

The Hammononton Item.

Devoted to the Interests of Hammononton.

VOL V.--NO. 9.

HAMMONTON, N. J., SATURDAY, MARCH 11, 1876.

\$2.00 PER YEAR.

New York Correspondence.

New York, March 6, 1876.

THE BELKNAP DISGRACE.

The Belknap scandal created a profound sensation, for the prosecuting witness is a prominent man here, and Mrs. Belknap is as well known in society here as she is in Washington. This is a clear case of feminine extravagance. The present Mrs. Belknap was the sister of the Secretary's first wife. She was a Tomlinson, of Harrodsburg, Ky., and was a high flyer of the highest flying kind. She was wont to come to New York, and make the most extravagant purchases, for her principal ambition was to outshine every woman in Washington, native or foreign. And she did it. Her dresses were the most gorgeous, her equipages were the most costly, and she was surrounded with servants of the most expensive nature. It was given out in Washington that she did not depend upon the Secretary's salary—he had no means beyond that—but that she had inherited wealth, the income of which was sufficient to justify all this extravagance. At her home the story was that the Secretary had made some lucky speculations before he went into the Cabinet, which accounted for it all where the inheritance story would not go down. All this time they were rolling, trading, and spending the proceeds in this foolish way. There can be no doubt that the woman had the man completely under her thumb—that so infatuated was he with her that he would have stolen ten times the amount, had she desired it. The man was doubtless honest, originally, but oh, how weak! The merchants of New York suffer severely by this exposure. It is rumored that Mrs. Belknap owes vast sums of money to the fashionable dry goods men and jewelers here, which, as the Belknaps have spent all of their stealings, they will lose.

THE EPIDEMIC OF THE SEASON.

Malaria and ignorance of ventilation will soon make New York an unfit place for white people to live in. If fever and ague, diphtheria, scarlet fever and small pox hold their own a very few years longer as they are doing now, the city will soon be as untenable as Staten Island, where rich people are deserting their villas, because the place is so deadly with its agues. This month the fashionable epidemic is a malignant influenza, which visits human-kind as it did here two years ago. The doctors call it by no fancy name, but only "plain cold," and the Madison Avenue prescription for its treatment is, neither belladonna, nor "internal exhibition of" acetate, or any other high sounding drug, but equally plain catnip tea, made doubly strong, which is administered not more for the sake of breaking up the cold, but a good sweat, as for its valuable and recently discovered properties is quieting the nerves. Fancy a bowl of Lady Washington china breathing the soothing incense of catnip tea, administered to an interesting invalid wrapped in an azure blanket, soft as velvet, and you have the elegance of influenza. But for real virtues, I prefer the old style, a cracked blue bowl, steeped in generations of teas, with a quart of deep brown liquid smoking hot, to be taken in three gulps. Ugh! the stoutest cold fled alighted at the thought of a second dose. But talk of plain colds—the new variety successfully combines the horrors of neuralgia, rheumatism, lumbago, catarrh, fever and ague, and getting drunk, and one crawls out of an attack feeling like a Cabinet officer just investigated.

POLITICAL.

The local politicians of New York are making a stir for Conkling's nomination for the Presidency, but it does not make much headway. There are many excellent men in the city who would be glad to see Conkling in the Presidential chair, and there are a great many who would not. But there are a thousand or more political bummers, who would support anybody whose floods will "put up," and this class are unfortunately for Conkling, he being the first New Yorker mentioned for the place. They are organizing "Corkling clubs" all over the city, and are making a great deal of noise, but I am happy to say that they all have a hungry look. They are not getting the rations they expected, nor will they. Senator Conkling is a gentleman, and a pure man. Pa, of course, would like to be President—I wouldn't mind it myself—but he never did a dirty thing, and he never will. He will never pay bummers, he will never support a body of mercenary, nor will he use undue influence. The bummers who are shouting Conkling at this time are doing it at their own expense, and they are getting sick. The supplies don't come, and there fellows never do anything at their own charges—that is for any length of time. Consequently their zeal will very soon cool. The fact is New York is not very anxious to have a candidate. There are two or three different factions in the city, and they are mutually afraid of each other. They would all rather have a new man than have any one who has ever mixed in city or State politics. The Democracy are hardly any better off. Tilden cannot get the undivided support of the party in the city, and for that matter he cannot get it far as New York is concerned. It will not make much of a show of indications in either con-

tion. The liberals, what is left of them, are waiting for the highest bidder, but there are so few of them that no one considers them worth a bid.

