...erican Union

J. M. ... ON, EDITOR AND PROPRIETOR.

DENTON, MARYLAND:

Thursday Morning, May 11th, 1871.

For Sale Cheap.

We offer for sale *very low* the Press upon which THE UNION has been printed for the last three years. It is a Smith Hand Press, 22 by 32, in good order. The universally neat appearance of THE UNION will attest this fact.—Our only reason for selling is because we have no use for the Press, having been compelled to purchase a new one in order that we might enlarge our paper. Address all inquiries to THE UNION, Denton, Md.

THE DEMOCRATIC FRAUD in New Haven, by which Mr. English was returned to the Legislature as the Governor elect of Connecticut, has been proven, and Mr. Jewell will be declared to have been elected by the voice of the people.

WE HAVE RECEIVED a copy of the Duluth (Minn.) Weekly *Democrat*, edited and published by Dr. R. D'Unger, formerly editor of the Cambridge (Md.) *Democrat and Herald*. The *Democrat* gives unmistakable evidence of the Dr.'s vim, and is a very creditable paper.

MATTERS IN THE COAL REGIONS seem but little nearer adjustment than when the strike was first begun. All efforts at arbitration having failed, the miners are quarrelling among themselves and bloodshed does not seem improbable. The tyranny of trades unions is wofully apparent in this strike.

THE DEMOCRATIC CONVENTION to nominate a candidate for Governor, and other State officers, meets in Baltimore on the 19th of July. The contest appears to be principally confined to the friends of Hon. O. Bowe, Hon. W. Pinkney White, Hon. Robert Fowler, and Hon. Richard B. Carmichael, though there are a number of aspirants.

THE HEADING employed on our first page is not our regular heading, but an old one brought into requisition in a case of emergency. Nearly two weeks ago we went to Philadelphia and purchased a new head and column rules for THE UNION, which were to have been delivered in time for our present issue, but from some cause they failed to reach us and we were compelled to borrow rules from *The Journal* and substitute an old head. Our new head has since arrived, and will appear next week.

A CORRESPONDENT of the Annapolis *Gazette* brings forward the name of Hon. Richard J. Bowie as the candidate of the Republican party for next Governor. Mr. Bowie is a firm and unwavering Republican, and was Chief Judge of the Court of Appeals under the Republican Constitution of 1864. We are not familiar with the preferences of the party in our county for this office, but suppose that neither Mr. Bowie, nor any other good Republican, will meet with any serious opposition here.

THE THROUGH-TICKET arrangement between New York and Washington has been revived. Since the decision of the Superior Court for Baltimore city, deciding the capitation tax of the State of Maryland on the Washington Branch of the Balto. & Ohio R. R. to be unconstitutional, and the reduction of the fare over that part of the road twenty per cent., the several companies comprising the line between New York and Washington could not agree as to the basis of fare and the sale of through tickets ceased. The final adjustment of this difficulty will be welcome intelligence to the travelling public.

NO WONDER persons abroad do poke fun at Denton. Look at our sidewalks, our streets, and the general air of dilapidation visible in some parts of the town. Consider, for a moment, the numerous pitfalls which line our streets in the form of broken pavements and the gaping cellar in the very centre of the town. See the fence which surrounds the public square with its broken panels and the square a common pasture for cattle and other animals. And notwithstanding these things which everybody sees and everybody condems, the town is without a Board of Commissioners, although incorporated. These things, being public matters, concern the whole community, and the town must bear the reproach. It cannot avoid the responsibility, and the reproach can only be obliterated through the decissive action of an efficient Board of Town Commissioners. Let us have an election.

HOWEVER GREAT may have been the terrors, or however rigorous and exacting the requirements of the new Enforcement law lately passed by Congress to suppress lawlessness in the South, as represented by Democratic journals, the naked intent and specific purpose of the law is made manifest through a proclamation just issued by the President. In this proclamation President Grant warns the Ku Klux to desist from their midnight murders, and to engage in the peaceful avocations of life, and gives notice to the State authorities that if these acts of violence are not suppressed within themselves he will employ the means placed at his disposal in furtherance of this end. He makes no threats, he gives no cause for alarm, he promises no punishment to any but those who openly violate the law, both human and divine, and who jeopardize the public peace and individual life and property. His proclamation is firm and determined, but not menacing or rigorous in its demands. Certainly no goood citizen will oppose the protection of life or property; on the other hand all will render the President a cheerful support in his efforts to make secure the life and property of citizens in every State in the Union.

