BROM KENSINGTON DEPOT.*

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:46 A. M. and 6 P. M. for Hylatol.

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 7:80 P. M. for Bustleton, Holmesburg, and Holmesburg Junction. At 7 and 10 48 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 9:30 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, 6-46, and 12 P. M. for Trenton and Bristol.

Frankford.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdate, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9 30 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.

BELVIDERE DELAWARE RAILROAD LINES,
At 7:80 A. M. for Niagara Falls, Buffalo, Dunkirk, Rimira, Ithaca, 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, Flemington, 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.

CAMLEN 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 Mediord.

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberton.
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 8.30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.
August 1, 1870. WM. H. GATZMER, Agent.

PHILABELPHIA, 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 Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Seaford with Dorchester and Delaware 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 Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newpert, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

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 Magnolia.

man's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will bake the 11.45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11.90 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. man's, and Magnolia.

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 Fniladelphia. 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 '00 A. M. and 4'80 P. M. trains for Baltimore Cen-

From Baltimore to Philadelphia.—Leave Balti-

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:35 P. M., Express; 7:26 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8:00 A. M.; returning, left West Grove at 2:55 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 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 HOUTE
BETWEEN NEW YORK AND PHILADELPHIA
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. 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 645 A. M. Accommodation and 430 P. M. Express.

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:20 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 Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Hotel in America. Fare between Philadelphia and New York..... \$2.00 "Long Branch... \$2.00" "I Long Branch... 2:50
For particulars as to connections for TOM'S
RIVER, RED BANK, and all way stations, see the
"Traveller's" and "Appleton's Guidea."
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. Chappany, corner Broad street and Washington avenue—

& 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., 4:50 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 9:50 P. M., 4:30 P. M., and
7 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 4:50 P.
M., leaving Oxford at 6:05 A. M., and leaving Port
Deposit at 9:15 A. M., connect at Chadd's Ford Juneton with WILMINGTON & BEADING E. B.

WAILROAD 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 MARKET 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 ene square of the Depot.

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. 118 Market street, will receive attention.

Mail Train TRAINS LEAVE DEPOT.

except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M. at No. 116 cured and bag 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.; 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 8 8'10 A. M.
Philadelphia Express 6'80 A. M.
Philadelphia Express 6'80 A. M.
Paoli Accommodat'n, 8'80 A. M. & 3'30 & 6'40 P. M.
Parkesburg Train 9'00 A. M.
Fast Line and Buffalo Express 9'35 A. M.
Lancaster Train 11'55 A. M.
Erie Express 5'40 P. M.

5.40 P. M. 9.40 P. M. 12.20 P. M. Erie Express Lock Haven and Eimira Express

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. CASSATT, General Superintendent, Altoona, Ps.

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 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-At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towands, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, 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, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Hailroads.

11 A. M. (Accommodation) for Fort Washington
115, 330, and 520 P. M., for Abington.
146 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Mikesbarre, Pittston, and Hazieton.
230 P. M. (Accommodation) for Doylestown.

2:30 P. M. (Accommodation) for Doylestown, At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk, 4:16 P. M. (Mail) for Doylestown.

5:00 P. M. (Accommodation) for Lansdale.
8:00 and 11:80 P. M. (Accommodation) for Lansdale. Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 3 26 P. M.

Dovlestown 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 Loylestown at 200 P. M. Philadelphia for Fort Washington at 8:30 A. M. nd 7-90 F. 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.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE. On and after MONDAY, July 18, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 8.05, 10, 11, 12 A. M., 1, 2, 2%, 3%, 8%, 4, 4%, 5.05, 5%, 6, 6%, 7, 8, 9, 10.05, 11, 12 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 6% up
trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2, 4.05, 7, and Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4

CHESNUT HILL RAILROAD. CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3½, 5½, 7, 9, and 11 P. M.

Leave Chesnut Hill 7-10, 8, 9-40, and 11-40 A. M., 1-40, 3-40, 5-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9½ A. M., 2 and P. M.

Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 9-25 P. M.

Passeppers taking the 6-55, 9 A. M., and 614 P. M.

Passengers taking the 6.55, 9 A. M., and 614 P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection

trains with the trains for New York at Intersection Station.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 6, 5½, 6½, 8 06, 10, and 11½ P. M.

Leave Nerristown 5½, 6 25, 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 Philadelphia 9 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 6, 5½, 6½, 8 06, 10, and 11 P. M.

Leave Manayunk 6, 6 56, 7½, 8 10, 9 20, and 11½ A. M., 2, 3½, 5, 6½, 8½, and 10 P. M.

Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Philadelphia 9 A. M., 1½, 6½ and 9½ P. M.

PLYMOUTH RAHLROAD.

Leave Philadelphia 5 P. M.

Leave Ranayunk 7½ A. M., 1½, 6½ and 9½ P. M.

PLYMOUTH RAHLROAD.

Leave Philadelphia 5 P. M.

Leave Philadelphia 5 P. M.

Leave Philadelphia 6, 2 00 and 11½ P. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 9 05 A. M. and 6½ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 9½ A. M. and 5 P. M. trains from New York

tersection Station.

The 9% 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 RAILMOAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 925 A. M. and 425 P. M., on arrival of trains from Baltimore.
OXFORD at 605 A. M., 1025 A. M., and 530 P. M., CHADD'S FORD at 726 A. M., 1200 M., 120 P. M., 445 P. M., and 649 P. M.
Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars naless a special contract is made for the game.

