

WOMAN'S WORLD.

A YOUNG PHILADELPHIA WOMAN ESTABLISHES A NEW INDUSTRY.

Biggest of Women's Colleges—Women Stenographers—Woman's Progress in 1894—She Was Not a Club Woman—Dressing When You Are Sick.

The waning of the nineteenth century provides such indisputable proof of feminine ingenuity in finding the key to new doors of opportunity that it seems that no more doors remain to be unlocked, but to a Philadelphia girl belongs the credit of successfully establishing a profession for women which still retains the flavor of novelty.

With truly feminine instinct for discerning the golden opportunity Miss E. V. Cornelius has started in to do the regular daily and weekly marketing for fashionable families of the city. Early in the morning, armed with notebook and pencil, the little market woman of Philadelphia trips off to the home of each patron, receives the order for any

household necessities all the way from a turkey to the proverbial "pinch of salt." Giving the order marks the extent of the taxation upon the nerves of my fashionable lady. The little market woman does the rest.

Profession of marketing is a new field in the range of occupations for women, but one in which a successful harvest awaits the right gleaner. Delicateness presided over by women have by this time familiarized themselves with all fashionable quarters of the city. Every year the professional cook in lace trimmed cap and apron makes her bow upon the lecture platform. She is always sure of a large audience. Cooking classes are multiplying both under private auspices and in the public schools, and the band of professional caterers and interior decorators is steadily increasing.

The business of the little market woman is something of a combination of all of these. Miss Cornelius has gone into this new profession for women both as a science and an art. The requirements and possibilities of the work have been taken into consideration from the purchase of a juicy tenderloin at the stall of the busy market to the composition of a menu for the day and the initiation of the household Abigail into artistic and pretty ways of serving food and decorating the table.

There is no poetic sentimentality about the little market woman. Her profession is a matter of bread and meat, of character and self respect for her. Whatever success she has commanded is another proof of the fact that adverse circumstances are overcome by perseverance and persistent work. To quote her own words: "Since I was 14 every penny of my support I have earned myself," which is not the least credit due to this courageous little market woman of Philadelphia—Philadelphia Times.

Biggest of Women's Colleges.

There is an endowment fund in the hands of the trustees in Boston for the establishment of one of the largest of free female colleges. It is the bequest of John Simmons, one of Boston's most successful merchants, who died in 1870.

The original Simmons bequest consisted of this property: To his daughter Marston he gave the granite front store at the corner of Franklin and Arch streets, the granite front store on Water and Devonshire streets and the land upon which it sat, and the old Simmons mansion on Tremont street and the land belonging to it. At the decease of Marston the estate, together with the accumulations, was to be given in trust to the Simmons Female college. To his daughter Alvina was given the granite front store situated at the corner of Franklin and Hawley streets and the land belonging to it, the whole to be held in trust during the daughter's life, and at her death the estate, exclusive of the accumulations thereon, were to be given to the college. In addition there was left \$50,000 in money for the purpose of building a block as a nucleus for the college fund, the income to be held in trust.

The object of founding the Simmons Female college was for the purpose of teaching medicine, music, drawing, designing, telegraphy and other branches of art, science and industry. The Simmons college might today be a splendid reality but for the big fire of 1873. All the fine business blocks given by the Simmons bequest were left in ruins. The mutual fire companies, far from being able to pay the insurance on the Simmons blocks, assessed the trustees of the college fund.

Since 1873 the trustees have been using the income from these buildings to pay up the mortgage indebtedness on them. The present trustees—H. C. Nichols and Joseph Sawyer—are paying off the mortgages on the various estates as fast as the income from the estates will allow. The trustees say that at the present rate of income the mortgage indebtedness will be cleared up in a few years.

FOR LITTLE FOLKS.

THE CHAMPION BOY HUNTER.

He stalks Deer Like an Old Sportsman and Hits the Bullseye at Matches.

