THE EASTON GAZETTE.

WILSON M. TYLOR & BRO.,
EDITORS AND PUBLISHERS.

S. E. SHANNAHAN, Foreman and Local Reporter.

SATURDAY, - MARCH 23, 1895.

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THE COMING STORM IN OUR POLITICS.

NATIONAL politics having been practically divorced from the arena of public discussion by the overthrow of the democratic party last year, we are transferred to the narrower zone of State politics, which more directly concern our individual interests and domestic happiness. We have a bonded debt of $8,684,986, which should long since have been paid; and by proper management could have been discharged without oppressing the taxpayers. But the policy of the party in power since 1867 has not been one of economy. On the contrary, the democratic leaders have uniformly showed a readiness to encourage measures, the adoption of which compelled the appropriation of large sums of money. Many of such expenditures were incurred, and hence, all of these years that have been favorable to debt paying have been allowed to pass, and the State debt has not been materially reduced; while many of the productive assets which had hitherto been carefully cherished by all political parties have been squandered. The remaining productive investments and the sinking fund aggregate $5,303,233, which leaves a net debt of $3,381.756 upon the people.

In view of the enormous depreciation of all kinds of property and values in the last two years, and the appalling depression in business, every tax payer cannot but regard future burdens with apprehension; and all must regret that this weight of debt has not been discharged in those years of prosperity since the civil war, in which the General Government paid off more than $2,000,000,000 of the federal debt without a single individual being oppressed. Moreover, the policy persued by those who have been in power for the last twenty five years and more, has been such as to create perpetual annual burdens.

The contest before us must necessarily be a stormy and bitterly fought one. Those in power have grown insolent in its enjoyment and will resent opposition acrimoniously—hence the battle will be one of incessant hostilities from beginning to finish—and unavoidably fierce and desperate. Those who have long aggrandised themselves in power will be unwilling to surrender the possession of that power without a desperate struggle. While those who have resolutely determined to throw off the yoke, may not be expected to meet their adversary in any other spirit than that of lofty purpose and a corresponding determination to win the coveted prize.

Let nobody, therefore, be deceived as to the character of the conflict, but be prepared to do their duty in any emergency that might arise in liberating the State from the horde that has so long debauched our politics and prayed upon our substance.

THE POPULAR WILL SHOULD CONTROL.

THERE is no sounder proposition than public sentiment should be consulted, respected and obeyed under our form of government. Yet, nothing is truer than the statement, that for more than a quarter of a century the popular will in Maryland has been systematically supressed or arrogantly defied and throttled in all matters of State. Political control for this long period has been in the hands of a few men who have insolently dominated the politics of the State, and succeed in setting up an obligarchy distinguished for misrule, and self-aggrandisement which they have managed to perpetuate for nearly a generation. This baleful condition of affairs is rendered possible only by the indifference of the people to their duty. It is needless to say, that such a shameful and degraded condition of affairs could have prevailed for a life-time but only as the result of indifferentism on the part of the people.

It is manifest that a change has come over the spirit of the dreams of the people all over Maryland. A long and loud protest has gone out from the business men of the cities and towns of the entire State; from the yeomanry of the counties and from the vast army of men who live by daily toil—all of the vast multitude have joined in a proclamation that the will of the people shall formulate the policy of the State, and guide and control in the management of public affairs. They will no longer submit to the tyranny and indignity of being "steered" by insufferable "Bossism" and plundered by robbers.

WHO SHALL CARRY OUR BANNER TO VICTORY?

ALREADY, and most frequently, the question is asked, who shall be our standard bearers in the coming fight? The answer to it, to our minds, is as plain as it is momentous and weighty. All personal and selfish considerations must be thrown overboard. The deck must be cleared, and the fullest and most complete preparations must be made for the approaching engagement. Availability and fitness must govern in the choice of candidates. Who, but the people, can know who would be acceptable to them? Nothing is truer than the instinct of the great masses of the people as to the availability and the fitness of those amongst them for public place. Therefore, let them have the freest and fullest opportunity to manifest their preference as to who shall lead them in the coming battle to redeem the State from grinding misrule and insolent "Ring" domination. The people are prepared for a change, and they know best who they want for their servants in places of power and control.

Any knot of politicians who may attempt to hatch out a ticket for the race this fall runs the risk of being vigorously rebuked. Such monements only complicate our politics, and they should not be countenanced by sober and thoughtful men.