Narrow Gauge Railroads.

It seems that the more the question of narrow gauge for our smaller lines of railroads is investigated, the stronger becomes the conviction that they are more profitable. There is a growing necessity for railroads. Almost every community not on a line of some road is anxious to secure the facilities they afford and comparatively few can command the capital neccessary to insure them. Reduce the cost of the construction to that of the narrow gauge, and every considerable town will be able to have one.

A report recently submitted to the Massachusetts House of Representatives by the joint committee on railroads, contains some interesting information on this subject which deserves general attention. This report says:

Some sixty years ago, there existed in the mountains of Wales a little tram road, a few miles in length, extending from the slate quarries in the Festiniog valley, to Port Madoc on Cardigan bay. Its gauge was one foot eleven and a-half inches. It had curves of 132 feet radius, and grades of 70 feet rise to the mile. Its engineer, Mr. Spooner, believing with others, that the results of modern experience indicated the direction of progress to be towards a diminution, instead of an increase in width of gauge, undertook to bring the question to an extreme test by applying locomotion to this line. The rail used weighed 39 pounds to the yard, and the engines weighed seven tons. The passenger cars were ten feet long and five feet wide, and capable of carrying twelve passengers. The merchandise cars could carry three tons net. The experiment proved a triumph, and to-day trains over 1000 feet long are run upon this little road, at a speed of 15 to 20 miles an hour, with as much safety as upon any in England and at a cost below that of roads much more favorable constituted of the ordinary gauge.

Under its reformed *regime*, it is a wonder of mechanical science, and a lamp of hope to the railway forsaken everywhere. In one year its tonnage amounted to 136,132 tons, averaging 9,388 tons per mile of road, which is more than double the traffic of the Connecticut river railroad, a fair example of the thrifty roads of Massachusetts, and its passenger business (though not strictly a passenger road), amounted in the same year to 6,807 passengers per mile, which exceeds that of the prosperous Worcester and Nashua railroad for the year 1870.

Another railway of about eight miles in length has since been constructed in Wales, of 2 ft. 6 in. gauge. It has a nearly uniform grade of about 70 feet rise to the mile.

Other roads of this gauge have been built and are now being buit in Russia, Norway, Queensland and in South America. The Unaio Valenciana railway is 15 miles long, has grades of 169 feet rise to the mile, and curves of 255 feet radius. It has a 40 pound rail, and its engines weigh 10 to 15 tons. Its passenger cars accommodate thirty passengers. The merchandise cars weigh less than four tons, and are capable of carrying five tons. Mixed trains traverse this road at a speed of 18 to 20 miles per hour, and passenger trains at 30 miles an hour, with as much safety as upon first-class roads of the ordinary gauge.

In the mining districts of Pennsylvania, roads have recently been constructed of two feet six inch gauge, where engines are used of less than eight tons, which attain a safe speed of twenty miles an hour.

In Colorado there is about to be commenced the Denver and Rio Grand railway, destined to extend a distance of 850 miles. The gauge adopted is two feet nine inches; and the estimated cost per mile is $8,000.

In Canada, 400 miles of three feet six inches gauge railway are projected, and about 150 miles of the same are now under contract, about fifteen being in operation.

In Australia 250 miles are built and 260 more projected of this gange.

Commissions appointed in England to investigate the practical construction and working of this class of roads, conclude that a gauge two feet nine inches is sufficient for engines of power to draw cars commodious enough to accomodate the largest business that will be likely to be done. The Massachusetts committee says that the cost of construction is two to one in favor of the narrow gauge. The difference in the cost of running is in about the same proportion. Another very important consideration is that roads of this character admit of sharper curves and heavier grades, and may therefore be carried into parts of the country where the common gauge is impracticable.

It may be considered a settled fact that the narrow gauge will in a few years come to be adopted by most of the smaller branch roads, and that innumerable feeders of this gauge will be run out from the main lines into the country where otherwise railroad facilities might be forever unknown.

IT WAS DEEMED LAWFUL in the good old Democratic days of 1850 for the President, without the request of the Governor, to send United States soldiers into Massachusetts and tear from her soil a fugitive slave named Burns. But in these degenerate days of 1871, when another party controls and directs the policy of the nation, it is not only unconstitutional but an atrocious crime and horrible outrage upon the finer feelings of an innocent people, for the President, by virtue of the same instrument, to send soldiers into the Southern States to guarantee to all the citizens of that section the "inalienable" rights conferred upon them by the Magna Charta of our liberties. It really seems that the Democratic construction of all law hinges upon the political complexion of those who are to execute it.

