

The Hamonton Item.

R. Bradley.

DEVOTED TO THE INTERESTS OF HAMMONTON AND MAKING MONEY.

VOL. I. NO. 9.

HAMMONTON, N. J., SATURDAY, MARCH 2, 1872.

\$2.00 PER YEAR

The Hamonton and Tuckerton R. R.

Large meeting at Union Hall

Prospective success of the road

A large and enthusiastic meeting of the citizens of Hamonton was held at Union Hall last Tuesday afternoon to take measures for assisting in the construction of a railroad from Hamonton to Tuckerton. Much interest was manifested, and from the public spirit exhibited at this and other meetings lately held along the proposed route, it is reasonable to conclude that all the stock necessary will soon be subscribed.

On motion of Mr. G. W. Pressey, Judge E. T. McKean was called to the chair and Mr. Merrill Parkhurst chosen Secretary. Mr. Geo. F. Miller being absent, (on account of sickness,) the chairman called upon Capt. Fay to give the meeting the benefit of any information he might have to communicate.

Capt. Fay stated that he was present last week, at a special meeting of some gentlemen connected with the C. & A. R. R. Co., and the committee appointed below here, were also there. The general impression seemed to be that the road should connect with the C. & Atlantic at Hamonton. That meeting could take no further steps then, but deferred final action till the regular meeting of the Board of Directors of the C. & A. R. R. on the third Thursday of March. The C. & Atlantic, as Capt. Fay understood, had promised to guarantee the payment of seven per cent. interest on the cost of the road from Tuckerton to some point on the C. & Atlantic, the cost of said road not to exceed \$15,000 per mile. The citizens of Egg Harbor had been expecting to have the road run from Tuckerton to Egg Harbor. That route would be shorter than the route to Hamonton, by about five miles; but if the road was run to Egg Harbor, a long bridge, some 1400 feet in length, would have to be built, which would be expensive, and probably make that route cost as much as the route to Hamonton. Capt. Fay said that he thought, from what conversation he had had with two of the Directors of the C. & A. R. R., that if enough stock was subscribed to build the road to Hamonton, and the same amount subscribed at Egg Harbor, the Directors would prefer the Hamonton route. It was thought that a heavy expense would attend the construction of the road via Egg Harbor, as the bridge would be very costly. Besides, the C. & A. Directors were not certain of getting as much business from Egg Harbor as from Hamonton.

It was also thought that the proposed road would not cost as much as \$15,000 per mile. Capt. Fay further remarked that a meeting would be held at Egg Harbor, and perhaps sufficient stock would be subscribed there. But if the citizens of Hamonton subscribed the necessary amount he thought the road would come here.

The chairman stated that he understood the people of Tuckerton had gone so far as to say that they would grade and tie the road up to the town line of Hamonton.

Mr. Geo. W. Pressey said he did not feel able to give all the information that should be given. He was not one of the committee, and had depended on Mr. Miller and Mr. Fay to shed the necessary amount of light on the subject. Mr. Miller was sick, but he (Mr. Pressey) was willing to give what information he could. The people of Tuckerton and of the village along the line from Tuckerton to Hamonton, after becoming acquainted with each other, largely through the means of his friend Mr. Scullen, had thought it better to build to Hamonton than to Egg Harbor. After talking the matter over, they sent word to the citizens of Hamonton by Mr. Scullen, that they would be glad to have the committee meet there at Tuckerton. A meeting was held here, and Mr. Miller, Mr. Byrnes and Mr. Scullen were appointed a committee. He (Mr. Pressey) was also chosen as a sort of supernumerary. Mr. Byrnes was sick, but Mr. Miller and Mr. Pressey went to Tuckerton and found delegations there

from all points along the line. Those delegations seemed to be all in earnest, and gave to the importance of the road. Mr. Bartlett, the head man in the movement, seemed very much encouraged, and after having had several conversations with the Camden & Atlantic men, believed that that road would guarantee seven per cent. interest. Then they made as correct a calculation as they could, having a map of the line; and each representative of a town or village along the route told what his locality would do. This took up all the road to the Hamonton town line. Therefore the Hamonton committee concluded that if Hamonton could raise money to build to the Hamonton town line, the people below would all do their part of the work.