THE Boston Transcript said: "The most remarkable Congress in American history came to an end at noon on Monday last; and the same date marks the half way point of the most unfortunate Administration."

To which Mr. Dana, of the New York Sun, replies as follows:

In a certain sense Mr. CLEVELAND may be called unfortunate. Any man, or any body of men, who will engage in fraud, in swindling, in false pretences, or in other crimes, will truly be unfortunate. But cheating and lying, treachery and imposture, cannot be palliated by such an adjective.

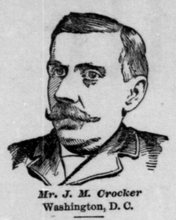
Mr. CLEVELAND came into power pledged above everything else, to secure the enactment of a tariff for revenue only; yet from the first moment he entered upon his office, he has not uttered one word, nor made one suggestion, nor put forth one effort to obtain the passage of such a tariff. On that subject he has been as dumb as a stone.

In this it will not do to say he has been unfortunate. He has been dishonest and dishonorable; he has deliberately and impudently cheated the people of the United States. He has squarely reversed and spit upon the platform, upon which he worked for election: and he has insulted and disgraced the party which elected him. For such an offence what forgiveness can there be?

REPUBLICANISM UNIFIED AND ORGANIZED.

THE fratetnal feeling and unity of purpose which prevails amongst republicans throughout the State, denotes a common object on their part to eradicate every trace of discussion that may have existed in the ranks of the party, and secure a thorough and efficient organization of the hosts who are to carry the banner of the people to victory in November next. The ranks of the Republican party have been largely extended in every section of the State in the last twelve months, and they are gaining accessions daily.

The appeals of the democratic leaders to stand by the party and save it from defeat upon their pledges to reform the abuses complained of within the party are no longer potent as a rallying cry. The afficacy of such appeals is lost amongst the shattered fragments of broken promises, and the old veteran has taken the political principles he loves and the doctrines he has always revered, and borne them into the party founded by Abraham Lincoln, who he believes was honest and just, and who loved the common people with an undying devotion and did what he could to benefit and elevate them. Thousands of men in Maryland have left the fold of the Democratic party and joined the ranks of the Republican party because they are convinced that their interests and sentiments are better represented by that party.



Mrs. J. M. Crocker
Washington, D. C.

Rests the Tired Brain

Hood's Sarsaparilla Gives Nerve Strength and Bodily Health

Hood's Pills are "Much in Little."

"I have used Hood's Sarsaparilla and Hood's Pills for many years and consider them the best on the market. Hood's Sarsaparilla has given me health and strength from time to time when tired and

Worn Out From Overwork

and the worry of business. It has purified my blood, toned my nerves, and rested my tired brain by restoring sleep and invigorating my entire system. Hood's Vegetable Pills are much in little. I use no others. They invigorate the liver to healthy action, act gently on the bowels,

Hood's Sarsaparilla Cures

relieve sick headache and indigestion, and thus assist tired nature to remove disease and restore health." J. M. CROCKER, 1419 Rhode Island Avenue, Washington, D. C.

Hood's Pills act harmoniously with Hood's Sarsaparilla. 25c.

Assignee's Sale

OF VALUABLE

STORE AND DWELLING HOUSE, IN Chapel District.

Under and by virtue of power and authority contained in a mortgage from Joseph H. Ross and wife to Robert B. Dixon, Ext. I. Davis Clark, bearing date on the 13th day of July, A. D. 1888, and duly of record in Liber T. H., No. 108 folio 342, one of the Land Record Books of Talbot County, and assigned by Robert B. Dixon, Ext. to Robert B. Dixon, Guardian of Jas. F. Clark, and assigned by Robbt. B. Dixon Guardian to James F. Clark, and assigned by James F. Clark to the undersigned, I will offer at public sale in front of the Court House Door in the town of Easton on

TUESDAY,

The 16th Day of April,

A. D. 1895, between the hours of 2 and 4 o'clock P. M. of that day all and singular that

DWELLING, STORE HOUSE AND LOT OF GROUND,

situate lying and being at Longwoods in Chapel District of Talbot county, and containing 12 acres of land more or less.

This land is improved by a comfortable dwelling and store house which is a good stand for business and offers extra inducements to any one who desires to go into business.

Being the same store which was occupied for a long time by Thomas J. Rowens.

Terms of Sale.

The terms of sale are one-third cash on day of sale and the balance in six and twelve months respectively. The deferred payments to bear interest from day of sale and to be secured by note or notes satisfactory to the undersigned.