THE COMMUNIST REBELLION in Paris still lives and the insurgents continue to occupy the forts around the city. The Government army has made but little headway since its arrival before the gates of the city, and the German Emperor has served a last notification upon President Thiers, that if he does not compel speedy submission, the German troops will be marched back into Paris. This is regarded as the first step towards the restoration of the Monarchy under the regency of the Empress Eugenie.

THE LABORS of the Joint High Commission, which has been in session at Washington adjusting the differences between this country and Great Britain, have been concluded. Washington reports state that the treaty is satisfactory. The most important matter on this side of the Atlantic, the Alabama Claims, is to be referred to a board of arbitration, which shall have consideration of this subject only. The basis includes cognizance of the responsibility of the Brittish Government for depredations committed on our commerce by all Confederate cruisers built in England, and which the proper authorites there did not exercise the utmost diligence to prevent from being fitted out in their ports for privateering. The other points of difference which are to be settled will be referred to a second board of arbitration, excepting the possession of San Juan Island, at the mouth of Columbia river, on the North-west Pacific Coast, which is to be decided by a referee, probably the Emperor of Brazil. This board will decide upon all miscellaneous claims, among which are included the demands of British subjects for the payment of their losses on cotton purchased in the Confederacy during the war and seized by our Government or destroyed by the army. Under the limitations imposed for the consideration of these claims it is probable that those liable to be admitted will not amount to a million of dollars. The claims of the Canadians for damages by Fenian raids are thrown out, but the people of St. Albans, Vermont, are to have the losses which they sustained by the Confederate raid across the border in 1863 adjudicated. We secure the free navigation of the St. Lawrence river and the use of the Canadian canals upon the payment of regular tolls. As to what is to be the foundation for settlement of the fisheries difficulties on the northeast coast there is no information that is authentic enough to warrant comments.

[COMMUNICATED.]

Mr. Editor :—

In your issue of April 27th, the following mistakes occurred, which you will be kind enough to correct.

You state that "It appears from the minutes of the Wilmington Conference that the contributions on the several circuits in this (Caroline) county only aggregated $158.20, as follows: Greensborough, $28; Hillsborough, $51.40; Denton, $40.70; Preston, $13.10, and Bethlehem $25."

"Now, my dear friend Emerson, if you will examine the minutes carefully, you will find the following report, which is true of Denton and, I suppose, of the other circuits:

Tract Cause.		
Denton,	$5.72	
Hillsborough,	6.50	
Preston,	1.00	
Greensborough,	2.00	
		$ 15.22
Bible Cause.		
Denton,	$8.89	
Hillsborough,	7.00	
Preston,	3.60	
Greensborough,	4.00	
		23.29
Missionary Cause.		
Denton,	$40.70	
Hillsborough,	51.40	
Preston,	25.10	
		117.20
Sunday School Union.		
Denton,	$6.92	
Hillsborough,	5.50	
Preston,	2.00	
Greensborough,	1.70	
		16.12
Church Extension.		
Hillsborough,	$14.00	
Denton,	8.08	
Preston,	1.00	
		23.08
Wornout Preachers' Collection.		
Denton,	$40.00	
Hillsborough,	25.00	
Preston,	10.00	
Greensborough,	26.85	
		91.85
Aggregate,		$286.76

Please say to my many and tried friends in old Caroline that I remember them with pleasure, and that they have my best wishes and earnest prayers for their temporal and spiritual prosperity.

As ever your friend,
J. W. HAMMERSLEY.

[We feel very thankful to Mr. Hammersley for the correction. In the cursory perusal which we gave the minutes we found under the head of "contributions," without any distinction, the amounts we published, construing them to mean "basket collections," and supposed they would be thus understood.—ED.]

The Eastern Shore.

WHAT A TRIBUNE CORRESPONDENT SAYS.