Now, continued Mr. Pressey, the question hangs simply on these two points; first, if the C. & A. R. R. will guarantee seven per cent. interest, as it is expected they will; and second, if Hamonton will subscribe about \$10,000. From Columbia and Hamonton about \$20,000 was expected. The Columbia and Pleasant Mills people were ready with their subscription of about \$11,500, which would leave \$8,500 to be raised in Hamonton. The subscription of stock was asked only on the condition that the C. & A. R. R. would guarantee seven per cent. interest on the stock. This stock was in shares of fifty dollars each, of which amount five per cent. was to be paid when the company organized, and five dollars each month thereafter till the entire \$50 had been paid. The company could organize when \$60,000 had been subscribed. In the village below us on the line, said Mr. P., they are taking up their subscription with the idea of raising as soon as possible the \$60,000 necessary to organize. The whole cost of the road is not to exceed \$15,000 per mile, and the C. & A. R. R. are expected to furnish the iron and the rolling stock. That will be about \$10,000 a mile, and it is expected that those along the line will raise enough to grade and tie the road, about \$5,000 per mile.

In answer to a question, it was stated that the Camden & Atlantic R. R. would pay seven per cent. interest on the \$5,000 to grade and tie the road, and that the C. & A. would then iron and run it.

Mr. T. Wetherbee said he had had a conversation with Mr. Miller, who told him that all the Hamonton people had to do was to raise enough to grade and tie the road to the Hamonton line, and that certain parties in Columbia were ready to do their part, and that pretty extensively.

Mr. G. W. Pressey said that Mr. Augustus Richards had offered to subscribe \$10,000, and other parties \$1,500. That left about \$8,500 for Hamonton.

Mr. Scullen said he had attended several meetings, and nothing had been said about the citizens of Hamonton going beyond their town line, or about four miles.

Mr. Pressey said that about \$120,000 would have to be raised to grade and tie the entire route.

Mr. Henry Pressey moved that a committee of five be appointed to canvass the town for subscription of stock. The motion was amended so as to add three to the original committee. The following named gentlemen were then unanimously chosen as said committee: Geo. Miller, Capt. Fay, G. W. Pressey, G. F. Saxton and Geo. Elvins.

Mr. G. W. Pressey said that if the C. & A. R. R. did not guarantee seven per cent. on the shares of fifty dollars raised to grade and tie the road, then the subscription would not be called for, as no one would be bound by the subscription unless this guarantee should be made.

The Chairman asked if any one present could tell the cost of the road.

Mr. G. W. Pressey remarked that the exact cost was of course uncertain, but Mr. Bartlett, a contractor on the railroad from Tuckerton to Barnegat station, had said that about half of that road cost \$3,000 a mile to grade, and the rest \$5,000 or a little over. Therefore an approximate estimate of \$5,000 a mile had been made.

Several gentlemen in the meeting expressed the opinion that it would cost less than \$5,000 a mile to grade and tie the road.

In response to a question, Mr. Geo. Pressey said it was probable that the C. & A. R. R. Co. would not pay the interest on the stock subscribed until that company had control of the road. It was expected by the Tuckerton people that the road would be in running order in six months, as they were very enthusiastic there about the project.

The Secretary remarked that a great many would subscribe stock if they could be allowed to pay it in labor.

Mr. Fay said that, as he understood, those who wished to work out their subscription at regular wages could do so.

Mr. Paeker said that a gentleman who owned some property in Hamonton had told him that it would be most convenient for the transportation of fertilizers if the road ran between Middle road and Oak road. That gentleman would probably subscribe \$1000.

Mr. Elvins—I propose that the road go that way. (Laughter)

The Chairman suggested the appointment of a committee to hunt that gentleman up and nineteen more like him. (Laughter)

In reply to some questions as to the line of the road, Mr. Geo. Pressey said that Tuckerton was a little south of east from Hamonton. He thought the road might run along by the grass meadow, then by Mr. Myers' and Mr. Biddle's, then back of Mr. Passmore's buildings, then across the road near Mr. Henry Pressey's, and then on to the Camden & Atlantic road about twenty rods below the station.