WILLIAM R. MARTIN,
J. A. ROE, Assignee.
Auctioneer.

HUMPHREYS'

Nothing has ever been produced to equal or compare with **Humphreys' Witch Hazel Oil** as a CURATIVE and HEALING APPLICATION. It has been used 40 years and always affords relief and always gives satisfaction.

It Cures PILES or HEMORRHOIDS, External or Internal, Blind or Bleeding—Itching and Burning; Cracks or Fissures and Fistulas. Relief immediate—cure certain.

It Cures BURNS, Scalds and Ulceration and Contraction from Burns. Relief instant.

It Cures TORN, Cut and Lacerated Wounds and Bruises.

It Cures BOILS, Hot Tumors, Ulcers, Old Sores, Itching Eruptions, Scurfy or Scald Head. It is Infallible.

It Cures INFLAMED or CAKED BREASTS and Sore Nipples. It is invaluable.

It Cures SALT RHEUM, Tetters, Scurfy Eruptions, Chapped Hands, Fever Blisters, Sore Lips or Nostrils, Corns and Bunions, Sore and Chafed Feet, Stings of Insects.

Three Sizes, 25c., 50c. and $1.00.

Sold by Druggists, or sent post-paid on receipt of price.
HUMPHREYS' MED. CO., 111 & 113 William St., New York.

WITCH HAZEL OIL

ORDER NISI.

Clayland Mullikin, Trustee,
vs.
Gustavus K. Benson and Cora D. Benson, his wife.

In the Circuit Court for Talbot County. In Equity.

Ordered, This 21st day of March, A. D. 1895, That the sale of the property mentioned in these proceedings made and reported by Clayland Mullikin, Trustee, as aforesaid, be ratified and confirmed, unless cause to the contrary thereof be shown on or before the sixteenth day of May next.

Provided, a copy of this order be inserted in some newspaper printed in Talbot County once in each of three successive weeks before the Fifteenth day of April, next.

The report states the amount of sale to be $1851.35.

THOMAS HUGHLETT, Clerk.

True Copy—Test:
THOMAS HUGHLETT, Clerk.

Money to Loan.

$2500 on first mortgage for immediate investment.
Apply to
tf WILSON M. TYLOR.



We Employ Young Men to distribute our advertisements in part payment for a high grade Acme bicycle, which we send them on approval. No work done until the bicycle arrives and proves satisfactory.

Young Ladies employed on the same terms.

If boys or girls apply they must be well recommended. Write for particulars.

ACME CYCLE COMPANY,
ELKHART, IND.

In Poor Health

means so much more than you imagine—serious and fatal diseases result from trifling ailments neglected. Don't play with Nature's greatest gift—health.

Brown's Iron Bitters

If you are feeling out of sorts, weak and generally exhausted, nervous, have no appetite and can't work, begin at once taking the most reliable strengthening medicine, which is Brown's Iron Bitters. A few bottles cure—benefit comes from the very first dose—*it won't stain your teeth*, and it's pleasant to take

It Cures

Dyspepsia,	Kidney and Liver
Neuralgia,	Troubles,
Constipation,	Bad Blood,
Malaria,	Nervous ailments

Women's complaints.

Get only the genuine—it has crossed red lines on the wrapper. All others are substitutes. On receipt of two 2c. stamps we will send set of Ten Beautiful World's Fair Views and book—free.

BROWN CHEMICAL CO. BALTIMORE.

WASHINGTON LETTER.

[FROM OUR REGULAR CORRESPONDENT.]

Washington, March 18, 1895.

A verbatim report of Mr. Cleveland's conversation with Secretary Gresham concerning the diplomatic happenings of the past week would unquestionably make what the late Horace Greely would have called "mighty interesting" reading, but as neither of the principals in this interview are likely to tell what was said the country will have to wag along without the knowledge. It has leaked out, however, that Mr. Cleveland thinks it would have been just as well had Secretary Gresham, who is still far from well, not been in such a hurry to prepare and send that demand to the government of Spain, and that he would have been better engaged in trying to nurse back his strength.