A rambler in Maryland, writing to the New York Tribune, gives the following Eastern Shore sketch:

"The people of the Eastern Shore of Maryland are quiet, unobtrusive and gentle. To be courteous, generous and hospitable, and to speak the English language in its purity, are habitual with them. They are educated, sweet-mannered and refined, and in social life are as charming as the English. They are not absorbed so intensely in the every-day duties of this practical age as to have passed beyond all the influences of the age of chivalry, for tournaments are still held among them, which are creditable to their horsemanship, their taste, and their knowledge of chivalric lore. In summer and autumn, evening parties are held in Nature's sod-carpeted dancing halls, and along the banks of their beautiful rivers are re-echoed the notes of midnight music, for moonlight dancers gather in poplar groves to enjoy the sweet social pleasures of their isolated life. Their women are a beautiful-haired race, with the luxuriant flaxen tresses of the Saxons, tinged to darker shades and more golden hues by the warmer sun of this Southern shore. To be beautiful is the rule, not the exception, where the women are Grecian-faced and wear such an auburn or golden crown of glory. Climate rather than race accounts for this rare type of personal loveliness. Here, as in every Southern State, the women are morally, intellectually and physically superior to the men."

—All the New York city railroads have resolved not to employ any applicant, either as driver or conductor, who comes with political endorsement and without business letters.

Scissorinktums.

—Dr. Howe has been quite ill since his return from Santo Domingo.

—Texas cattle are coming into the Baltimore Market in large quantities.

—The fare between Baltimore and Pittsburgh has been reduced to $8.50.

—The Democrats of Kentucky have nominated P. H. Leslie as their Candidate for Governor.

—A very serious break in the Erie canal occurred last week. The total damage is estimated at $1,000,000.

—Jeff Davis' Mississippi estate is now owned and occupied by one of his former slaves—Ben. Montgomery.

—New York undertakers have been in the habit of keeping corpses on their premises as security for payment of coffins.

—From all sections of Maryland there continue to come cheering reports of the prospects of an abundant wheat crop.

—The ravages of the black caterpillars are worse in Arkansas than ever known before. They are stripping the forests of leaves.

—Weston, the pedestrian, has been walking for three days, ten hours a day, on a wager that he can walk 200 miles in 41 hours.

—It is stated from Washington that during next month there will be a further consolidation of revenue districts through the country.

—It is stated that the surveys alone upon Jones' Falls, in Baltimore, have already cost the city $15,000. And nothing definite has been done yet.

—It is affirmed very positively by the Washington correspondent of the Cincinnati *Gazette* that Mr. Fish will retire from the Cabinet about the first of June.

—Returns show that nearly every town in Massachusetts which voted on Tuesday on the question of licensing the sale of beer and ale voted "no" by large majorities.

—John C. Breckinridge has been chosen a delegate to the Kentucky Democratic State Convention, but he declines to serve, as he says he is unwilling to re-enter the arena of political strife.

—Private letters to United States Senator Osborne, at Brooklyn, New York, state that Mr. Mahony, a republican member of the Florida Legislature, was murdered at Lake City April 26th.

—A speaker in the New York National Labor Convention on Saturday declared that the workingmen of New England would run candidates for President and Vice-President of the United States at the next election.

—The Governor of Illinois has ordered an extra session of the Legislature on the 24th instant, to consider questions connected with the river improvement, exercise of general domain, deficiencies in appropriations, and other matters of State importance.

—The latest figures show that the saving in amount of fire losses likely to accrue to Philadelphia from the change from a volunteer to a paid fire department will, in the course of a year, amount to a great deal more than the entire cost to the city of the latter.

—The American Home Missionary Society, now holding its 45th annual meeting in New York, employed last year 940 preachers in 29 different States. The receipts for the year were $246,567, expenditures $263,617. This excess increases the debt of the society to $164,484.

—Ex-Governor John Wood, of Illinois, has donated his mansion at Quincy, together with the furniture and a whole block of ground surrounding it, to the city, for the purposes of a female seminary, open to all denominations. The building will cost $50,000, and the whole property is valued at half a million.

—The Philadelphia Public Ledger quotes a paragraph to the effect that the National Air-Line Railroad Company, which aspires to build a road between that city and New York, now expect to get the right of way across New Jersey and the Delaware river under the charter of the Narrow Gauge Railroad Company, which passed the Legislature at its late session without opposition, being regarded by everybody as a very "innocent little bill."

Outrage on American Seamen.

