...EKLY BY—
PUBLISHING CO
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...ELL, Associate Editor.
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...N, MARYLAND.
March, 31, 1898.

...ement still con-
...hare of atten-
...l other new
...iderable dis-
...public mind of
...all new questions.
...olic have made rapid
...ir ideas along this line,
...room for improvement.
...nd education is very
..., and the more the form-
...ged in, the better the
...derstand what course to
...Apparently the suggestion
...o the passage of laws to
...oney for their improvement
...thing, and to find favor with
...tax-payer is another—the two
...st be one. There is, however, an
...nest desire that the larage amount
...ner ...ually raised by taxation
...ad purposes shall be expended
...best advantage, and it has been
...ently suggested that the best
...can only be obtained by
...nployment of the best of road-
...rs, and now that the Commis-
...ers are appointing men as overs-
...s of these roads, the tax-payers
will hold them responsible for these overseers and the roads they give the public. The County Commissioners of this State are clothed with ample power to make the roads almost anything they want them. Authority is given the Commissioners to commit the whole matter to the charge of officers specially fitted for the work, if they chose. This is neither ...expected in this county.
...good roads. What
...appointment of over-
...w ith plenty of good judgment
...not afraid of work. There is,
...wever, another point in the gener-
...w relating to County Commis-
...s that should not be overlook-
One of the most important
...gs in road-making is the drain-
...nd it has been said that in this
...he supervisors or commis-
...dicap-
...t for
...w gives full
...make drainage thorough-
...y effective. The law says "the County Commissioners of any county are authorized, when the county cannot be conveniently drained by drains along the said county roads, to make the same upon the property outside the limits thereof; and they shall contract for the lands that may be required for that purpose, as above provided, or they may proceed to condemn the lands that may be necessary for the purpose." It is very clear, therefore, that full power is lodged in the County Commissioners to have the work of road making and repairing done under the supervision of competent men to provide the means for proper drainage, without which it is impossible to have good roads. A decided improvement can be made in many of the roads by giving them proper drainage; without which it is impossible to make them until this is done. Therefore, in view of this law, road supervisors have no excuse for not draining roads. Were there no such law as above referred to, very few land owners would object to draining the road adjoining their property, for by so doing their land is improved as well as the road.

THE tomato growers as a rule in ...section have deemed it wise not to contract with the canners at $6 a ton. We have published reports of canners all over the Peninsula making contracts with farmers and both sides appear satisfied. We have not known of a contract being made for over $6. At Cambridge the canners refused to pay over $5.50 for some time, but eventually contracted at the standard price. That town, as well as many others, is nearer the city market than we are, still they thought it wise to sell their entire crop at those figures. Competition is so strong that the canners either here or elsewhere can't pay more than the market price and come out whole. The farmer must, in a large measure, look to the canner for a market, and he must of necessity be governed by other canners. The farmer therefore must rely on a drouth for his prices. Should it not come and the peach crop prove a success, it looks as though the tomato crop might be a drag on the market. The canner will have the option to accept or reject all fruit not contracted for, and in case of a large crop the grower will be at the mercy of commission merchants. Taking it on the whole we fear the farmer will realize less clear money for his crop on the new plan than he anticipates. A bird in hand is worth two in the

for the UNION and get $1. per year.

THE Cabot Cotton Mills, at Brunswick, Me., which have been idle two months, owing to a strike of the employees, as well as several other mills, have started up again. It will be remembered the Democratic press spread it broadcast that the Dingley law was responsible for their shutting down. We have yet to see the first intimation from that press the cause of their starting up. If this law closed them up why don't that press tell their readers what started them up again? Don't they believe that like cures like? They must either explain or eat crow.

THE curfew law is becoming very popular, if we can judge anything by the tone of the Peninsula press. Most of the larger towns are strongly in favor of it as a law. Denton has more trouble with her "big kids" than the small ones. If our sister towns would get a first-class spanking machine and give it a fair trial, they will find it equal to or better than a curfew law.