Another proposed route was to follow up very near the Pleasant Mills road, then cross the road at Old Hamonton and come along by the lake and intersect the C. & A. R. R. at the same place as in the other route. There were two parties, the Pleasant Mills people wanted the road to come near them, while Mr. Richards wanted it to curve towards him. Probably the one who had the most money might have the most influence.

Mr. Saxton remarked that, as one of the committee, he would suggest that every man in town think this matter over, and decide what he would do. If the people here wanted a railroad this was their best chance.

Mr. Wetherbee said the exact route could not be determined until the engineers made their report.

Mr. Saxton said that after the survey it was probable that a line would be selected as nearly straight as possible, other things being equal.

Mr. Geo. Pressey here remarked that he had some friends interested in this movement, and he was prepared to say that they would subscribe \$5,000 on the conditions named. (Applause.)

The meeting then adjourned.

Letters from the People.

EGG HARBOR CITY, MULICA DOWNSHIP, STATE OF NEW JERSEY, UNITED STATES OF NORTH AMERICA.
February die neeg, nine, 18 hundret und 72.

Mister Noozbaper man—I guess you don't know me pretty well, aber I likes to make a little spokes mit you 'bout dem feller vot leafs in Mullica downship. Now vot you dink von dem feller? Ain't dey got a most gray beoples dare vot you ever see? Dey fights und kwarrel 'bout nuttings so much as never vos, und dey send it me leetle pooks und bapers, und Noozbapers so much vot I can read any more, so I can no who is de piggest piaggard, I leafs in dat downship doo, aber I guess I goes vos agin, und sometimes I dinks udderwise und sometimes I don't. Ve got a Noozbaper in dis blaco doo, vere I leafs, but I dont got no blaggard dings to say ven I ritin so I guess dey vouldnt have nuttings to do mit it; und ven I ax you somedings, I peloves you dolls me de trute, but dem demokrats don't like to do sugh a dings. Mayps you dinks ve got goot many kinds of beoples in dat downship, don't it? Ve got a Silly und a goot many nobly, und some who pe Wright und I dinks mayps some who pees rong vedder dey pees wright or not—und ve got some vot pees Rich, und some ander vuna vot is very poor if dey didn't do so much pinnases mit udder beoples money.

Ve got some vot ritin mit de noozbapers too, dore is a "B" und a "Mullica," und a "Reformer" (vot is dat?) und a feller vot "peegins to see" somedings, dis is de feller vot has to go to May's Landing to ritin, vere he gets plenty ink und baper to ritin mit, without costen anydings. He sees papper ven he shut ds beoples eyes up. Maype he is de feller vot dont move vos von dot downship ven he likes to, cause it, bleases de beoples doo much. Ish kou mit ritin

many dings dis time. I likes better to see you, den I dolls you all 'bout it. I yost now dolls you bout a many kind of nuttings vot ve got, und I dolls you more 'bout em next time' und I like you come und see me on mine house, as I ritin—not so goot english as I speak, aber ven I no see you den I ritin agin.

Yours—Mat pout dem gray beeples.

SCHWEITZER.

Mr. Editor—In your issue of Feb'y 17th, you inquire when the May's Landing Railroad will be finished, etc. Why could not "Let us have Peace" call for and publish a statement in the "Family Journal"—that ably edited sheet of refined and select literature, which is the especial champion of the "Reformers" and the wonder and admiration of the intellectual world of Atlantic county—from the "Able Engineer," "Slippery Dick" or the "People's Attorney," as to the exact time when it is to be finished or whether it will be delayed to aid or secure the success (over the left) of the Republican party, this, as it did last year, I pray of you, "Let us have Peace" to take away that "Woodlay Field" ball from the "Reformers" and sound that "O Ring! Ding, Dong, Bell!" "Ding, Ding, Ding!" and "Dong, Dong, Dong!" in the ears of the above illustrious and mutual trio and arouse them from their stupor and lethargy! Sir these wonderful individuals—"Let us have Peace"! You "run them" and Atlantic county needs their services for a while longer, and further, Dr. Burdolph has no vacant rooms for the present in his meeting and hand some residence on the Delaware, and Dr. Kirkbride swears he will not leave them. "Is said, the Doctor is an accurate judge of human nature. Mr. Editor, I have never before occupied any valuable space in your columns, but you say you are always glad to hear from the people.