THE BUSINESS OF THE WEEK.

The list of failures this week foots up nearly one hundred, and they embrace almost all varieties of business. The smashed parties generally offer 25 cents on the dollar, that being the regular figure. So common have failures become, that they excite no more surprise. The oldest, strongest houses in the city are going, and no one knows to day who is going to morrow. Rents are still sinking, and the nearer the first of May approaches, the more the landlords tremble. Their expensive stores on Broadway are being vacated, and applications for them are rare as hen's teeth. I know of one store that four years ago was in demand at \$18,000 per year that is now being occupied at \$6,000, and the tenants are giving it up, for they can get a better one at \$4,000. The truth is business men can hardly afford to pay any rent, for there is no profit whatever in business. The shrinkage in value is going on steadily, and no one can see the end. Relief must come from some source, or bankruptcy will be the rule, and solvency the exception. New York is very sick.

THE HIPPOCRITE MEETINGS.

are still wonderfully filled, and it is as unfashionable not to go and hear Mr. Snuckey sing as not to hear Titicus or Von Bulow, or any other light of the musical or dramatic world. The Hippocrite is still packed at mid-day and evening, and the religious movement is treated with the greatest respect by the papers. But a visit to the meetings convinces a candid person that the reason of the great audiences thus drawn together is not Mr. Snuckey's earnestness, or Mr. Snuckey's singing, of which he has grown as chaff of late as a fat-tongue in opera, but the number who take a serious interest in religion. There are thousands of genuinely good people in the city, who believe that religion outweighs all other interests, and are drawn to these meetings, hoping for good. The popularity of Moody and Sankey in Great Britain is easily understood; it was their Americanism attracted the crowd, just as anything distinctively American attracts English attention, like the Jubilee Singers, Artemus Ward and Mark Twain, and Bretz Hart's stories, whose popularity abroad outruns that which they have at home. One can imagine what a contrast Mr. Moody's curt, utterly unconventional manner, his homely illustrations, must have been to the formal English way of doing things, and it is no wonder he took the rather heavy Britons by storm. Here he can never make the same impression on cultivated people that he did upon abroad. The big clergy of New York sit upon the preacher's pen at the meetings, and laugh over Moody's apt hits, in the way of illustration, as they would at excellent jokes, and the evangelist runs on about salvation, very much in the way a Chicago business man talks insurance, or railroads with the same earnestness, but not a whit more feeling or reverence. His whole manner is that of a finished auctioneer, who is ready to knock down salvation to the highest bidder without reserve.

THE LABOR MARKET.

Carefully compiled tables show that almost one half of the skilled labor of the city is idle, and that wages for those in employment have been cut down nearly one half. The bricklayers, who two years ago were getting \$1.50 a day, are glad to work now for \$1.50, while laborers who were firm in their demand for \$3.00 are glad to get work at any price. There is but very little repairing, and in regular manufacturing there is absolute stagnation. It is a curious thing that piano making is the only trade which keeps its hands all employed, and at old wages. Pianos are luxurious, and it would seem that this trade would be the first to fall off, but it is not so. That trade is like a brick as over. The charities are of course crowded with the hungry and naked, and the societies for supplying firing are taxed away beyond their capacity. If there ever was a time when spring was anxiously looked for, it is now. It is a blessing that the winter has been so mild. But the look out for the next summer is dreary enough. A visit to the principal architects showed that scarcely any building was contemplated for the ensuing season, and what the laborers are to do during the summer is a query. They can live on less than in the winter, but they have something, and that something is very remote.

HOW THE RICH AMUSE THEMSELVES.

While the poor are starving the rich are amusing themselves, as they always will. The last form of fashionable amusement is horse-back parties. Companies assemble at comfortable riding schools, ladies and gentlemen, and train their horses to go through the figures of dances, precisely as though they were in a ball room. Think of the Virginia reel on horse back! Yet they do it, and they "tag," just as they used to do when they were children, and their fathers were butchers, and bakers and shoemakers. This latter game they play with their horses at full gallop, and so expert have the riders become, that very few accidents are reported. Is that skating?

is upon us, and the fashionable Christians have to change their base. They cannot show their fine feathers at the theatres, operas or parties but they make it up at the churches. How devoutly they crowd the churches every morning, when they have new clothes, and how sweetly pious they look when they glance around, and see that they out dress all their neighbors, and then the meetings for charity, which are eminently proper. How they complacently go in a sweet, simple costume that cost \$1000 in Paris, and give \$10 to relieve the suffering poor at their doors! If there is anything utterly absurd, it is the observance of Lent by a fashionable New York Christian lady. They make the season of mortification the time for the wildest possible extravagance. They exchange the paid singers of the opera for the paid singers of the fashionable churches, and take revenge for the inferiority by piling more agony on their dress. Curious world this. And yet these people all expect to get to heaven by and by.