THE huge battleships Kentucky and Kearsarge were launched with appropriate ceremonies at Newport News, Va., on Thursday The christening of the former was with water taken from the birth-place of Abraham Lincoln. Some who thought it could not be done without the use of old Kentucky whiskey, therefore gave her a quart on the bow.

THE appropriation bill of the New Jersey Legislature was reported last week. It carried extraordinary appropriations to the amount of $190,500, including $47,700 for war preparations. This Legislature passed the bill reducing the Governor's salary to $7,500.

THE Legislative session expires Monday at midnight, after a session of 90 days, as limited by law. While there is considerable business yet to be done before adjournment, it is thought that it can be done and an extra session made unnecessary.

CITY Council of Chicago passed an ordinance limiting the height of buildings to be erected in that city to 130 feet. That would be far enough to fall when struck by a western cyclone.

THE APPOINTMENTS

The Wilmington Annual Conference which has been in session at Lewes since last Wednesday, adjourned at noon on Monday, after making appointments for the conference year. Rev. Z. H. Webster was returned to this charge for his fifth year. Rev. R. Watt was made presiding elder for the Wilmington district and C. S. Baker for this district. The next session of the annual conference will be held at Cambridge. Rev. V. S. Collins was made principal of the Conference Academy. The appointments for the Dover and Easton districts are as follows.

DOVER DISTRICT.

C. S. Baker—Presiding Elder.
Beckwith— E. H. Miller.
Bridgeville—W. G. Koons.
Burrsville—L. T. McLain.
Cambridge—E. C. Macnichol.
Camden—C. F. Shepherd.
Cannon—J. W. Fogle.
Church Creek—T. N. Given.
Crapo—J. W. Gray.
Denton—Z. H. Webster.
Wesley(Dover)—Alfred Smith.
Armory(Dover)—Howard Smith.
East New Maaket—H. M. Thurlow.
Ellendale—W. H. Kenney.
Elliott's Island—F E. McKinsey.
Farmington—I. G. Fosnocht.
Federalsburg— —— ——
Felton—T. C. Smoot.
Frederica—T. A. H. O'Brien.
Galestown—John L. Johnson.
Georgetown—Adam Stengle.
Georgetown Circuit — J. T. Van Burkalow.
Greenwood—C. H. Williams.
Harrington—T. E. Terry.
Hooper's Island—W. N. Conaway.
Houston—G. P. Smith.
Hurlock—T. F. Tabler.
Lakesville—Joseph Buckson.
Leipsic—C. I. Stengle.
Lewes—W. L. White.
Lincoln—J. A. Brewington.
Little Creek— —— Covey.
Magnolia—J. D. Kemp.
Milford—L. E. Barrett.
Milton—W. J. Duhadway.
Nassau—J. D. Reese.
Preston—O. S. Walton.
Salem, Md.—H. E. Truitt
Seaford and Bladesville—R. K. Stephenson.
Vienna—Harry Taylor.
Williamsburg—J. H. Wilson.
Williston—F. J. Cochran.
Woodside—H. M. Green.
Wyoming—J. E. Graham.
Zoar—Eben Welch.

EASTON DISTRICT.