DEMOCRAT.

Elwood, Feb. 23d 1872.

Legislative News.
Mr. Cavitator, last week, introduced a bill to authorize sale of lands in Galloway and Mullica townships. This bill makes the lands of non-resident owners in Mullica and Galloway, in Atlantic county, liable to lien and sale.
Mr. Moore, last week, introduced bills to authorize Freeholders of Atlantic county to build a bridge over Oyster Creek, where the new road from Leeds' Point to Great Bay crosses the same; and an act repealing the act of 1869 to increase the revenue of the State.
(We have an article prepared ventilating this act, but are unable to make room for it this week.)
The supplement to the pilotage act, which we have mentioned frequently, was lost—4 to 13. (We comment upon this outrage in an editorial column.)
The act for the preservation of deer was also lost.
The bill for the relief of D. Sherry was passed.

JOINT MEETING.

was held on Tuesday, and the following appointments made for this county:
Judge—John Godfrey.
Commissioners—Atlantic City, Joseph Note; Bonna Vista, Philip E. Mull; Ambrose Pancost; Egg Harbor, Charles Krauss; Hamilton, Daniel E. Izzard, John C. Abbott; Hamonton, A. J. King, Edward North; Mullica, Benjamin B. Doughty, Charles B. Thompson; Weymouth, Samuel P. Baker, John Wallace.
On Monday evening, Mr. Moore introduced supplement to act to incorporate the Cumberland and Atlantic Railroad company, authorizing the extension of the road from May's Landing to Absecon Beach.
The following acts of interest to this section have been introduced: An act relative to the purchase of Mitchell's New General Atlas, provides that the State Superintendent of Public Schools be directed to purchase Mitchell's New General Atlas, for each common School, at a cost not to exceed \$6.50.
An act to prevent the sale of intoxicating liquors provides that if a majority of the legal voters vote against granting license to inns and taverns, then no person shall sell any intoxicating liquors, or any composition of which such liquors shall form the chief ingredient. The township committee shall appoint an agent, without whose consent no liquor shall be sold either for scientific, mechanical, artistic or medicinal purpose.
The bill to incorporate the Absecon and Somers Point Railroad Company, names Israel S. Adams, Job B. Somers, James S. Smith, Joseph E. P. Abbott, John Price, Pardon Ryon, David Lee, Simon Lake, and Jesse Adams, as incorporators, to construct a railroad from some point at or near Absecon, to some point at or near Somers Point, with a capital stock of \$100,000.

Railroads.

Camden & Atlantic R. R.

ON AND AFTER
Monday, Oct. 2, 1871.
DOWN TRAINS.

LEAVE	Flight	Stall	Accom	Accom
A.M.	A.M.	P.M.	P.M.	P.M.
Vine St. Wharf	7:00	8:00	3:45	6:00
Cooper's Point	7:15	8:15	4:00	6:15
Kaighn's Siding	8:04	8:34	4:10	6:43
Ladonfield	8:21	8:42	4:27	6:53
Absecon	8:48	8:48	4:32	7:01
White Horse	9:23	9:02	4:40	7:17
Berlin	9:41	9:09	4:53	7:26
Ato	10:04	9:26	5:03	7:36
Waterford	10:24	9:26	5:08	7:41
Anora	10:42	9:32	5:15	7:48
Winslow	11:02	9:42	5:25	7:58
Hamonton	11:15	9:48	5:30	
Da Costa	11:35	10:09	5:42	
Egg Harbor	12:11	10:11	5:53	
Pomona	12:42	10:26	6:08	
Absecon	1:13	10:41	6:21	
Atlantic arrive	1:48	11:00	6:40	

UP TRAINS.