Yours,

FIERRO.

Vessel Owners' and Captains' Association.

The Eighth annual meeting of the Vessel Owners and Captains' Association was held on the 1st inst., at the office No. 205 1/2 Walnut st., Mr. John W. Everman, President, in the chair, and Mr. Charles H. Steelman acting as Secretary.

The committee presented the eighth annual report of the Board of Directors of the Association, of which the following is an abstract: Since our organization there have been enrolled on our books 370 vessels, aggregating a registered tonnage of upwards of 250,000 tons, and a valuation of upwards of \$15,000,000; and there are at the present time in good standing 73 individual members, and 238 captains and vessels.

We have also thought it advisable to make another attempt to secure the passage of a pilotage bill through the Legislature of the State of Pennsylvania, as follows:

Section 1. That from and after the passage of this act, no vessel or compulsory pilotage of any sum of money or penalty in the nature thereof, shall be paid or collected from any vessel, or the master, owner, agent or consignee of any vessel, sailing in or out of the ports of this State, either under a license of register and engaged in the coasting trade.

Section 2. That all laws or parts of laws inconsistent herewith be and the same are hereby repealed.

The report of Henry R. Edmunds, the Solicitor of the Association, says:

The subject of compulsory pilotage has been engaging my attention as a member of the Executive Committee of the National Board of Steam Navigation, having under consideration the subject of Congressional action, more particularly relating to steam interests, but who had inserted in their bill to us presented to Congress a clause repealing compulsory pilotage. This committee met at Washington, in December, and after two days' consideration and consultation, it was thought best to separate the bills, and accordingly soon thereafter Mr. Hale, a Representative from Maine, introduced a bill into the House repealing all compulsory pilotage, both upon registered and licensed vessels. Soon thereafter, after a conference, I, on behalf of our Association, agreed to a compromise with the pilots, by which all vessels duly enrolled and licensed, and engaged in the coasting trade and fishery, were to be exempted from the payment of compulsory pilotage.

During the past year the question has arisen in numerous instances whether a vessel engaged to the port of Philadelphia generally, without specifying what part of the port, can be compelled to go up the Schuylkill river to discharge cargo without receiving extra freight and towage. The question is becoming every day of more importance, and should receive the attention it deserves.

A resolution was passed to the effect that the report be accepted and referred to the incoming Board for such recommendations as they may deem necessary.

Resolutions from the committee were then read and agreed to, and they were in substance as follows: That the new Directors memorialize Congress to pass a bill repealing compulsory pilotage on all vessels engaged in the coasting trade or fishery. That the Directors memorialize the State Legislature to pass a similar bill in relation to vessels entering the Delaware. That protection be given by the association to vessels belonging to the same in the following cases:

1. To prosecute all suits for demurrage and freight at any port in the United States on coal and ice, when shipped upon a bill of lading adopted by the association.
2. To prosecute all suits against consignees at Philadelphia, Boston and Washington, D.C., for freight on any kind of cargo, and for a demurrage when a charter party or bill of lading has been executed stipulating a certain rate and number of lay days, but not when such terms as custom of the port, quick despatch, &c., are used.
3. To defend all suits at the ports named against the association vessels for short cargo of coal, iron, ice, &c., which has been signed for at the weight or measure given by the shipper, when said bill has been delivered to the consignee, and the bill has been delivered to the consignee, and the bill has been delivered to the consignee.

These results are very satisfactory, and the people there, as the writers say, are highly pleased, and the efforts of Mr. Green and those instrumental in

master has or could have signed bills of lading for a certain number of pieces or things. Mr. William Moore offered the following, which was adopted:

Resolved, That this Association recognizes the importance of the U. S. Signal Service and the results of its observations for commerce; that we authorize the Board of Directors to urge upon Congress the necessity of making liberal appropriations to the U. S. Signal Service, that its observations may be extended in all directions, but more especially to storms approaching our coasts from the Atlantic.

Mr. Harry R. Edmunds offered the following, which was agreed to:

Resolved, That this Association recognizes the importance of the work now being carried on by the Hydrographic branch of the Navy Department, and that we feel the importance of continuing the same by a liberal appropriation by the Government.