W. F. Corkran Presiding Elder.
Bayside—(Supply) A. L. Gray.
Cecilton—J. A. Arters.
Centreville—E. C. Atkins.
Cheswold and Bethel—E. Gardner.
Chestertown—C. A. Grise.
Church Hill—J. H. Geoghegan.
Clayton—O. W. DeVensh.
Cordova—J. M. Mitchell.
Crumpton—J. W. Prettyman.
Easton—R. H. Adams.
Galena—A. P. Prettyman
Golts—(Supply) Irwin B. Taylor.
Greensboro—Aloysius Green.
Hillsboro—F. F. Carpenter.
Ingleside—Omer Jones.
Kent Island—S. P. Shipman.
Kenton—Robert Roe.
Marydel—M. D. Nutter.
Middletown—I. L. Wood.
Millington—D. F. Waddell,
Odessa—W.O. Hurst.
Oxford—T. B. Cooper.
Piney Neck—(Supply) J. B. Merritt.
Pomona—T. R. Van Dyke.
Queenstown—W. O Bennett.
Rock Hall—J. P. Outten.
Royal Oak—James Carroll.
St. Michaels—G. W. Burke.
Smyrna—C. A. Hill.
Smyrna Circuit—L. W. Layfield.
Still Pond—E. P. Roberts.
Sudlersville—J. M. Lindale.
Talbot Circuit—J. W. Tally.
Tilghman's Island—W. W. Chaires.
Townsend—Albert Chandler.
Trappe—Frank Fletcher.
Tunis Mills—W. E. Wright.
Wye and Starr—(Supply) C. K. Morris.
Worten—George L. Ellis.
R. W. Todd, agent of Maryland Bible Society.

CASTORIA
For Infants and Children.
The fac-simile signature of Chas. H. Fletcher. is on every wrapper.

PUBLIC SALE
26 HEAD OF
WORK MULES
AT QUEEN ANNE ON
MONDAY APRIL 4,
Beginning at 1 o'clock p. m. We will sell 26 head of work mules, ages from 4 to 6 years, weight from 900 to 11 hundred pounds each. We sell regardless of price or weather. Liberal terms or discount for cash. Sale will be convenient to both the Queen Anne or Delaware & Chesapeake railroad stations.
SAPP & RAUGHLEY.

PROPOSALS ASKED BY THE COUNTY COMMISSIONERS OF CAROLINE AND TALBOT COUNTIES FOR BUILDING AN IRON BRIDGE OVER THE GREAT COPTANK RIVER AT DOVER BRIDGE.

SEALED PROPOSALS will be received until 12 o'clock noon, May 12th, 1898, at the County Coamissioners' office, in Easton, Maryland, (at which time all proposals will be opened) for building an iron truss bridge, three hundred and twenty-four feet long, across the Great Choptank river, between Caroline and Talbot Counties, at the location of the present Dover Bridge.

PROPOSALS.

All bids must be in lump sum for the brdige complete in place

Bidders will be required to satisfy the Commissioners as to their ability to do the work on which they submit bids.

Proposals must be accompanied by full and complete strain sheets, (the sheets to show for each member the dimensions and area of section, shapes of iron and make up of composite sections; sizes of pins, struts; sways and lateral rods, and of the floor beam connections) with sufficient detail and other drawings to clearly show the character of the structure proposed.

The bridge shall be completed and ready for travel within ninety days from date of contract.

The right to reject any or all bids is reserved by the County Commissioners of Caroline and Talbot Counties, as is also the right not to let the contract if the bids tendered are not satisfactory.

A certified check in the sum of One Thousand Dollars must accompany each bid submitted, endorsed to the order of the County Commissioners of Caroline and Talbot Counties, as a forfeit in case the bidder neglects or refuses to enter into contract—if same is awarded him, in accordance with his bid—within ten days from and including the date of the award.

The company receiving the contract from the aforesaid County Commissioners' of Caroline and Talbot counties, shall execute a bond to said County Commissioners in the sum of $10,000, the said bond containing the usual conditions and provisions, with security or securities to be approved by the aforesaid County Commissioners for the faithful performance of its contract.

GENERAL DESCRIPTION.

The centre line of bridge to be at an angle of ninety degrees with the face of piers.

The superstructure to consist of three spans 108 feet each, c. to c. of piers, and to have one roadway of 16 feet wide in the clear between trusses. The trusses to be 18 feet high c. to c. of chords, and each truss to be divided into seven panels.

All parts of the structure, except adjustable members, flooring and wheel guards, shall be of steel.

