

South-Jersey Republican

H. E. BOWLES, M. D., Publisher.

Terms--Two Dollars Per Year

Vol. XIII No. 40.

Hammonton, N. J., Saturday, October 17, 1874.

Five Cents per Copy

Insurance.

MILLVILLE

Mutual Fire Insurance Co.,

MILLVILLE, N. J.

Assets May 1, 1873, as follows.
PREMIUM NOTES, \$225,000
CASH ASSETS, 145,225
TOTAL, \$1,074,188

Insurance effected for the

Term of TEN YEARS
AGAINST LOSS BY

Fire and Lightning;

and for one and three year term when desired.
The Premium Notes required of this Company, are but one-half as large as other Mutual Companies in this District, while the Cash Payment is the same.

Farm Buildings and Contents
will be insured at the very lowest rates.

All losses are promptly paid.
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FURNAS L. MURFORD, Secretary.
FRANCIS RAYNE, Treasurer.

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

H. E. BOWLES, M. D.,
31-17 HAMMONTON N. J.

The Cheapest

AND

The Best!

Life Insurance at Actual Cost

THE NATIONAL LIFE INSURANCE COMPANY OF CHICAGO, invites the attention of those contemplating insuring their lives to its Mutual or Reciprocal

PLAN, which enables even the poorest man provide for his family in case of death, without depriving them of the necessities of life, as do many who endeavor to pay the high premiums of old line companies, who charge for Assurances of Life Losses which are not warranted. On this plan you only pay for the cash value actually experienced, and as they grow, with a small fixed sum for expenses. Call on the agent for circular fully explaining this system.

The Practical Results!

Since its organization, in 1870, the NATIONAL has paid in death losses \$57,760, at a cost to the deceased of \$791.90 in premiums. Old Line Companies would have paid for the same premiums \$21,225, showing a gain by insuring in the NATIONAL of over \$36,000.

The Capital and Securities of this Company are sufficient to comply with the Insurance Laws of any State in the Union.

H. E. BOWLES, President.
Agent for Atlantic County, New Jersey.

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INSURANCE COMPANY,

No. 781 Broad St.,

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This Company insures against loss or damage by fire upon all descriptions of insurable property—buildings, furniture and merchandise—at rates as low as consistent with safety.

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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.

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Jan. 3, 1873.

1000 Acres CHOICE Cranberry Lands

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In the

TOWN OF HAMMONTON,

and adjoining the land of the

Hammonton Cranberry and Improvement Association.

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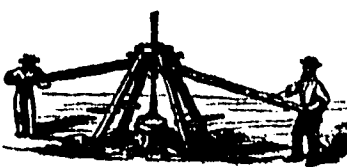
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Having reserved the right to manufacture and sell this Favorite Machine in the counties of Camden, Burlington, Ocean, Atlantic and Cape May, I hereby give notice that I am prepared to fill orders at following rates:

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NO. 2 " 55.00.

These Machines are Warranted to be the BEST in the market

For particulars send for circular.

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Hammonton, N. J. Inventor & Manufacturer.

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AGENT FOR THE

CUMBERLAND

Fire Insurance Co.
Hammonton, N. J.

(Special Correspondence S. Jersey Republican.)

No. 2.

SEATTLE, WASHINGTON TERRITORY,
AUGUST 29th, 1874.

DR. BOWLES:—DEAR SIR:—Soon after leaving Omaha we commenced the ascent of the Rocky Mountains, but the climb is so gradual that we are scarcely aware of the rise in the road. The whole country for hundreds of miles looks like a level plain.

At intervals of a few miles we come to railroad stations, and herding stations or cattle-ranches for the cattle that graze on the plains. In the Platte Valley region large herds of cattle range and find pasturage, and are taken from thence to Eastern markets. Here we saw large fields of corn, indeed all the corn along the line of the road in Nebraska, covering areas of many acres, was in the same condition. The leaves were gone, and the fields looked as if they had been visited by fire, or terrible storms of hail, that had shivered the leaves into shreds and left the stalks bare and dead. We asked a man who kept a victualing station what had caused this wide-spread ruin. He replied that the buffaloes were wont to come in great numbers, and eat up the corn. "Why don't you shoot them?" we asked. "Oh!" he replied, "we could not take care of so much wild meat at once. I said, 'Well, that is a very good story, but it is too thin, sir, altogether too thin to amount to anything.'"