The 7-year-old Leslie Halley can reasonably claim the distinction of being the champion boy marksman of the Pacific coast. He handles the regulation repeating Winchester rifle like a veteran sportsman, and his record as long distance target shooting contains a large number of bullseyes made in competition. But target shooting is not his forte by any means, for he is well versed in the art of deer stalking, in which line he has a very enviable record. He fairly revels in the sport.

Although a city boy born and bred, he has spent every summer for several years past with his father up in the mountains near snow-capped Mount Shasta. There he has learned the habits of the numerous wild animals to be found in that region and knows how to hunt and trap them with the skill of an old border trapper.

With his rifle slung over his shoulder and accompanied by his dog Shep, a magnificent type of the Scotch collie, which has been named in his every exploit, he roams the hills from morning till night bringing down any game that crosses his path.

Last summer was his better season, however, and his record for deer and foxes now adorn his room as evidence of his prowess. To bag all three he fired only four shots, one of which missed its mark by a very small margin.

In the early part of September, while hunting with his father, a fine buck was sighted when about 150 yards away. The country was too open to allow them to creep up any nearer, so resting his gun on a fallen log, the little lad drew a fine lead on the unsuspecting deer and fired. The animal made three quick bounds and tumbled in a heap. The young hunter did not betray a trace of "back ache" over his splendid shot.

In the early part of the performance, the little child, with the same frail warranty of a successful champion, took his turn at the butts, and with a regularity that fairly astounded the large gathering of spectators, was the victor in every shot. But withal he is modest and retiring, preferring the backwoods with his gun and dog to the sports of the city herd children.—San Francisco Examiner.

The Ferris Wheel Game.

There is a new game, an echo of the great fair, and it rejoices in the name of "The Ferris Wheel."

It is a kind of "hopsotch," but much more complex and ingenious and rare in the present time. It is a game of the first magnitude, during the Columbian exposition. When it is discovered no astronomer can predict. Its discoverer was a Chicago spiral.

A great double spiral is drawn, lots are cast to decide who is to lead off, and then Master A. B., who has won the cast, hops into the diagram as far as the center, and then retraces his hops—steps would be inaccurate. After this the players follow in order. No one must touch the lines of the spiral, fail to keep one foot clear of the ground or step upon any initial belonging to his own party. This is no easy matter, particularly after the diagram has become an interlaced confusion of letters.

The players score one for each successful effort, the highest score naturally winning.

The rapid spread of the game, it is named in honor of the exhibit which probably impressed youthful visitors most deeply, and to which they could trace an intended resemblance in the curved lines of the diagram, its curious complexity, all make the new sport extremely interesting.—St. Louis Post-Dispatch.

What He Said.

Uncle Will had helped Baby Harry for the second time to ice cream and had given him a very small amount. "Now, what do you say?" he asked as he placed the plate before the little one. Harry hesitated for a moment as he noted how much had been given him, then, grasping the dish in both chubby hands, he pushed it gently back toward his uncle and said sweetly, "More!"—Youth's Companion.

Realistic.

"How did you break your slate, Jack?" asked his mamma. "I don't know," said Jack. "I drew a picture on it of a boy throwing a stone at a bird, and I guess maybe the stone hit the slate instead of the bird."—Philadelphia Times.

PLENTY OF POCKETS.

How the Seven Ordered by New York Tailors Should Be Distributed.

"Put your money in your pocket," is a suggestion women have only obeyed recently, and that since New York tailors, through profound and unselfish thought, have learned properly to distribute seven of these capable, necessary and wholly unobtrusive pouches at convenient points in the perfect tailor-made suit.

According to a leading maker, the requisite arrangement of seven pockets directs two for a skirt, four for a top-coat and one for the body of the suit, and though the gown may be built upon the richest silk or satin foundations no tailor who consults the safety of his patronesses' belongings makes his pockets of the same material, save one. That is a V-shaped affair and let into the right hand back seam of her skirt just within convenient reach of her right hand. That is meant to hold a handkerchief only, since nowhere else can the square of linen be deposited that it will not throw out of shape the perfect lines of a well made gown.