The floor joists will rest on shelf angles between the floor beams, and must be securely fastened to them.

LOADS.

Each structure shall be designed to carry the following loads:—

1st. The weight of the iron and steel in the structure. If the assumed weight of the bridge varies from the calculated weight five per cent. it will be necessary to re-calculate the stresses.

2nd. The weight of the flooring and wheel guards, considering each foot of board measure to weigh four pounds. These two items taken together shall constitute the dead load.

3rd. A live or moving load as follows:—A traction engine of eight tons, arranged as follows: three tons on the forward axle and five tons on the rear axle. Axles to be not more than ten feet apart.

No span to be proportioned for a less load than 1600 pounds to the lineal foot.

The maximum strain due to all positions of the live load and of the dead load, shall be taken to proportion all the parts of the structure.

The lateral bracing shall be proportioned to resist a latteral pressure of 300 pounds for each foot of span, all counted as live load.

Bridges to be provided with two lines 1½ inch pipe railing along each side of roadway, placed so as to bring the top line three feet above the floor.

Joists shall consist of five lines of 6-inch steel eye beams and two lines of 6 inch steel channels. Each joist shall have a 3x6 inch white oak spiking piece securely fastened to the top to spike plank on.

The different parts of the structure to be so proportioned that the maximum strains produced shall in no case cause a greater tension or compression in pounds per square inch of section for steel than the following:

For the effect of wind the working strain shall be no more than 15,000 pounds per square inch.

For strains on trusses: Bottom chords, main diagonals 15,000 pounds per square inch, counters, long verticles and suspenders 10,000 pounds per square inch for live and dead loads.

Floor beams to be 15 inch steel eye beams, having two shelf angles 3x3½ inches for supporting the steel joists.

Compression members whose length does not exceed twelve times their diameter may be stretched to 12,000 pounds per square inch.

In other cases strains not to be over $\frac{12{,}000}{1 + \frac{A \cdot L}{R}}$

In which A—24000 for the horizontal chord counted as one pin and one square bea ring. A—18000 for all posts and balance of chord counted as two pin ends. L representing the length of the post in inches, and R the least radius of the section in inches.

Steel floor beams to be used; no beam to be proportioned to carry a less distributed live load than fifteen tons. Floor beams shall not be hung from the lower chord pins. All bridges to be anchored down at both ends, with one end free to move by change of temperature.

Bed plates and bolsters to be of wrought iron. Bed and sole plates in no case to be less than ¼ inch in thickness.

Pin holes must be reinforced by long pin plates well riveted where required.

All rods and hangers with screw ends must be upset at the ends, so that the diameter at the bottom of the threads shall be larger than any part of the body of the bar.

All bolts must be of neat lengths, and shall have washers under the heads and nuts where in contact with wood.

Each span to have a camber of 1-640 of the span.

WOODWORK.

Flooring to be 3 inch plank and to be sawed to uniform thicknes and laid cross wise.

Plank to be laid with close joints, and to be spiked to spiking pieces with 60d steel nails, one to each plank in each spiking piece. Plank must be ordered long enough to admit of being sawed off to a line.

Any planks that do not hold out to finish line are to be replaced. Floor to be of best quality white oak plank free from large or loose knots, black knots, worm holes or sap wood and the wheel guards to have the inner edge chamfered, to be bolted down to floor beams on each side of roadway with ¾ inch bolts, these guards to be further secured by intermediate bolts between floor beams; ends of the guards to be rounded off.

Wheel guards to be 3x8 inch white oak raised 3 inches on blocks 4 - 6 inches apart.

All timber to be subject to the acceptance of the Commissioners of Caroline and Talbot Counties, or their authorized agent.

All woodwork to be executed in a workmanlike manner. No rough or unmechanical workmanship will be accepted

WORKMANSHIP.

All members that may become bent or in any way injured in transportation or erection, or from any cause, must be repaired, strengthened and made good to the satisfaction of the Commissioners before being placed in position.