LEAVE	Accom	Accom	Flight	M
A.M.	A.M.	NOON	P.M.	P.M.
Atlantic	6:15	11:40	3:20	
Absecon	6:35	12:15	3:38	
Pomona	6:42	12:42	3:51	
Egg Harbor	7:02	1:15	4:06	
Elwood	7:13	1:40	4:17	
Da Costa	7:23	2:06	4:30	
Hamonton	6:00	7:20	2:21	4:38
Winslow	6:10	7:37	2:41	4:48
Anora	6:17	7:44	2:54	4:53
Waterford	6:23	7:49	3:04	5:03
Ato	6:32	7:58	3:20	5:13
Berlin	6:40	8:05	3:45	5:20
White Horse	6:58	8:16	4:12	5:38
Absecon	7:04	8:21	4:27	5:53
Ladonfield	7:16	8:34	4:48	5:47
Kaighn's Siding				
Cooper's Point	7:42	8:52	5:25	6:05
Vine St.	7:57	9:07	5:40	6:28

Haddonfield Accommodation—Leaves Vine St. Wharf 9:03 a.m., 2:00, 4:00 and 11:15 p.m., and Haddonfield 6:00 and 11:00 a.m., and 8:00 and 10:00 p.m.

Vineland Railway.

WINTER ARRANGEMENT.

The Vineland Railway is now open for Passengers and Freight business between Aston and Greenwich. Freight will be received and delivered at Aston, Winslow Junction, Landisville, Main Avenue, Vineland, Bridgeton, Greenwih.

On and after MONDAY, Jan. 22, 1872, trains will run as follows:

For NEW YORK, and Intermediate Points
Leave Greenwih 6:00 a.m., Bridgeton 6:20 a.m., Vineland 7:00 a.m., Main Avenue 7:04 a.m., Landisville 7:10 a.m., Cedar Lake 7:20 a.m., Winslow Junction 7:35, North Hamonton 7:40.

For PHILAD'A, and Intermediate points.
Leave Greenwih 6:30 a.m., 2:40 noon; Bridgeton 6:20 a.m., 3:10 p.m.; Vineland 7:00 a.m., 3:50 p.m.; Main Avenue 7:04 a.m., 3:55 p.m.; Landisville 7:10 a.m., 4:05 p.m.; Cedar Lake 7:20 a.m., 4:20 p.m.; Winslow Junction 7:35 a.m., 4:45 p.m.; Leave NEW YORK, pier 28 N. R., foot of Murray street.

9:00 a.m. arriving at Aston 7:15 p.m. North Hamonton 7:35 p.m., Winslow Junction 7:40 p.m., Cedar Lake 8:05 p.m., Landisville 8:15 p.m., Main Avenue 8:20 p.m., Vineland 8:25 p.m., Bridgeton 8:20 p.m., Greenwih 9:15 p.m.

Leave PHILAD'A, Vine St. Ferry.
8:00 a.m. arriving at Cedar Lake 9:55 p.m., Landisville 10:08 a.m., Main Avenue 10:15 p.m., Vineland 10:20 p.m., Bridgeton 11:00 a.m., Greenwih 11:30 a.m.
3:45 p.m. a riving at Rogers (Hamonton), 7:35 p.m., Aston 5:40 p.m.

6:00 p.m. arriving at Cedar Lake 8:05 p.m., Landisville 8:15 p.m., Main Avenue 8:20 p.m., Vineland 8:25 p.m., Bridgeton 9:00 p.m., Greenwih 9:15 p.m.

Freight received all day in New York and Philadelphia, and delivered next day at all points on the road.
Passengers for Hamonton can reach the south part of the town by changing cars at Winslow Junction, then on G. & A. R. 3 miles
J. W. MILLS Supt.
J. EMIL RALPH, Gen. Freight and Ticket Agt.

New Jersey Southern R. R.

NEW ROUTE BETWEEN NEW YORK & PHILADELPHIA

and the only direct route between New York and Long Branch, Red Bank, Farmingdale, Bricksburg, Manchester, Tom's River, Barnegat, Tuckerton, Atlantic City, Vineland, Bridgeton, Millsville, Cape May, and all Eastern and Southern New Jersey.
Winter Arrangement, Adopted Jan. 23, 1872

SOUTHWARD.