Upon observing a little more carefully we saw the cause of the trouble. Grasshoppers, in innumerable numbers, would start up from the sides of the road bed as the train passed, and as we looked out upon the fields we saw them in unnumbered thousands flying and hopping, and devouring every green blade or shrub that chanced to lie across their track.

The prairie in Southern Indiana and the plains or table lands west of the Missouri remind us of a sheep with the fleeces completely shorn from his back. No timberlands or forests of trees, but far away towards the distant horizon, nothing intercepts the view. Nought but a sea of grass, or cornfields of vast extent can be seen. A few miles out from Omaha we espied but a little distance from the road a few deer or antelope feeding. Bang, bang, went forty or fifty shots fired by the passengers, in the direction of the feet-footed animals, and then they went bounding away in a hurry. We saw so many of these before we reached the end of the route that they ceased to be a curiosity.

Near the North Platte some of the passengers in the forward car of our train saw several buffaloes feeding. A day or two previous to our passing this point a large herd of these giants of the plains crossed the Railroad, pursued by a band of mounted Indian hunters, with bows, spears and rifles, a sight that we should have enjoyed very much. We espied a rabbit start up along side of the train. The frightened one made quite as good time as the train; presently the discharge of pocket artillery told the story of the battle that was being fought, though this fight, like the handle of a jug, was all on one side. And the rabbit had the best of it. The train slackened speed, and many of our amateur sportsmen jumped out, and took after the rabbit, who was still running alongside of the train, trying to get ahead of the locomotive and reach his nest on the opposite side of the track, but the train was too long and was going too fast for this. Hence the race. Our gunners were either very poor marksmen, or the skin of the rabbit was quite as thick as the outside wrapper of a rhinoceros, or he would have been perforated through and through with bullets, for after a chase of a mile or more, and firing not less than two hundred shots, the rabbit dropped back and went to his lair, a little tired perhaps, but quite as sound in life and limb as ever.

Prairie dogs by the hundreds and thousands abound on the Plains. Our gunners would shoot at them from the cars, and the frightened dogs would run in every direction for their holes. They are a little larger than a rat, and resemble a rat somewhat. They have a head like a dog, and a squirrel-like tail. The color of their bodies is black, also rat color, intermingled with white spots. If they were not shot at, they would sit erect beside their holes and bark at us as the train passed. It is said that a rattlesnake and an owl can almost invariably be found in their holes. Prairie dogs, owls, and rattlesnakes keeping house together! We thought of Barnum's Happy Family.

We are now ascending the eastern crest of the Rocky Mountain, and for the first time we are able to assign a probable reason for the name given to this great chain of mountains. Rocks are piled up all around us, of diverse colors and shapes. Stretching far away in the distance we see these great piles of stone. The sun is setting, the grandest sunset we ever saw. The reflection of the sunlight upon the rocks is beautiful—fantastic shapes, and the most choice colors, blended with the most delicate tints of light and shadow are seen on every hand. Here we see a conical mass of rocks towering scores of feet above the objects around it. There we see an enormous pile resembling a great Cathedral, finished and beautified by the hand of the great artist, in the ages long ago. Yonder are great boulders and hanging rocks, wonderful in

design, and grand indeed in the harmony of their proportions. As the curtains of night are drawn around us, our sight-seeing ends for the day, but the memory of that golden sunset and the grandeur of the shapes and colors it revealed will not soon be effaced from our mind. At day dawn we were awake, but the rocks were far behind us. Only the eastern and western border of this great mountain chain is fringed with rocks, and these are but a few miles wide on either side.