The second pocket of importance is located in the skirt's front and placed at the angle and depth of the right hand pocket in a man's trousers. The top of this buttons over or not, just as the customer prefers, and it is made throughout of stout twilled shew, with double seams. Its special mission is to hold a lizard skin wallet or a little purse of knitted gold or silver wire, bonuses of keys or one of those essential things women use nowadays, on which a knife, glove, book, pencil, bachelor pin cushion and memorandum book are strung.

Through the best of silk pockets the sharp points and weights of these little necessities would quickly bore a disastrous hole, whereas the cotton goods can easily stand the year's hard wear in all safety.

Pockets Nos. 3, 4, 5 and 6 are located in the top-coat—two, with or without flaps, in the outside front of the coat's skirts, and are lined with gray velveteen. Women who are careful to keep their coats in good shape rarely use these at all except for letters or occasionally to shelter cold finger tips. The gray velveteen will not rub off on the most delicate gloves, and it holds the paper safe, as satin or silk would not. Just inside the lining of the coat's skirt on the left side is inserted a narrow, shallow, velveteen lined change pocket, with an elastic flap. Below the flap and also on the left hand is a long, narrow, lined pocket, with a button and with ends and meant to hold long gloves. Then at the waist line, on the right side of the gown's tailor basque, is set a crescent shaped nook, lined with fine chambray and offered as a receptacle for a tiny watch—the sort of timekeeper shoppers wear hung about the neck by a thradlike gold chain.—Boston Herald.

Helping Hands.

Miss Mary A. Blodgett recently addressed the Woman's association of Danvers, Mass., on the work of the travelers' aid department of the Young Women's Christian association of Boston. Miss Blodgett, who has assisted at the wharf on the arrival of all the steamers of the Yarmouth, International, Cunard and Allan lines, and helps the unprotected girls coming to a strange city in finding friends and relatives. Many of them are without money, and much confused as to their destination. They are prevented from falling into the hands of designing persons, and many a life is thus saved from ruin.

Miss Virginia D. Young contributes a telling article to the Hampton S. C. Gazette in reply to an editorial which assumed that southern women do not want the ballot. She says that the roll of the South Carolina Equal Suffrage association contains signatures of "representative women from 25 different localities, Beaufort leading in numbers and Greenville rounding up every one of them social leaders, too, for I always mean it as a great compliment when I ask a woman to join the E. S. A., considering that to do so she must be intelligent, good and brave enough to have the courage of her convictions, and our list is something to be proud of."

Mrs. Livermore.

Mrs. Livermore authorizes us to say that the report of her intention to retire from the lecturing platform is a mistake. She has merely determined to make no more lecture engagements that will keep her away from home over night. Her many years of hard work have told upon her strength, and her physician insists upon this limitation of her labors at least for some time to come. Mrs. Livermore will continue to lecture in Boston and vicinity, and she expects to be even more active than before in the work of the Massachusetts Women's Suffrage association, of which she is president.—Woman's Journal.

Mary McGee Saelle.

Mrs. Mary McGee Saelle of Columbia, Miss., is recognized by the clergy as an evangelist of great ability. She has been holding meetings all winter in Mississippi and Louisiana and has just finished a series of ten meetings in the St. Charles Avenue Methodist church, New Orleans, at the invitation of its pastor, Rev. E. W. Osborne. Mrs. Saelle has been engaged in active evangelical work in behalf of the W. O. T. U. for the past two years. She is a woman of magnetic and charming personality and makes friends wherever she goes.

Clara Brett Martin.

Miss Clara Brett Martin, the leading woman lawyer in Canada, has been nominated for school trustee of Toronto. She is indorsed by the woman's club of that city. She has conducted a large real estate business the past five years. She is an enthusiastic suffragist and an officer of the Kings County league.

WOMAN'S WORLD.

THE CHAMPION BOY HUNTER.

He stalks Deer Like an Old Sportsman and Hits the Bullseye at Matches.