The ends of all square ended members shall be planed smooth and exactly square to the centre line of strain.

All members must be free from twists or bends.

Portions exposed to view shall be neatly finished.

All workmanship to be first class in every particular.

Abutting joints in truss bridges must be planed. Pins and rollers turned smooth and straight and pin holes bored. Roller bars, plates or shapes must come straight from the rolling mills. Eye bars must be free from flaws and of full thickness in the necks; they shall be perfectly straight and out of wind before being bored; they must be bored to the exact length; the holes shall be in the centre of the head and on the centre line of the bar, and shall be bored to exact line.

The strains on the pins not to exceed 7500 pounds per square inch, nor the bending moment exceed 15,000 pounds per square inch on extreme fibers. And the pressure on the projected semi-intrados of pin holes must not exceed 12,000 pounds per square inch. The diameter of the pin shall in no case be less than ⅓ the largest dimensions of any tension member attached to it. The several members attached to the pin shall be so packed as to produce the least bending moment on the pin.

QUALITY OF MATERIAL.

All wrought iron and steel must be tough, fibrous and uniform in character, free from buckles, flaws, blisters and injurious seams, and shall have a workmanlike finish, and shall have a limit of elasticity of not less than 24,000 pounds per square inch.

Finished bars must be troroughly welded during the rolling, and free from injurious seams, blisters, buckles, cinder spots or imperfect edges.

For tension members the muck bars shall be rolled into flats and again piled, reheated and rolled into finished sizes.

The iron shall stand the following tests:

Full sized pieces of flat, round or square iron, not over 3 inches in sectional area, shall have an ultimate strength of 49,000 pounds per square inch, and stretch 10 per cent. in their whole length.

When tested in specimens of uniform sectional area of at least ¾ square inch, of 8 inch in length, taken from tension members which have been rolled to a section of not more than 3 square inches, the iron shall show an elasticity limit of 25,000 pounds, and an ultimate strength of 50,000 pounds per square inch, and stretch 15 per cent. in a length of 8 inches.

The same sized specimen taken from soft steel of tension members shall have an ultimate strength of from 54,000 to 62,000 pounds per square inch, and elongate 26 per cent. in 8 inches and bend, cold, flat on itself without fracture

The reduction of area in breaking point shall be 50 per cent. in minimum.

Specimens from angle plate and shaped steel must stand bending cold through 90 degrees, and to a curve whose diameter is not over three times its thickness without cracking; when nicked and bent its fracture must be mostly fibrous.

The Contractor shall furnish all facilities for inspecting material and workmanship; he shall also furnish, without charge, such specimens (prepared) of the several kinds of iron or steel to be used as may be required to determine their character

Full sized parts of the structure may be tested at the option of the commissioners; if tested to destruction, such material shall be paid for at cost, less scrap value, if it proves satisfactory.

If the material does not stand the test it will be considered rejected, and be solely at the expense of the Contractor.

Flaws or surface imperfections, irregular shapes or corrosion will be sufficient ground for rejection of material.

DETAILS.

All the details of the several parts of the structure shall be of such strength that, upon testing, rupture shall occur in the body of the members, rather than any of their details or connections.

The heads of eye bars must be so proportioned and made that the bar will break in the body rather than in the head or neck.

Bars which run in different directions in parellel planes must be sufficiently separated to prevent contact where they cross each other to avoid wear and rattling; or if allowed to come in contact must be properly clamped.

The rivets when driven must completely fill the holes, and rivet heads must be full and neatly made and concentric to the rivet holes.

Riveted connections between the trusses and floor beams will have the preference.

Preference will be given those designs in which all parts are accessible to inspection.

All parts of the work to be so designed that water can not find lodgment. No closed section will be allowed in the work.

In riveted work all joints must be machine dressed, square out of wind, and when together must be in contact throughout.