The following were elected the new Board of Directors: John W. Everman, Samuel Nelson, Jeremiah Smith, John Wallace, Ludlam Matthews, Henry R. Edmunds, Philip Fitzpatrick, Charles Lawrence, Jonathan May, Joel Cook, P. M. Wheaton, A. H. Cain, D. S. Stetson, George W. Shepherd, Jr., Joseph Baymore, John W. Hall, James Ponder, Wm. Somers, John Welsh, Charles G. Thomas, Wm. Moore, Jr., John Middleton, Stephen Lathbury, W. J. McNaughton, Henry D. May.

The annual meeting then adjourned.

Mr. Joel Cook was then called upon to organize the new Board of Directors, which he did by calling for an election of Executive officers for the ensuing year. The following gentlemen were elected:

President—John W. Everman.
Vice President—Captain Jonathan May.
Secretary—Charles H. Steelman.
Treasurer—Jeremiah Smith.
Solicitor—Henry R. Edmunds.
Agent—James Nelson.

Fish Culture.

A letter recently published in the New York Herald, addressed to Seth Green, Superintendent of the New York State Fisheries, from parties interested in this important work at Canandaigua, N. Y., gives us the result of stocking waters with fish. The lake, at that place, had become nearly depopulated of fish, by the too free use of seines and other wholesale destructive methods of catching. The writer says:

"Trout were so scarce that the most experienced fishermen frequently labored a whole day faithfully with hook and line without catching more than one or two fish, and sometimes not any. In 1873 a few of those taking an interest in such matters took upon themselves the task of restocking our lake by transporting the young fish from the State hatching house at Caledonia. After raising by subscription funds sufficient to defray expenses of transportation, we procured and placed in our lake about 100,000 of salmon trout fry. Again in 1874 we deposited in our lake 150,000 trout and 20,000 whitefish. In 1875 we secured about 70,000 trout, making a total of 320,000 young salmon trout and 20,000 whitefish in three years. Now for the results. In the spring and summer of 1875 the fishing in Canandaigua Lake was such as had never been known before. It was not remarkable to make a catch of eight to twelve trout in a few hours, and some were fortunate enough to take even more. The largest catch of any one person in a single day was twenty-one fine salmon trout taken with hook and line by trolling. This very decided increase, taken in connection with the fact that very many of the fish were uniform in size, makes us earnestly believe that they were of those placed in the lake in 1872-3, (there were about 200,000 trout put in in 1872 by other parties) and that a greater portion of the fish we have put in are yet to come on as sizable fish for hatching. Consequently we expect the number of trout caught this coming season will exceed the number taken last season. We design putting in another lot of the young fish this winter, as the results are very satisfactory, so much so as to convince the most sceptical, and all those who have fished in Canandaigua Lake for the past few years were last season thoroughly convinced of the efficacy and practicability of the artificial propagation of fish, and that our barren waters may be restocked to any extent by this process."

These results are very satisfactory, and the people there, as the writers say, are highly pleased, and the efforts of Mr. Green and those instrumental in

the work are duly appreciated. We have begun the good work by stocking our Lake with the Black Bass, but would it not be well to try trout in the lake also. It is made up of spring water, with a bottom adapted to this delicious fish, and we hope the experiment will be tried.

Legislature.

On Thursday, the 2d of March, the Senate passed a bill for the maintenance and education of the Deaf and Dumb. A bill was introduced making a new County from a part of Burlington and Ocean counties, making the new Jersey Southern Railroad the northwest boundary line.

In the House, Mr. Ashley introduced a bill to regulate fishing with seines, in the counties of Burlington and Atlantic, which provides that no person shall use any seines or nets in certain hook and line fishing grounds in these counties between the 20th of June and the 20th of September, under a penalty of \$50.

A bill was introduced, providing for the disposition of the fines that may be imposed by Justices of the Peace, providing that each Justice shall report to the County Collector, on the first of each month, the amount of fines imposed and received, and he shall pay over to the Collector all the fines imposed to be used for county purposes. If any Justice shall fail to report and make payment for 30 days after notice from the County Collector, he shall be deemed guilty of a misdemeanor, punishable by a fine of \$500, or imprisonment for one year.

Another bill was introduced to extend the jurisdiction of Justices of the Peace to debts of \$200. This bill contains the same provisions as the bill relative to the same subject which was killed a few days ago, except as to the amount. It was ordered to be printed without reference.