The 7-year-old Leslie Halley can reasonably claim the distinction of being the champion boy marksman of the Pacific coast. He handles the regulation repeating Winchester rifle like a veteran sportsman, and his record as long distance target shooting contains a large number of bullseyes made in competition. But target shooting is not his forte by any means, for he is well versed in the art of deer stalking, in which line he has a very enviable record. He fairly revels in the sport.

Although a city boy born and bred, he has spent every summer for several years past with his father up in the mountains near snow-capped Mount Shasta. There he has learned the habits of the numerous wild animals to be found in that region and knows how to hunt and trap them with the skill of an old border trapper.

With his rifle slung over his shoulder and accompanied by his dog Shep, a magnificent type of the Scotch collie, which has been named in his every exploit, he roams the hills from morning till night bringing down any game that crosses his path.

Last summer was his better season, however, and his record for deer and foxes now adorn his room as evidence of his prowess. To bag all three he fired only four shots, one of which missed its mark by a very small margin.

In the early part of September, while hunting with his father, a fine buck was sighted when about 150 yards away. The country was too open to allow them to creep up any nearer, so resting his gun on a fallen log, the little lad drew a fine lead on the unsuspecting deer and fired. The animal made three quick bounds and tumbled in a heap. The young hunter did not betray a trace of "back ache" over his splendid shot.

In the early part of the performance, the little child, with the same frail warranty of a successful champion, took his turn at the butts, and with a regularity that fairly astounded the large gathering of spectators, was the victor in every shot. But withal he is modest and retiring, preferring the backwoods with his gun and dog to the sports of the city herd children.—San Francisco Examiner.

The Ferris Wheel Game.

There is a new game, an echo of the great fair, and it rejoices in the name of "The Ferris Wheel."

It is a kind of "hopsotch," but much more complex and ingenious and rare in the present time. It is a game of the first magnitude, during the Columbian exposition. When it is discovered no astronomer can predict. Its discoverer was a Chicago spiral.

A great double spiral is drawn, lots are cast to decide who is to lead off, and then Master A. B., who has won the cast, hops into the diagram as far as the center, and then retraces his hops—steps would be inaccurate. After this the players follow in order. No one must touch the lines of the spiral, fail to keep one foot clear of the ground or step upon any initial belonging to his own party. This is no easy matter, particularly after the diagram has become an interlaced confusion of letters.

The players score one for each successful effort, the highest score naturally winning.

The rapid spread of the game, it is named in honor of the exhibit which probably impressed youthful visitors most deeply, and to which they could trace an intended resemblance in the curved lines of the diagram, its curious complexity, all make the new sport extremely interesting.—St. Louis Post-Dispatch.

What He Said.

Uncle Will had helped Baby Harry for the second time to ice cream and had given him a very small amount. "Now, what do you say?" he asked as he placed the plate before the little one. Harry hesitated for a moment as he noted how much had been given him, then, grasping the dish in both chubby hands, he pushed it gently back toward his uncle and said sweetly, "More!"—Youth's Companion.

Realistic.

"How did you break your slate, Jack?" asked his mamma. "I don't know," said Jack. "I drew a picture on it of a boy throwing a stone at a bird, and I guess maybe the stone hit the slate instead of the bird."—Philadelphia Times.

PLENTY OF POCKETS.

How the Seven Ordered by New York Tailors Should Be Distributed.

"Put your money in your pocket," is a suggestion women have only obeyed recently, and that since New York tailors, through profound and unselfish thought, have learned properly to distribute seven of these capable, necessary and wholly unobtrusive pouches at convenient points in the perfect tailor-made suit.

According to a leading maker, the requisite arrangement of seven pockets directs two for a skirt, four for a top-coat and one for the body of the suit, and though the gown may be built upon the richest silk or satin foundations no tailor who consults the safety of his patronesses' belongings makes his pockets of the same material, save one. That is a V-shaped affair and let into the right hand back seam of her skirt just within convenient reach of her right hand. That is meant to hold a handkerchief only, since nowhere else can the square of linen be deposited that it will not throw out of shape the perfect lines of a well made gown.