Loose or badly fitting rivets must be cut out and replaced, no caulking allowed.

The riveted field connections of floor beams, struts, &c., to be accurately matched before leaving the shop, and all unmatched holes reamed to fit.

Abutting joints must be in contact throughout.

All material must be carefully straightened before being laid off.

In pieces not adjustable for length no variation o' more than 1-32 of an inch will be allowed in the length between centres of pin holes.

PAINITING.

All iron work must be coated at the shop with one good coat of Carbonizing Coating, well worked into all joints and open spaces, and have an additional coat of Carbonizing Coating after erection. All iron to be scraped clean and freed from scale before painting. In riveted work all surfaces coming in contact shall be painted with a good coat of Carbonizing Coating before being riveted together; all parts not accessible for painting after erection shall have an additional coat of paint before leaving the shop.

SPECIFICATIONS FOR SUBSTRUCTURE.

The bridge will be located on the Caroline County side of the Choptank River, extending from the shore 225 feet towards the draw. there must be four piles at each bent, to be not less than 14 inches square. Where the depth is so great, it will require built up piles to be spliced according to the directions given by the County Commissioners, to be of sound heart spruce pine timbers. Where the depth is from 30 to 50 feet the piles can be round, not less than 8 inches in diameter at the small end and 12 inches 3 feet from the top under the bark. The piles to be enclosed in the iron cylinder. The cylinders to be sunk to a depth satisfactory to the Commissioners, not exceeding 20 feet below the bed of the river.

The piles shall be cut off eight feet from the top of the cylinder and must be enclosed with concrete from the bottom to the top of cylinders so as to protect the piles from sea worms and decay above low water.

The concrete must be made of one part of best Hydrolic cement, two parts of sand and five parts of lime stone or Port Deposit granite, broken about 2 inches to 2½ inches in diameter, thoroughly placed around the piles. The mixing and placing of the concrete to be done as directed by the County Commissioners.

The made up piles must be pointed with wrought iron shoes. They must be all driven to hard bottom or the hard pan bottom which is said to be from 75 to ninety feet below the surface of the water in the river. The piles are to be driven with a hammer which weighs not less than 2,000 pounds and driven until they do not sink more than 4 inches under the last three blows of the hammer falling 20 feet.

A heavier hammer and a shorter fall is preferred. If piles are injured in driving they shall be cut off or withdrawn, as the Commissioners may direct. The piles and the cylinders to be painted with Carbonizing Coating.

Cylinders to be ½ inch shell and 48 inches diameter.

The details of bracing between the cylinders and bracing the longitudinal girders and all other details of the bridge to be submitted to the County Commissioners for approval and must be done to their satisfaction.

By Order of
County Commissioners of Caroline and Talbot Counties.
THOS. R. GREEN,
Clerk to County Commissioners of Caroline County.
CHARLES F. STEWART,
Clerk to County Commissioners of Talbot County. mh 31 3t.

ROAD EXAMINERS NOTICE.

The undersigned having been appointed by the County Commissioners of Caroline County, to examine and lay down a new Public Road in the Seventh Election District of said county to begin at a point on the county road leading from Denton to Ridgely, known as the "Dunning Road", and running through the lands of sundry persons until it intersects the lands of W. A. J. Jackson, Sarah Thomas, James W. Nichols, James E. Wright and Robert H. Bandy, to go through said lands until it intersects the county road at or near Tuckahoe station, hereby give notice that they will meet at the place of beginning on

WEDNESDAY, APRIL 13, 1898,

at 10 o'clock a. m., for the purpose of executing their commission. The County Surveyor will please attend without further notice.

F. C. RAMSDELL,
CAPT. C. F. SMITH,
ZEBDIAL HORSEY,
Examiners.
mch10tdm

USE LISTER'S SPECIAL
FERTILIZERS
FOR TOMATOES AND POTATOES
to Insure a Big Crop. Sold by
J. H. BARROW,
a7 Preston, Md.