Allowing that the facts are as they have been stated by the captain and other officers of the Alianca, the language of Secretary Gresham's demand for an apology from Spain and for the issuing of such orders to the commanders of Spanish warships as will make it certain that no other vessel flying the U. S. flag and engaged in legitimate business will be fired upon, was all right, although unnecessarily strong; but there was no occasion for such undue haste. Americans with all their many faults are credited by all the world with a love of fair play. It is therefore unfortunate that an American Secretary of State has been guilty of threatening a weaker nation upon an ex parte statement of a case, in the face, too, of an assurance from the Spanish minister that he would present a statement of the other side as soon as the Spanish authorities in Cuba could communicate with the gunboat which is charged with having fired at the Alianca: and of the further assurance from the Spanish minister that his country would apologize if the firing had taken place as charged unless it could be justified in a manner satisfactory to this government. While it was thoroughly undiplomatic for the Spanish minister to have publicly criticized Secretary Gresham's actions, in ignoring his assurances and making a direct demand, which really is an ultimatum, upon Spain, it certainly is not surprising. One does not cease to be a man upon becoming a diplomat, whether he be a Spaniard or an American.

SEND FOR SAMPLES.

SIGNS OF APPROACHING SPRING

On counters and shelves brilliant and quiet color harmonies abound—a prelude to the season of bright sunshine and balmy breezes—and a suggestion to visitors that the time to discard winter rainment is at hand.

Never before have we been better prepared for the coming of Spring. Months ago our buyers visited the manufacturing centers of the world, and purchased rich and most exquisite dress stuffs, especially in

SILKS, DRESS GOODS AND COTTON FABRICS.

In Silks—from the exquisite wash matearial to the heaviest and most expensive fabric the stock is best characterized in the one word-complete. Never before have designs of equal elegance been conceived and executed. Nor have the delicate silken threads ever been given colors so dainty and beautiful.

SEND FOR SAMPLES.

In Dress Goods—we have prepared for the season's business on an unexampled scale. Such delightfully pretty colorings and designs, and such rich fabrics have never before graced American counters.

SEND FOR SAMPLES.

Cotton Fabrics—What woman does not feel an interest in these beautiful, filmy textures? Each succeeding year manufacturers seem to strive the harder for supremacy in these goods. The best results of this year's competition—in color, design and textures—are to be seen on our counters.

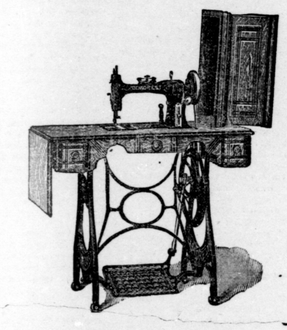
SEND FOR SAMPLES.

That prices throughout are the lowest possible goes without saying. Every advantage our great facilities brings to us has been availed of in the interest of our customers.

Our Mail Order department—always efficient and well-organized—has been even improved within the past few months.

Strawbridge & Clothier,

SEND FOR SAMPLES. PHILADELPHIA.



A Wonderful Achievement.

FOR $19.50

WE WILL SEND YOU

THE EASTON GAZETTE

FOR ONE YEAR, AND

The Best High Grade Lock-Stitch

SEWING MACHINE

With All Attachments.

The advantages of the Demorest machine are; The materials and workmanship are of the highest order, it is noiseless and easy running, has a high arm, the driving wheel is self belting, the shuttle is self-threading, the need is self-setting, the machine is self threading oose wheel for winding the bobbins, and all the bearings are of hardened steel. There are also full attachments with each machine, including five hemmers, quilter, tucker, ruffler, binder, braider and in addition twelve needles, six bobbins, oil can and book of full and complete instructions, and in order to secure entire confidence, a guarantee to refund the money if not satisfactory We are thus offering at an unparalleled low price, a sewing machine with decided improvements over all others, and free from all objections.

We guarantee the "DEMOREST" to be equal to any high-priced machine in the market and the public shall be the judge.

Call on some of the many that have purchased these machines through the GAZETTE during the past ten years and hear what they have got to say. If there has been one word of complaint, we are not aware of it.