The second pocket of importance is located in the skirt's front and placed at the angle and depth of the right hand pocket in a man's trousers. The top of this buttons over or not, just as the customer prefers, and it is made throughout of stout twilled shew, with double seams. Its special mission is to hold a lizard skin wallet or a little purse of knitted gold or silver wire, bonuses of keys or one of those essential things women use nowadays, on which a knife, glove, book, pencil, bachelor pin cushion and memorandum book are strung.

Through the best of silk pockets the sharp points and weights of these little necessities would quickly bore a disastrous hole, whereas the cotton goods can easily stand the year's hard wear in all safety.

Pockets Nos. 3, 4, 5 and 6 are located in the top-coat—two, with or without flaps, in the outside front of the coat's skirts, and are lined with gray velveteen. Women who are careful to keep their coats in good shape rarely use these at all except for letters or occasionally to shelter cold finger tips. The gray velveteen will not rub off on the most delicate gloves, and it holds the paper safe, as satin or silk would not. Just inside the lining of the coat's skirt on the left side is inserted a narrow, shallow, velveteen lined change pocket, with an elastic flap. Below the flap and also on the left hand is a long, narrow, lined pocket, with a button and with ends and meant to hold long gloves. Then at the waist line, on the right side of the gown's tailor basque, is set a crescent shaped nook, lined with fine chambray and offered as a receptacle for a tiny watch—the sort of timekeeper shoppers wear hung about the neck by a thradlike gold chain.—Boston Herald.

Helping Hands.

Miss Mary A. Blodgett recently addressed the Woman's association of Danvers, Mass., on the work of the travelers' aid department of the Young Women's Christian association of Boston. Miss Blodgett, who has assisted at the wharf on the arrival of all the steamers of the Yarmouth, International, Cunard and Allan lines, and helps the unprotected girls coming to a strange city in finding friends and relatives. Many of them are without money, and much confused as to their destination. They are prevented from falling into the hands of designing persons, and many a life is thus saved from ruin.

Mrs. Livermore.

Mrs. Livermore authorizes us to say that the report of her intention to retire from the lecturing platform is a mistake. She has merely determined to make no more lecture engagements that will keep her away from home over night. Her many years of hard work have told upon her strength, and her physician insists upon this limitation of her labors at least for some time to come. Mrs. Livermore will continue to lecture in Boston and vicinity, and she expects to be even more active than before in the work of the Massachusetts Women's Suffrage association, of which she is president.—Woman's Journal.

Mary McGee Saelle.

Mrs. Mary McGee Saelle of Columbia, Miss., is recognized by the clergy as an evangelist of great ability. She has been holding meetings all winter in Mississippi and Louisiana and has just finished a series of ten meetings in the St. Charles Avenue Methodist church, New Orleans, at the invitation of its pastor, Rev. E. W. Osborne. Mrs. Saelle has been engaged in active evangelical work in behalf of the W. O. T. U. for the past two years. She is a woman of magnetic and charming personality and makes friends wherever she goes.

Clara Brett Martin.

Miss Clara Brett Martin, the leading woman lawyer in Canada, has been nominated for school trustee of Toronto. She is indorsed by the woman's club of that city. She has conducted a large real estate business the past five years. She is an enthusiastic suffragist and an officer of the Kings County league.

PENNSYLVANIA RAILROAD.

IN EFFECT NOV. 23, 1894.

EASTWARD.

Philadelphia and New York via Atlantic City. Philadelphia and New York via Washington, D. C. Philadelphia and New York via Harrisburg and Lancaster. Philadelphia and New York via Allentown and Easton. Philadelphia and New York via Pottsville and Schuylkill. Philadelphia and New York via Reading and Berks. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York. Philadelphia and New York via York and Lancaster. Philadelphia and New York via Gettysburg and Carlisle. Philadelphia and New York via Harrisburg and York. Philadelphia and New York via Allentown and York. Philadelphia and New York via Pottsville and York. Philadelphia and New York via Reading and York.