Telegraphic despatches of a recent date gave information of the seizure of the American schooner Lillias, of Stocton, Maine, at Saguala Grande, Cuba; on what charge was not stated. Further particulars have been received in a letter written by Captain Griffin, commanding the schooner, to Messrs. Loud, Claridge & Co., of this city, which show the affair to have been a most unwarrantable outrage committed on an American seaman. Captain Griffin cleared from Sagua on the 3d of April for Baltimore, and being engaged in arranging his business on shore until late in the day, did not arrive on board his vessel until 9 o'clock that evening. During the night he was awakened by a noise on the vessel, and upon rising found a negro trying to conceal himself on board. Next morning he notified the house that had loaded the vessel, and threw her open to search. Down in the hold a young negro was found secreted and was taken on shore. Captain Griffin was thanked for his prompt information and assistance, and prepared to sail, when, to his surprise, the schooner was boarded by a number of Spanish officers and he was ordered into arrest. The first mate was also threatened with arrest, but before the Spaniards secured him he jumped into an open boat and put out at sea, and was afterwards picked up on the coast of Florida. In Captain Griffin's letter, which was dated April 25th, he states that he was taken from his bed at midnight and placed in a crowded and filthy prison in a sultry climate, where he still remained at the time of writing, having been three weeks in a situation where his life was imperilled. His vessel was still held by the Spanish officers, and there was no prospect of release or even a trial or statement of charges against him. Surely this is a matter that should be brought to the attention of the Government, that the rights of one of its citizens and seamen may be vindicated from the irresponsible tyranny of the petty Spanish officials, who, like their superiors in Cuba, regard nothing but the arguments of the strong arm of power.—*Balto. American.*

FREQUENT INFORMATION is received at Washington of revenue officers in the South being threatened by Ku-Klux notices from organized gangs engaged in the manufacture of illicit whiskey. Troops have been called for to protect the officers in the discharge of their duties. Report from the Indian Territory represents a condition of peace and quietness, with no fear of an outbreak of hostilities. A conference of the representatives of the tribes that have complaints against the Government will be held at Washington during the summer.

SOME TIME AGO Mrs. Pomeroy, wife of the somewhat notorious "Brick" Pomeroy, engaged the services of General Butler as counsel for the purpose of procuring a divorce from her husband. As soon as "Brick" heard that his wife had engaged Gen. Butler, he instructed his lawyer to endeavor to make a compromise. Pomeroy's lawyer wrote to Butler to ascertain whether a compromise could be effected. After consulting his client, Butler replied that it could, provided Pomeroy would pay his wife twenty thousand dollars, with alimony. Pomeroy at once accepted the terms, and the case was settled, Mrs. Pomeroy resuming her maiden name.

The Markets.

BALTIMORE, May 8.—Wheat in good demand and firm at 160@165c for red and 160c for white. Receipts of corn light, but market firm. We quote white at 77@80c and yellow at 75c. Rye firm at 95@105c. Oats dull at 64@66c.

PHILADELPHIA, May 8.—Wheat quiet; red Western $155@160; amber $162@167c.—Rye unchanged. Corn quiet; yellow 78c; mixed Western 75@76c. Oats dull and unchanged.

St. CLAIR HOTEL,
Monument Square, Baltimore, Md.
J. GILMOUR & SONS, Proprietors.
The only Hotel in Baltimore furnished with a Passenger Elevator and Fire Escapes. Has accommodations for 300 Guests. Terms, $3 per day. Opened May 1st, 1871.
my11-1m H. H. FOGLE, Manager.

STRAWBERRY AND Floral Exhibition.
A Strawberry and Floral Exhibition will be held at the Court House, in Denton, on SATURDAY, 20th of May, inst., under the auspices of the Farmers' Club. Premiums will be awarded, which will be duly announced. The ladies are particularly requested to bring their flowers for exhibition.
JOSIAH WHITE,
J. W. KERR,
T. H. KEMP,
1t Committee.

NOTICE TO CREDITORS.

Notice is hereby given that the subscribers have obtained from the Orphans' Court of Caroline county letters, of administration upon the personal estate of

BENJAMIN F. KENNEY,

deceased, and that all persons having claims against the said deceased's estate are hereby warned to exhibit the same to the subscribers, with the proper vouchers thereto attached, on or before the 6th day of October, 1871, or they may otherwise be excluded from all benefit of said deceased's estate.

MARY A. KENNEY,
JOHN W. BROWN,
my11-3w Administrators.

PEREMPTORY SALE OF A VALUABLE

STEAM SAW MILL

BY

TRUSTEE.