Leave New York	Pass	Pass	Pass	Et.
Pier 28 N R ft Murray	A.M.	A.M.	A.M.	P.M.
Leave New York	9:00	4:00		6:50
Leave Long Branch	10:57	6:10	7:15	7:14
" Eatontown June	11:17	6:30	7:30	8:18
" Farmingdale	11:42	6:45	8:02	9:05
" Bricksburg	12:01	7:05		9:55
" Manchester	12:25	7:27		10:45
" Millsville	12:40	7:40	6:00	11:05
" Pemberton June	1:55			6:53
" Mount Holy	1:52			7:10
arrive Philadelphia	3:05			8:20

NORTHWARD.

Leave Philadelphia	Pass	Pass	Pass	Et.
From Market at Ferry	A.M.	A.M.	A.M.	P.M.
Leave Mount Holy	11:00			6:14
" " " "	11:20			6:35
" " " "	6:00	12:42		7:52
" " " "	6:15	1:03		8:00
" " " "	6:35			8:22
" " " "	6:57			8:42
" " " "	7:23	2:12		7:54
" " " "	7:44	2:35		8:10
" " " "	8:05			8:26

HAMMONTON,

Atlantic County, New Jersey.

The Education of the Deaf and Dumb.

In ancient times the Hindu pundits decreed that any one born deaf, or any one dumb from whatever cause, should be incapable of succeeding to property; though the same law is now in force...

Professor Tyndall and the Boys.

Professor Tyndall—the first of all living men for making the truth of science familiar to the masses...

Curious Mistakes in Identity.

From the volumes of law reports, and from the records of detective offices...

Wilson's Case.

Wilson's case was found in the turbid waters of a brook that had a name...

Beauties of Bible Language.

If we need higher illustration, not only of the power of natural objects...

POETRY.

When once I questioned of my spirit thus...

A Serious Mistake for a Married Man.

A little incident occurred in front of the International Hotel...

An Indian Chief on the Ground.

Walk-Under-the-Ground came to the country club, and, catching an officer...

THE STORY-TELLER.

DAN PLUE'S STORY.

It was not often that a gentleman of culture and a lawyer of successful practice...

THE STORY-TELLER.

DAN PLUE'S STORY.

It was not often that a gentleman of culture and a lawyer of successful practice...

A Fire in the Rear.

An Indianapolis paper publishes the following queer story:

A fire on Tuesday a ruralist from Anderson, Ind., was visiting the city on business...

A Gambler's Trick.

A gambler in his confession says:—I once knew a fellow who would do anything...

Vaccination.

There are three methods of inserting the vaccine lymph in the human body...

Heistitudes of a Russian Nobleman.

Omnium, Nohzauka, is a favored locality in the province of Moscow...

A Good Joke.

It is related of Frederic the Great, of Prussia, that in going through the ruins...

The Communication of Disease.

A further contribution to our knowledge of this subject has recently been made...

On Thursday a fine Newfoundland dog...

On Thursday a fine Newfoundland dog walked into the school-house on Poplar street, Boston...

Optical-microscope Explorations.

An instrument for examining a section of the eye for the purpose of ascertaining...

A Pioneer Westward Tally.

The sort of woman developed in the West is typified in the Au Sable lady...

Forty-four thousand three hundred...

Forty-four thousand three hundred and thirty-nine cents from now the sum will have increased...

THE INEBRIATE BEAR.

First-rate. And now here goes. I think when you see 'Inebriate Bear'...

A SCIENTIFIC FACT—WITH A MORAL.

First-rate. And now here goes. I think when you see 'Inebriate Bear'...

THE INEBRIATE BEAR.

First-rate. And now here goes. I think when you see 'Inebriate Bear'...

A SCIENTIFIC FACT—WITH A MORAL.

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A SCIENTIFIC FACT—WITH A MORAL.

First-rate. And now here goes. I think when you see 'Inebriate Bear'...

Continuation of 'THE STORY-TELLER' and 'DAN PLUE'S STORY'.

THE INEBRIATE BEAR.

First-rate. And now here goes. I think when you see 'Inebriate Bear'...

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A SCIENTIFIC FACT—WITH A MORAL.

First-rate. And now here goes. I think when you see 'Inebriate Bear'...

Continuation of 'THE INEBRIATE BEAR' and 'A SCIENTIFIC FACT—WITH A MORAL'.

Our Book Table.