The country now for the most part is level, interrupted by hills of moderate size, and interspersed with valleys carpeted over with wild grass, on which large herds of cattle, from the stock ranches are wont to graze. At Sherman we reach the greatest altitude of the Rocky Mountains over which we pass, more than eight thousand feet above the level of the sea. The passes through which the road runs, is the lowest and most level part of the mountains. Two large teams horses are attached to our train, and draw us nearly the whole distance from Omaha to San Francisco, a distance of about two thousand miles.

We saw several small encampments of Shoshones (Indians) along the route. Their tents are pitched just outside of the small towns, and by begging of the townspeople and of passengers on the passing trains, together with what little they obtain from hunting, they manage to get enough to keep soul and body together. The Klutshamen (Indian women) carry their papooses (babies) in a box. The young Papia is lashed in the box, and the box is lashed to the mother's back, after the style of the organ grinders in the East. These family organs sing very discordant tunes sometimes, and pay their mothers quite a profit, for they are exhibited to passengers on western bound trains. For a dime or a bit, or anything they can get.

More anon. A. Arwood.
The following from the N. York Times is appropriate for this, and every State. Let every Republican voter, who reads, heed it. It is from a speech delivered at a ratification meeting in Albany, N. Y., by Hon. Lyman Tremaine:—

UNITED STATES SENATOR.
One most important question involved in this election is the choice of a United States Senator for the ensuing six years. It was never more important that New York should be represented in the United States Senate by a Republican. Questions relating to the currency, the public debt, to repudiation, to civil rights, to inland improvements, to the transportation from the West to the seaboard of inter-State commerce, in all of which New York possesses the deepest interest, are now pending, and our State should be represented in the Senate by a man who is imbued with the spirit of progress, and in sympathy with the cause of honesty, economy, and reform. Let the Republicans look well to the election of members of the Assembly. Let them see to it that no votes are thrown away upon third candidates, who may be running only in the interest of the opposition.

Sound and beneficial legislation also may be more reasonably expected from a Republican than from a Democratic Legislature. The last Republican Legislature deserves the confidence and approval of the people. Although absent from the State during its session, I carefully watched its proceedings, and I think the general verdict of the people was that it was an honest, capable, and efficient Legislature. Its action has provoked far less than the usual amount of criticism, while charges of corruption and extravagance have not been made against it.

CHARACTER OF CONGRESS.
It is no light praise to say of this Congress as has been repeatedly said with entire truth, that no "big jobs" were successful. If any measures were projected appropriating public moneys, or granting public lands for improper or doubtful objects, they were either killed in committee or mercilessly slaughtered on the floor of Congress.

In closing this review I will add a few words in vindication of the character, the honor, the integrity, and the ability of Congress as a whole. There is an unfortunate tendency in modern times on the part of sensational, irresponsible scribblers, correspondents and reporters for newspapers, to assail the character of Congress as a body, or of individual members. This practice is greatly to be deplored. My own impressions were entirely changed by personal intercourse and by actual observation. I declare to you, and I am willing to stand or fall by the declaration, that in my opinion no legislative body ever convened in America was less liable to charges of corruption or dishonesty, or to imputations of being affected by improper influences than the Forty-third Congress during its first session. This Congress contains no leaders whom the members of either party will blindly follow. It contains a large number of able, learned, accomplished, and independent members, and, as a whole, will compare favorably with any of its predecessors.

If it be true, as former Congressmen have assured me, that during those good old times, when the newspapers indulged in no criticisms,

the committee rooms were liberally supplied with liquors and cigars at the public expense, for the free use of members, reporters and others, all that is happily changed. If it be also true, as I learned in the same way, that not many years ago a large number, and perhaps a majority of the members during business hours were under the influence of liquor, all that is changed. During the seven months of the late session I have never seen or heard of any member who, during the session, was intoxicated in the slightest degree.

THE DEMOCRATIC RECORD IN CONGRESS.