By virtue of a decree of the Circuit Court for Caroline county, sitting as a Court of Equity, the undersigned, Trustee, will sell at public auction, at Willis' hotel, in Greensborough, on

SATURDAY, 3rd Day of June, next,

between the hours of 1 and 4 o'clock, P. M., all that valuable Steam Saw Mill and fixtures known as the

Hicks' Saw Mill,

situate about two miles from Greensborough. This property contains a 30-horse-power Boiler and a 25-horse-power Engine, which cost in Philadelphia less than four years ago $3,200. There is attached to the mill machinery for running three Circular Saws; one 56-Inch Circular, a small rip Circular and a small cross-cut Circular; also, an extra 48-in. Circular. The mill is in full operation and complete running order. This is a rare opportunity to invest in Saw Mill Property with an established trade and first-rate locality.—For further information address or call upon Wm. C. Satterfield, Greensborough, Md.

TERMS OF SALE.

The terms of sale as prescribed by the decree are: One-half of the purchase money cash on day of sale, balance in six months thereafter. J. W. BRYANT,
my11-ts Trustee.

AGENTS (MALE & FEMALE) For fast selling *popular* subscription Books.—Extra inducements to Agents. Information free. Address Am. Book Co., 62 William St., N. Y. 11-4w

$10 MADE FROM 50 Cts!
Something urgently needed by everybody.—Call and See; or 12 samples sent (postage paid) for fifty cents that retail easily for $10. R. L. WOLCOTT, 181 Chatham Sq., N. Y. 11-4

Wells' Carbolic Tablets.
The late European War brought out new facts of the wonderful efficacy of Carbolic Acid in healing and preventing diseases.
These *Tablets* present the Acid in Combination with other efficient remedies, in a popular form, for the cure of all THROAT and LUNG DISEASES.
HOARSENESS and ULCERATION of the THROAT are immediately relieved, and statements are constantly being sent to the proprietor of relief in cases of Throat difficulties of years standing.
CAUTION.—Don't be deceived by worthless imitations. Get only Wells' Carbolic Tablets. Price 25 cts. per box. Send for circular. JOHN Q. KELLOGG, Platt St., N. Y., Sole Agent for the U. S. 11-4

WANTED—AGENTS, (*$20 per day*) to sell the celebrated HOME SHUTTLE SEWING MACHINE. Has the *under-feed*, makes the "*lock stitch*" (alike on both sides,) and is *fully licensed*. The best and cheapest family Sewing Machine in the market. Address JOHNSON, CLARK & CO., Boston, Mass., Pittsburgh, Pa., Chicago, Ill., or St. Louis, Mo. 11-4

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It is a sure and perfect remedy for all diseases of the
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Dr. WELLS having become aware of the extraordinary medicinal properties of the South American Plant, called

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sent a special commission to that country to procure it in its native purity, and having found its wonderful curative properties to even exceed the anticipations formed by its great reputation, has concluded to offer it to the public, and is happy to state that he has perfected arrangements for a regular monthly supply of this wonderful plant. He has spent much time experimenting and investigating as to the most efficient preparation from it, for popular use, and has for some time used in his own practice with most happy results the effectual medicine now presented to the public as

Dr. Wells' Extract of Jurubeba,

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THEA-NECTAR
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DELAWARE
Rail Road Line.

SUMMER ARRANGEMENT.

On and after MONDAY, May 8, 1871, (Sundays excepted,) Passenger Trains will leave as follows:—