The Match amount of SCRIBNER'S is bright with picture, story, and poem. George Alfred Townsend gives us, in the leading article a glimpse into that picturesque and romantic but hitherto little known region, the "Chesapeake Peninsula," many of the accompanying illustrations being particularly bright and attractive.

Collector's Sale for Taxes!

Notice is hereby given, that by virtue of a warrant issued by John Leidy, Justice of the Peace, to make the taxes laid on improved, unimproved and unenclosed land, and on lands tenanted by persons not the lawful proprietors who are unable to pay their taxes in the

TOWNSHIP OF BEUNA VISTA, in the County of Atlantic, the subscriber, collector of the Township of Beuna Vista, will on

Friday, March 8th, 1872,

at the hotel of William Veal, at Beuna Vista, between the hours of 12 M., and 5 P. M., sell the lumber, wood, herbage, timber and other vendible property found on the premises taxed to the following named persons, to make the taxes and cost annexed to their respective names.

List of delinquent tax payers in Beuna Vista Township, as follows:

Table listing names and amounts of delinquent tax payers in Beuna Vista Township for 1872.

Table listing names and amounts of various individuals, likely related to the tax collection or a similar public notice.

Unquestionably the best sustained work of the kind in the world.

Harper's Magazine.

Notices of the Press. There are few intelligent American families in which HARPER'S MAGAZINE would not be an appreciated and highly welcome guest.

SUBSCRIPTION-1872.

Harper's Magazine, one year, \$4 00. An extra copy of either the MAGAZINE, WEEKLY or BAZAR will be supplied gratis for every club of FIVE subscribers at \$4 00 each, in one remittance; or SIX copies for \$20 00, without extra copy.

P. S. TILTON'S CASH STORE! COR. BELLEVUE & EGG HARBOR AVENUES, HAMMONTON, N. J. A LARGE AND COMPLETE ASSORTMENT OF DRY GOODS, READY MADE CLOTHING, HATS, CAPS, BOOTS AND SHOES, of the latest styles, always on hand.

The Grocery Department receives special attention, and is at all times well stocked with every article for family use. FLOUR AND FEED. All the different varieties and grades by the pound, hundredweight or barrel.

STRAWBRIDGE & CLOTHIER, North-West Cor. Eighth and Market, PHILADELPHIA. DRY GOODS, CONSISTING IN PART OF Silks, Ladies' Cloakings, Dress Goods, Black Astrachans, Black Alpaca, Black Beavers, Linen Goods, White Fur Beavers, Blankets, Plain White Beavers, Muslins, Blue Cloths, Flannels, White Corduroys, Shawls, Velveteens, Water-Proof Cloakings.

AYER'S Cherry Pectoral. For Diseases of the Throat and Lungs, such as Coughs, Colds, Whooping Cough, Bronchitis, Asthma, and Consumption. Probably never before in the whole history of medicine, has anything won so widely and so deeply upon the confidence of mankind.

Dissolution of Co-Partnership. The partnership, heretofore existing between the undersigned, under the firm of CURRIE & UNDERWOOD, has been dissolved by mutual consent.

ALEXANDER SMYTH, TAILOR. Wishes to acquaint the citizens of Hammonton, that he has a room, situated over Wm. Packer's Balcon, where he is ready to receive and execute all orders of those who may favor him with their work in his line of business in all its branches, viz: cutting, making, altering, repairing and cleaning.

WOOD'S HOUSEHOLD MAGAZINE FOR MARCH has taken a "New Departure," with Gail Hamilton as its editor-in-chief. In her salutatory she unblushingly avows that "the original and governing motive of this Magazine is to make money."

NATIONAL BUSINESS INDEX.—The above is the title of a new monthly paper devoted to business interests of a national or general character. For the edification and benefit of intelligent people of all classes, it undertakes to view and review passing events from a business standpoint.

COLTON'S SELECT FLAVORS. One of the choicest fruits and spices. One third of the quantity is more than equal to the quantity of any other fruit and is the true and delicious Flavors of the Fruit.

THE CONGRESS ARCTIC. The BEST winter OVERSHOE! NO BUCKLES to break! NO TROUBLE to put on! Neat, Comfort, Stylish!