Perhaps you are inclined to ask me before closing my account to present to you the record made by the minority during the session. Ah, gentlemen, there is a wonderful paucity of materials from which to construct that record! At the commencement of the session they voted for Hon. Fernando Wood, their chosen candidate for Speaker. There were some thoughtful people who, remembering the public utterance of Mayor Wood during the war, and the assurances of the Democratic Party that they had entered upon a new departure during the Greeley campaign, expressed surprise at his selection, instead of the selection of a known Democrat. But it was a very natural event. Fifty-two members of the House were either Ex-Confederate Army officers, or gentlemen whose course during the war was such that they were obliged to take the modified oath prescribed for rebels before they could occupy their seats as members of Congress. It would be a work of supererogation to ask whether they were Democrats. Fifty-two votes constitute a majority of the Democratic representatives, and surely the majority could not be expected to choose a war Democrat for Speaker, or any other Democrat whose selection would reflect any implied censure upon themselves of their action during the war. And these men constitute a fair sample of the material composing the present Democratic party in Congress.

On the floor of the House the Democrats seemed to be like sheep without a shepherd. To be sure, there was my witty friend Cox, ever ready to make fun, and to play the role of the flying artillery of the Democratic party. There was my able friend Beck, always ready to do the heavy grunting for the party. There, too, were very many able and accomplished Democratic representatives, gentlemen who would adorn any political party. But the action of the members as a whole seemed more like the skirmishing of guerrilla soldiers than the movements of regular troops. They lacked the ancient discipline which once distinguished the party. They seemed to be without a policy or a platform, cohesion or consistency, and to be drifting along without map, chart, or compass, or waiting, like Wilkie Micawber, for "something to turn up." I intend to disrespect to any of my esteemed Democratic colleagues, nor would I be irreverent when I say that they seemed to me a very much as I should expect men would act who were dancing a hornpipe to the tunes of every man for himself, and the devil take the hindmost.

Democratic principles are equally loose and uncertain, as expressed in their State Conventions. Thus in Maine they resolve in favor of free trade. In Pennsylvania they are for a protective tariff. In Indiana they are in favor of paying the national debt in greenbacks. In New York they are for honesty and a sound currency. On one subject only did they present an undivided front. On the Civil Rights bill and any other measure affecting the negro they were a unit. The Republicans at an early stage of the session passed, with great unanimity, a measure for universal amnesty, hoping that their generosity might be reciprocated by like generosity toward the blacks; but not one vote was given by the ex-rebels or the Democrats in favor of the African. How laudable are their ancient prejudices! How true it is that "the ruling passion is strong even in death."

Trees for Avenues.

For avenue planting, those two near relatives, the cucumber tree (*magnolia acuminata*) and the tulip (*liriodendron tulipifera*), combine many excellent qualities. They are rapid growers, beautiful in foliage and flower, of perfect form; hardy, excepting in the extreme north, not particular about soil or situation, and comparatively free from insects and diseases. They are readily grown from seeds, gathered and sown at once in the autumn, or, as some prefer, preserved moist until spring. When two years old, they are generally sufficiently large to plant out with protection; or if intended for the street, they may be cultivated in nursery rows for three or four years, until they are tall enough to be beyond the reach of animals. A long line of either of these trees form a magnificent sight when in bloom and for shade, combined with beauty, will satisfy the most fastidious. One of the greatest mistakes in street planting is the selection of an improper kind—for instance, a first class tree, such as we have named, for a narrow street, and a small slow-growing species for a wide avenue. Each is equally out of place, and never looks appropriate, no matter how handsome the individual specimens may be.—New York Tribune

John's Death.
The following is a true and correct copy of the will of John, late of the County of Philadelphia, deceased, as the same is recorded in the office of the Register of Wills, in the City of Philadelphia, on the 10th day of October, 1874.

FISH GUANO.
Prepared with soluble Chemicals by our own formula, and having the above Trade-Mark on each Bag.

Super-Phosphate of Lime and Ammoniated Fertilizer.
(Formerly manufactured by T. H. Gray.)