The bill was passed providing "that no school shall be formed with less than seventy-five children between the ages of five and eighteen years, without the consent of the superintendent of public instruction, was passed by a vote of 42 to 0; concerning taxes in Hunterdon county, 43 to 0.

Mr. Vall introduced a concurrent resolution providing for an adjournment sine die of both Houses on Friday, the 31st of March. Adopted with but slight opposition.

Anti-Roman Catholic.

The National Protestant.

This great and popular Anti-Catholic Journal is published monthly, and furnished to subscribers, postage-paid, at the low price of

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THE NATIONAL PROTESTANT is ably edited, thorough and outspoken in its opposition to Roman Catholicism and Popery. It is a vigilant sentinel upon the movements, designs, and purposes of the Roman Catholics in America.

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At about half value.

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1 case All-wool Diagonals 37c

The attention of all purchasers of Dress Goods is invited to the above Special Bargains, as the goods cannot be found elsewhere at the same prices in America.

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NEW YORK MILLS, 12c.
WAMSUTTA, 12c.

DAVOL, 11c.
FRUIT OF THE LOOM 10c.

Besides the above standard goods, we have every reliable make of Muslins and Sheetings, in all the widths, at lower prices than they have ever been sold, even before the war.

The attention of Housekeepers and Proprietors of Hotels is especially invited.

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We have made extraordinary preparations in this department for the business of the Centennial year, and now offer the finest stock of

Housefurnishing Linens
IN PENNSYLVANIA.

We have great bargains in

Table Cloths and Napkins,
Towels and Towelings,
Turkey Red Doylies,
Floor Linens,
Crash, &c., &c., &c.

Many of the goods in this department cannot be duplicated at the prices when sold.

HAMMONTON HARDWARE STORE AND FURNITURE DEPOT.

The subscribers, keep constantly on hand a general assortment of goods in their line comprising nearly everything usually called for in a country Hardware or Furniture Store. We propose hereafter to sell our goods at the lowest Cash Prices, and to enable us to do so, we must sell for ready pay. Thankful for past favors, we solicit a continuance of the same liberal patronage that we have had in the past.

NO BOOKS AT P. S. TILTON'S CASH STORE,

HAMMONTON, N. J.

LARGE STOCK NOW IN OF

New Clothing,
HATS,
CAPS,
BOOTS,
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DRY GOODS
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And Fresh Groceries Cheap
FOR CASH!

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Fire Insurance Company,
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Conducted on strictly mutual principles, offering a perfectly safe insurance for just what it may cost to pay losses and expenses. The proportion of loss to the amount insured being very small, and expenses much less than usually had, nothing can be offered more favorably to the insured. The cost being about ten cents on the hundred dollars per year to the insured on ordinary risks, and from fifteen to twenty-five cents per year on hazardous properties, which is less than one third of the lowest rates charged by stock companies, on such risks—the other two-thirds taken by stock companies being a profit accruing to stockholders, or consumed in expenses of the companies.

The guarantee fund of premiums notes being now Three Millions of Dollars.

If an assessment had to be made of five per cent. only, twice within the ten years for which the policy is issued, it would yet be cheaper to the members than any other insurance offered. And that large amount of money is saved to the members and kept at home. No assessments having ever been made, being now more than thirty years, that saving would amount to more than

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Where the property is not set on fire, being less than one cent per year to each member, are paid without extra charge, and extended so as to cover all policies that are issued and outstanding.

BENJAMIN SHEPARD, President.

HENRY B. LUTON, Secretary.

AGENTS & SURVEYORS.

GEO. W. HENESY, Hammonton, N. J.

W. W. SAWYER, Philadelphia, N. J.

A. L. REARD, New York, N. J.

Camden & Atlantic R. R. WINTER ARRANGEMENT.

ON AND AFTER
Wednesday, October 6th, 1874

DOWN TRAIN.				
LEAVE	Arrive	Arrive	Arrive	Arrive
Vine St. Wharf.....	7:30	8:00	4:00	6:00
Cooper's Point.....	7:45	7:59	4:15	6:10
Kaighn's Siding.....	8:24	8:34	4:33	6:28
Haddonfield.....	8:30	8:41	4:40	6:35
Ashland.....	8:40	8:48	4:46	6:45
White Horse.....	8:50	8:58	4:53	6:55
Berlin.....	9:00	9:08	5:00	7:05
Atco.....	9:10	9:19	5:07	7:17
Waterford.....	9:25	9:34	5:17	7:27
Ancora.....	9:35	9:44	5:24	7:37
Winslow.....	9:45	9:54	5:32	7:47
Vineland Junction.....	9:55	10:04	5:40	7:57
Vineland Junction.....	10:10	10:19	5:47	8:07
Hammonton.....	10:20	10:29	5:54	8:17
DaCosta.....	10:30	10:39	6:02	8:27
Elwood.....	10:40	10:49	6:10	8:37
Egg Harbor.....	10:50	10:59	6:18	8:47
Pomona.....	11:00	11:09	6:26	8:57
Abscon.....	11:10	11:19	6:34	9:07
Atlantic arrive.....	11:20	11:29	6:42	9:17