NORTHWARD.			SOUTHWARD.		
LEAVE.		A.M.	LEAVE.	A. M.	P. M.
Delmar,		11.00	Phila.	8.30	5.00
Laurel,		11.15	Baltimore,	7.25	2.40
Seaford,		11.35	Wilm.	10.10	6.25
Bridgeville,		11.50	New Castle	10.30	6.45
		P. M.	State Road	10.35	6.50
Greenwood,		12.85	Bear,	10,45	7.00
Farming'n	A. M.	12.15	Rodney	10.55	7.07
Milford,	7.00		Kirkwood	11.00	7.10
Harrington	7.20	12.30	Mt. Pleas't	11.10	7.20
Felton,	7.30	12.50	Middlet'n	11.25	7.35
Canterb'y	7.35	12.55	Townsend	11.35	7.45
Woodside	7.40	1.05	Blackbird	11.40	7. 5
Wyoming	7.50	1.15	Sassafras,	11.45	8.00
Dover,	8.00	1.25	Clayton,	11.55	8.10
Moorton,	8.10	1.40	ARRIVE.	P. M.	
Brenford,	8.15	1.45	Smyrna,	12.15	8.30
Smyrna,	8.05	1.40	LEAVE.		
Clayton,	8.25	1.55	Brenford,	12.00	8.15
Sassafras	8.30	2.00	Moorton,	12.05	8.25
Blackbird,	8.40	2.15	Dover,	12.20	8.35
Townsend,	8.45	2.20	Wyoming	12.30	8.45
Middlet'n	9.05	2.35	Woodside	12.40	8.50
Mt. Pleas't	9.15	2.45	Canterbury	12.45	9.00
Kirkwood	9.25	3.00	Felton,	12.50	9.05
Rodney	9.30	3.05	Harrington	1.10	9.25
Bear,	9.40	3.15	Milford		9.45
State R'd,	9.45	3.20	Farming'n,	1.20	
New Castle	9.55	3.33	Greenwood,	1.35	
ARRIVE.			Bridgeville,	1.45	
Wilm.	10.15	3.55	Seaford,	2.05	
Phila.	11.45	5.25	Laurel,	2.25	
	P. M.		ARRIVE.		
Baltimore	1.05	8.10	Delmar,	2.40	

NEW CASTLE TRAINS.—Leave New Castle for Wilmington and Philadelphia at 7.40, A. M. Leave Philadelphia 11.45 A. M., and Wilmington 1 P. M. for New Castle.

SMYRNA BRANCH TRAINS.—Additional to those above, leave Clayton for Smyrna 8.40 A. M., and 2 P. M. Leave Smyrna, for Clayton 11.35 A. M., and 7.35 P. M., to make connection with trains to and from Dover, and Stations South.

FREIGHT TRAIN, with passenger car attached, will leave Wilmington 12.55 A. M.; New Castle, 1.20; Middletown, 2.60; Townsend, 2.45; Clayton, 3.20; Dover, 4.05; Wyoming 4.15; Felton, 5; Harrington, 5.25; Farmington 5.40; Bridgeville, 6.15; Seaford, 6.50; Laurel, 7.15, and arrive at Delmar at 7.35 A. M. Passengers leaving Philadelphia at 11.30 P. M. will make close connection with this train at Wilmington. Returning, will leave Delmar at 3.30 P. M.; Laurel, 3.55; Seaford, 4.20; Bridgeville, 4.50; Farmington, 5.25; Harrington, 5.45; Felton, 6.11; Wyoming, 6.45; Dover, 7.05; Clayton, 7.45; Townsend, 8.20; Middletown, 8.40; Kirkwood, 9.05 New Castle, 9.35, and arrive at Wilmington, 10 P. M. Philadelphia, 11.30 P. M. and Baltimore 3.50 A. M. Subject to delays incident to freight business.

This train will stop to take up passengers only at stations named, but will set down passengers at any regular stopping place except Hare's Corner, State Road, Rodney and Dupont.

CONNECTIONS.

At Townsend, with the Kent County and Queen Anne's & Kent Railroads for Kennedyville, Sudlersville and intermediate stations.

At Clayton, with Md. & Del. R. R. for Easton and intermediate places.

At Harrington, with J. & B. R. R. for Milford, Georgetown, Lewes, and intermediate places.

At Seaford, with D. & D. R. R. for Federalsburg, Cambridge, &c.

At Delmar, with the E. S. R. R. for Salisbury, Princess Anne, Crisfield; also for Berlin and other stations on the W. & P. R. R.
H. F. KENNY, Sup't.

PROFESSIONAL.

Medical Card.
DR. M. A. BOOTH has returned to Denton, and offers his professional services to the public. When not professionally engaged, he may be found at his drug store.

ROBT. J. JUMP. WM. S. RIDGELY.
JUMP & RIDGELY,
ATTORNIES AT LAW,
DENTON, MD.,
Will practice in the Courts of Caroline and the adjoining counties. [ja16-y

GEO. M. RUSSUM,
REGISTER IN BANKRUPTCY,
OFFICE FOR THE COUNTIES OF CAROLINE, TALBOT AND QUEEN ANNE'S,
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Continues to practice in the Courts of Caroline. [jan1-y

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Teeth extracted without pain by Nitrous Oxide Gas. Particular attention given to regulating and preserving children's teeth.
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