Notice to Chicken Owners.

All persons are hereby warned that further trespassing by chickens upon the public square surrounding the Court House will not be allowed, and the baliff has been authorized to collect damages from owners of fowls disregarding this notice. By order of County Commissioners,

W. C. TODD, President.
THOS. R. GREEN, Clerk. m 17 3t.

BARRICK & SONS'
NEW IMPROVED
COMPOSITION OF LIME.
In order to produce a complete and Ready-Acting Land Lime, we have taken the three different strata of rock, namely: White, Dark Blue and Light Blue; we burn them in separate kilns and then mix them proportionately.
This LIME has been TESTED and TRIED by eminent farmers and has given such
MARVELOUS RESULTS
on the first crop that upon placing it before the public we invite farmers to test it with other Limes and see that what we say is true. We have such an enormous deposit of Limestone which range in different stratas, and are better qualified, with numerous facilities, than any other firm in business, and can and do guarantee satisfaction in every way.
We will forfeit 1000 Dollars to Anyone Showing such facilities, and are prepared to furnish any desired quantity of lime, at any time.
TABLE SHOWING BUSHELS PER ACRE.

20 bu. per acre	4 bu piles.	11 steps apart
25 " "	" "	10 "
30 " "	" "	9 "
40 " "	" "	8 "
50 " "	" "	7 "
60 " "	" "	6 "
70 " "	" "	5½ "
75 " "	" "	5 "
80 " "	" "	4½ "
90 " "	" "	4 "

BARRICK & SON,
Woodsboro, Md.
GREEN & REDDEN, Agents,
2 24 3m Denton, Md.

TRUSTEES' SALE
—OF VALUABLE—
Real Estate,
SITUATED IN THE TOWN OF
DENTON, MARYLAND.

UNDER AND BY VIRTUE of a decree of the Circuit Court for Caroline County, sitting as a court of equity, passed on the 25th day of February, 1898, in a cause therein pending wherein George A. Deakyne and George M. Russum, Trustees, were complainants and Enoch George, infant, and others, were respondents, the undersigned, as Trustees, will sell by public auction in front of the Court House door in the Town of Denton, Md., on

SATURDAY, APRIL 9th,

1898, between the hours of 2 and 5 o'clock P. M., the following real estate, to wit:

All that lot, tract or parcel of land, situate mostly in the town of Denton, Caroline County, and state of Maryland, on the East side of the County road and Fifth street, (or Horsey Ave.) leading from Main street of said town to Williston, Md., via J. W. Kerr's, and is the same tract or parcel of land, whereon the late Wm. G. Horsey died, and which he devised to his daughter, the late Mrs. Dr. Enoch George, and which she devised to the said George A. Deakyne and George M. Russum in trust for her son Enoch George, Jr., be the quantity of land what it may.

The above tract or parcel of land will be sold in building lots, one of which lots is improved by a large two-story dwelling and necessary out-buildings.

Seventeen of these lots front on Fifth street and Horsey Ave., and have a frontage of 50 feet to each lot, except two which have a frontage of 61 feet each and one with a frontage of 100 ft. 7 of the above mentioned lots have a depth of 200 feet each, and ten have a depth of 150 feet each. There are 28 lots fronting on Sixth street extended. Lots on East side of this street have a frontage of 50 feet and a depth of 190 feet each. Lots on west side of Sixth street extended have a frontage of 50 feet and vary in depth from 100 to 200 feet. There are 21 lots fronting on Love street extended having a frontage of 50 feet each and the greater number of which have a depth of 190 feet. 16 lots front on Seventh street extended and have a frontage of 50 feet and a depth of 190 feet each; 5 lots front on Eighth street extended and are the same size as those fronting on Seventh street. There are also two large lots East of Eighth street extended, of sufficient size for trucking and pasturing For title to the above real estate, see Item 3 of the last Will and Testament of Eva M. George, late of Caroline County deceased, and recorded in the Orphan's Court for Caroline County among the Wills Records of said county.