UP TRAINS.

LEAVE	Arrive	Arrive	Arrive	Arrive
Atlantic.....	6:20	11:35	3:20	
Abscon.....	6:35	12:05	3:35	
Pomona.....	6:50	12:30	3:50	
Egg Harbor.....	7:05	1:00	4:05	
Elwood.....	7:15	1:15	4:15	
DaCosta.....	7:24	1:24	4:25	
Hammonton.....	7:30	1:30	4:30	
Vineland Junction.....	7:37	1:37	4:37	
Winslow.....	7:47	1:47	4:47	
Ancora.....	7:57	1:57	4:57	
Waterford.....	8:07	2:07	5:07	
Atco.....	8:17	2:17	5:17	
Berlin.....	8:27	2:27	5:27	
White Horse.....	8:37	2:37	5:37	
Ashland.....	8:47	2:47	5:47	
Haddonfield.....	8:57	2:57	5:57	
Kaighn's Siding.....	9:07	3:07	6:07	
Cooper's Point.....	9:17	3:17	6:17	
Vine St. Wharf.....	9:27	3:27	6:27	

Haddonfield Accommodation—Leaves Vine St. Wharf 9:00 a. m., 2:00, 5:00, 7:00 and 11:30 p. m., and Haddonfield 6:00, 11:00 a. m., and 8:00, 6:05 and 10:50 p. m.

Trains leave Egg Harbor City at 10:12 a. m., 6:05 p. m. Leave May's Landing 6:40 a. m., 5:40 p. m.

N. J. SOUTHERN R. R.

SOUTHERN DIVISION.

Commencing June 28th, 1874.

Leave N. Y. from Pier 8 N. R., foot Rector St.

Passenger train leaves New York at 9:45 a. m. At 2:28 p. m.; N. Hammonton, 2:44 Winslow Junction, 2:49; Cedar Lake 3:04; Landisville 3:15; Vineland, 3:30; arriving at Bay Side at 4:25 p. m. Returning leaves Bay Side at 6:15 a. m., Vineland 7:10; Landisville, 7:23; Cedar Lake 7:35; Winslow Junction 7:55; N. Hammonton, 8:00; At 8:18, arriving in New York at 1:00 p. m.

Mixed train leaves Sandy Hook at 3:00 a. m. At 7:17; N. Hammonton 7:41; Winslow Junction 8:05; Cedar Lake 8:35; Landisville 8:50; Vineland, 9:25; arriving at Bay Side at 10:35 a. m. Returning leaves Bay Side at 2:00 p. m., Vineland 4:55; Landisville 5:15; Cedar Lake 5:30; Winslow Junction 6:05 N. Hammonton 6:15; At 6:40; Whiting 7:57; New York 3:00 a. m.

Insurance.

MILLVILLE

Mutual Marine and Fire

INSURANCE CO.

Millville, N. J.

Assets January 1st, 1876

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FARM BUILDINGS, LIVE STOCK and

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By Fire and Lightning

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Cargoes and Freight, written on liberal form

of policies, without restrictions as to ports

used, or registered tonnage.

LOSSES

Promptly Adjusted and Paid.

N. STRATTON, President.

F. L. MULFORD, Secy.

January 15th, 1876.

AGENTS.

J. Alfred Bodine, Williamstown; C. E. P. Mayhew, May's Landing; A. Stephens, Egg Harbor City; Capt. Daniel Walters, Abco on; Thos. E. Morris, Somers Point; J. H. D. S. Blackman, Port Republic; Allen T. Leeds, Tucker; Dr. Lewis Reed, Atlantic City; Alfred W. Clement, Haddonfield; H. M. Jewett, Winslow.

H. E. ROWLES, M. D.,

21-17 HAMMONTON N. J.

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INSURANCE COMPANY,

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The Best and Cheapest Life Insurance in the World.

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