General Superintendent.

AUD FION BALES.

M. S. FOURTH STREET. THOMAS BIRCH & SON, AUCTIONERIS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street.

Sale No. 1110 Chestnut Street.

SUPERIOR WALNUT PARLOR, LIBRARY, CHAMBER AND DINING-ROOM FURNITURE: Fine Velvet, Brussels, and Ingrain Carpets; Walnut Parlor Organ, Piano-forte, etc.; Large and small Mantel and Pier Mirrors, Suits of Cottage Furniture, Bookcases, Wardrobes, Sideboards, Office and Library Tables, Spring and Hair Mattresses, Bolsters and Pillows, Paintings and Engravings, China, Silver-plated Ware, Cutlery, Kitchen Furniture, &c.

On Friday Morning.

At 9 o'clock, at No. 1110 Chesnut street, will be sold, by catalogue, a large assortment of fine parlor, library, chamber, and dining-room furniture, of every SECONDHAND FURNITURE AND CARPETS.

Also, a large assortment of secondhaud household furniture, carpets, china, glassware, etc., from families declining housekeeping.
Catalogues ready and the furniture open for examination on Thursday afternoon.

8 17 2t BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra

CONCERT HALL AUCTION ROOMS, No. 1218
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 Thursday.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co. IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC.

August 19, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oll cloths, rugs, etc. 8135t SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, ETC., On Tuesday Morning, Aug. 23, at 10 o'clock, on four months' credit. 8 17 5t

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Minor.

Sale at No. 616 Spruce street. CHOICE ANTIQUE FURNITURE. THE SELECTION OF MR. WM. KULP.

THE SELECTION OF MR. WM. KULP.

On Monday Morning,
Aug. 29, at 10 o'clock, by catalogue, at 1 it
spruce street, a selection of choice Antique for all ture, including—Three especially fine high case clocks, with bronze dials, in perfect condition; curious tables; chairs; bedsteads; cases of drawers; bureaus; secretaries; William Penn studio chair; looking glasses; Nankin and antique china and glassware; curious mantel ornaments; very fine old and rare engravings, framed; complete set andirons: and rare engravings, framed; complete set andirons; shovel and tongs; bellows and foot stool to match; fine carpets, etc.

O S E P H P E N N E Y,
AUCTIONEER,
No. 1307 CHESNUT STREET. [6 23 tf IN LOUISVILLE, KY

GEORGE W. ANDERSON.

THOMAS ANDERSON & CO.

(Established 1895).

AUCTIONEERS AND COMMISSION MERCHANTS.

LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusively for each. ively for cash. Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and hats every Thursday.

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

RAILROAD LINES.

PHILADELPHIA AND ERIB 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 WESTWARD. MAIL TRAIN leaves

MAIL TRAIN leaves Philadelphia 10°20 P. M.

Williamsport 800 A. M.

ERIE EXPRESS leaves Philadelphia 10°50 A. M.

Williamsport 8°15 P. M.

arrives at Erie 7°25 A. M.

ELMIRA MAIL leaves Philadelphia 7°50 A. M.

Williamsport 6°00 P. M.

arrives at Lock Haven 7°20 P. M.

BALD EAGLE MAIL leaves Williams. - 1.30 P. M. " " port - arrives at Look Haven . 2.45 P. M. BASTWARD.

Haven - 2-45 P. M.

BASTWARD.

MAIL TRAIN leaves Erie - 8-50 A. M.

"Williamsport - 9-25 P. M.

"Arrives at Philadelphia 6-20 A. M.

ERIE EXPRESS leaves Erie - 9-00 P. M.

"Williamsport 8-16 A. M.

"Arrives at Philadelphia 6-30 P. M.

ELMIRA MAIL leaves Williamsport - 9-45 A. M.

BUFFALO EXP. leaves Williamsport 12-26 A. M.

"Harrisburg - 5-20 A. M.

"Arrives at Philadelphia 9-50 P. M.

BALD EAGLE MAIL leaves I. Haven 11-36 A. M.

"Arrives at Philadelphia 9-25 A. M.

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

"Arr. Williamsport 10-50 P. M.

BALD EAGLE EX. leaves Look Haven 9-35 P. M.

"Arr. Williamsport 10-50 P. M.

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

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
leave VINE STREET FERRY as follows:—

Special Excursion (when engaged). 6-15 A. M.
Mail. 8-00 A. M.
Freight (with passenger car). 9-45 A. M.
Express (through in 1% hours). 3-30 P. M.
Atlantic Accommodation. 4-15 P. M.
Special Excursion. 8-28 P. M.

Additional ticket offices have been located at No. 528 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 reonly 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

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, Millville, Swedesboro, and intermediate stations. 9-00 A. M. Mail and Express for Cape May. 11-46 A. M., Woodbury Accommodation. 5-15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro. 3-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 4-00 P. M., Past Express, for Cape May only. 6-45 P. M., Passenger for Swedesbero 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.

Cape May Season Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100.

Freight Train leaves Camden daily at 9-20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.

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

Freight delivery at No. 228 S. Deisware avenue. 5 15

WM. J. SEWELL, Superintendent.