A plat of the above tract divided into building lots as the same will be sold, can be seen at the office of the Clerk of the Circuit Court for Caroline County, by calling on George A. Deakyne, one of the Trustees; said plat will be exhibited on day of sale and each lot particularly designated and numbered thereon, and exact dimentions of each lot given. This plat will afterwards be recorded among the land records of Caroline County for the convenience of the purchasers.

TERMS OF SALE.

The terms of sale as prescribed by the Court are: One-third of the purchase money to be paid in cash on day of sale, and the residue in two equal installments of 12 and 24 months from day of sale (or all cash at the option of the purchaser); the credit payments to bear interest from day of sale, and to be secured by the note or notes of the purchasers, with surities thereon to be approved by the said Trustees.

GEORGE A. DEAKYNE,
GEORGE M. RUSSUM,
J. W. CLARK, Auct. Trustees.

QUEEN ANNE'S RAILROAD



CHANGE OF TIME.

Schedule in Effect March 16th, 1898. Steamer connections between 7½ Light Street Wharf, Baltimore, and Railroad division at Queenstown, Md.

Eastward. DAILY, EXCEPT SUNDAY.			Westward. DAILY, EXCEPT SUNDAY.	
3 Exp.	1 Mix'd	STATIONS.	2 Exp.	4 Mix'd
Leave P. M.	A. M.		Arrive. A. M.	P. M.
3.15	5.45	Baltimore	10.50	9.15
6.15	8.45	Queenstown	8.20	6.45
6.21	8.53	Bloomingdale	7.57	5.41
6.28	9.02	Wye Mills	7.48	5.32
6.34	9.11	Willoughby	7.40	5.25
6.43	9.21	D. & C. Junc.	7.29	5.15
6.45	9.23	Queen Anne	7.27	5.13
6.47	9.26	Hillsborough	7.25	5.11
6.52	9.32	Downes	7.21	5.06
6.55	9.36	Tuckahoe	7.19	5.03
7.01	9.45	Denton	7.12	4.55
7.11	10.02	Hobbs	7.01	4.40
7.19	10.12	Hickman	6.54	4.29
7.23	10.17	Adamsville	6.50	4.23
7.27	10.23	Blanchard	6.46	4.18
7.34	10.33	Greenwood	6.40	4.10
7.41	10.44	Owens	6.32	3.57
7.44	10.48	Banning	6.28	3.53
7.47	10.54	Deputy	6.24	3.49
7.55	11.00	Ellendale	6.18	3.43
8.04	11.24	Wolfe	6.06	3.30
8.10	11.30	Milton	6.00	3.20
8.18	11.38	Whitesboro	5.52	3.12
8.21	11.41	Drawbridge	5.49	3.09
8.25	11.45	Burton	5.45	3.05
8.30	11.50	Lewes	5.40	3.00
P. M.	A. M.		A. M.	P. M.

CONNECTIONS.

"a" connects at D. & C. Junction for points on Delaware & Chesapeake R. R.

"b" connects at Greenwood with the Delaware Division of the Philadelphia, Wilmington & Baltimore Railroad for Seaford, Delmar, Salisbury, and points south.

"c" connects at Ellendale with the Delaware, Maryland & Virginia Railroad for Georgetown.

"e" connects at Greenwood with the Delaware Division of the Philadelphia, Wilmington & Baltimore Railroad.

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Leave Baltimore 10:30 a. m., Tuesday, Thursday and Saturday for same landings.
THE STEAMER GRATITUDE
will leave Centreville at 8 a. m., Tuesday, Thursday and Saturday, stopping at the landing on Corsica river, Jackson's Creek and Rock Hall.
Leave Baltimore 10:30 a. m., Monday, Wednesday and Friday, for same landings.
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