Fine Ground Prairie Bone.
No. 1 Government Peruvian Guano.
JOSIAH J. ALLEN'S SONS,
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AMERICAN POUURETTE.
GENUINE DOUBLE REFINED UNADULTERATED POUURETTE.
HALF THE PRICE OF PHOSPHATES.
Superior for all Spring Crops.

BEST KNOWN FERTILIZER FOR
GRASS and CORN.
UNEQUALLED FOR TOBACCO.
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Manufacturing Chemist,
GRAY'S FERRY ROAD, PHILA.,
has constantly on hand and for sale
POTASH SALT for MANURE.
Sulphate Ammonia for Manure,
also,
SOLE PROPRIETOR & MANUFACTURER OF
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Complete Manure,
MADE FROM
Super-Phosphate of
Lime, Ammonia and Potash.
This Fertilizer is being prepared by a
with special reference to the Wheat Crop.
Super-Phosphate of Lime contained in it is of very
high grade, having been imported by the manu-
facturer direct from England, where the average
crop of Wheat is 50 bushels to the acre.

DEPOTS:
30 SOUTH WATER ST., PHILADELPHIA,
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For sale by
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the weak, invigorate the feeble, and give new
life and tone to the broken down system. In
miasmatic and malarious districts they are
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Neuralgia, Rheumatism,
Chills, Fever and Piles.

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Ladies, old or young, will find these bitters es-
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sex. Nervousness, Lassitude, Want of Appe-
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charm of these inestimable Bitters.

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Nothing like them here."
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so to convince you of the wonderful cure."
"Surely they are the most delightful wine
tonic in the world."
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factor."
"Herrah! No more rheumatism."
"No more headaches, thanks to you."
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their diseases, will confer quite a favor by giv-
ing name of County as well as Town where
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FRANCIS KEYES

Thursday, October 16th, 1874
DOWN TRAINS.

FROM CAMDEN LEAVE ARRIVE AT

LEAVE	7:30 A.M.	8:30 A.M.	9:30 A.M.	10:30 A.M.	11:30 A.M.	12:30 P.M.	1:30 P.M.	2:30 P.M.	3:30 P.M.	4:30 P.M.	5:30 P.M.	6:30 P.M.	7:30 P.M.	8:30 P.M.	9:30 P.M.	10:30 P.M.	11:30 P.M.
Vine St. Wharf.....	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30	11:30
Cooper's Point.....	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45
Kalgh's Sliding.....	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00
Wilmington.....	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:15	10:15	11:15	12:15
Wilmington Junction.....	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30
Hammononton.....	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45
Wilmington.....	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00
Wilmington Junction.....	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:15	10:15	11:15	12:15	1:15
Hammononton.....	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30
Wilmington.....	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45
Wilmington Junction.....	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00
Hammononton.....	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15
Wilmington.....	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30
Wilmington Junction.....	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45
Hammononton.....	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00
Wilmington.....	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15
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Hammononton.....	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45
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Wilmington Junction.....	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00
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Wilmington.....	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30
Wilmington Junction.....	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45
Hammononton.....	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00
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Wilmington Junction.....	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30
Hammononton.....	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45
Wilmington.....	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
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Hammononton.....	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30
Wilmington.....	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45
Wilmington Junction.....	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00
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Wilmington.....	4:30	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30
Wilmington Junction.....	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45
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Wilmington Junction.....	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30
Hammononton.....	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45
Wilmington.....	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00
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Hammononton.....	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30
Wilmington.....	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45
Wilmington Junction.....	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
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Wilmington.....	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30	11:30
Wilmington Junction.....	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45
Hammononton.....	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00
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Wilmington Junction.....	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30
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Wilmington.....	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00
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Hammononton.....	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30
Wilmington.....	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45
Wilmington Junction.....	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00
Hammononton.....	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15
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Wilmington Junction.....	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45
Hammononton.....	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00
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Wilmington.....	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
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Wilmington.....	12:45	1:45	2:45	3:45	4:45	5:											