Mrs. Thos. H. Coburn, Easton,
" H. H. Lansdale, Easton,
" Parrott, Trappe,
" W. E Ross, Cordova,
" H. C. Speakman, Easton,
" Yancy Jones, Easton,
" Ney Dodson, St. Michaels,
" Henry A. Nichols, Easton,
" E. B. Morton, Trappe,
" A. Retallack, Oxford,
" H. Avery Turbitt, Easton,
" Leander R. Hooper, Easton,
" Edw. Woodall, Royal Oak,
" Harry M. Mason, Easton,
" Geo. H. Trax, Cordova,

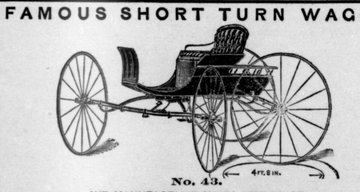
Mrs. Guion Miller, Woodside, Md.
Miss Mary Scott, Easton,
" Fannie R. Adams, Trappe,
" Addie H. Trippe, Easton,
Mrs. Henry Nichols, Easton,
" Mrs. E. B. Morton, Trappe,
" I. Swartz, Easton,
" Frank Garey, Easton,
" Michael McHale Easton,
" J. W. Perry, Cordova,
" L. S. Fleckenstine, Easton,
" W. T. Lynch, near Easton,
Miss Mattie Slaughter, Trappe,
Dr. Chas. Lowndes, Easton.

The Machine is perfect in mechanism, and can be bought in any wood or finish desired with slight additional cost. The Drop Desk Cabinet style only $40.00 when agents for other machines are asking $110.00 for the same thing.

This machine does not pass through an agent. The purchaser gets benefit of the factory price and pays freight from factory which amounts to 45 cents to Easton.

Order Only Through THE EASTON GAZETTE, Easton, Md.

FAMOUS SHORT TURN WAGON



No. 43.

WE MANUFACTURE MANY STYLES OF

HIGH GRADE PLEASURE VEHICLES

Short turn and end spring Vehicles a specialty.

WRITE FOR CATALOGUE AND PRICES.

THE CREAMER & SCOTT CO.,
Wholesale Manufacturers,
RICHMOND, INDIANA.

Notice to Creditors.

Notice is hereby given, that the subscriber hath obtained from the Orphans' Court of Talbot County, in the State of Maryland, letters of Administration on the personal estate of Joseph Matthews late of Talbot county, deceased. All persons having claims against the said deceased's estate are hereby warned to exhibit the same properly authenticated to the subscriber, on or before the 12th day of September, A. D., 1895, otherwise they may by law be excluded from all benefits of the said deceased's estate. All persons indebted to said estate are requested to make immediate payment.

WILLIAM P. BENSON,
3-2-4t Administrator.

IF YOU NEED BONDSMEN.

AS

TRUSTEES, EXECUTORS, ADMINISTRATORS, GUARDIAN OR FOR ANY OTHER PURPOSES.

Do not annoy your neighbors and friends by asking them to go your bond, but apply to the Fidelity and Deposit Co., of Maryland.—This Company has half a million capital and $300,000 surplus, and will go on your bond for any purpose, at a cost from $10 up, or for a small percentage of your commissions. It costs nothing to make an application.

Apply to
OSWALD TILGHMAN, Atty.
7-21y Easton, Md.

CHARLES E. SHANNAHAN,
ATTORNEY AT LAW,
102 E. LEXINGTON STREET,
Near St. Paul St., opposite northwest corner Court House Square, first floor front,
BALTIMORE, MD.

Practices in all the Courts—Federal, City, County and the court of appeals.
Will attend promptly to all business entrusted to him either in County or City.

Western Maryland Railroad.

Taking effect Sept. 30th, 1894. Trains leave Hilten Station as follows:

*4:30 a. m.—Fast Mail, for Main Line, N. & W. R. R., and the South, and ex. Sunday P. V. R. R., B. & C. V. R. R.; Martinsburg and Winchester.
*7:22 a. m.—York and B. & H. Div.; main line east of Emory Grove, also G. & H. R. R.
*8 a. m.—Main Line, P. V. R. R., B. & C. V. R. R., Emmitsburg and N. & W. R. R.
9:30 a. m.—Accom. for Union Bridge and Hanover.
*10:17 a. m.—Accom., for Union Bridge, York, Gettysburg; also Carlisle and G. & H. R. R.
*2:25 p. m.—Accom. for Emory Grove.
*2:35 p. m.—Accom. for Union Bridge.
*5:20 p. m.—Exp. Glyndon, York and B. & H. Div.
*4:50 p. m.—Accom. for Emory Grove.
*6:02 p. m.—Exp. Main Line Points, also Emmittsburg, B. & C. V. R. R., P. V. and N. and W. R. R.
*6:15 p. m.—Accom. for Emory Grove.
*6:35 p. m.—Accom. for Union Bridge.
†10:10 p. m.—Accom. for Emory Grove.
†11:25 p. m.—Accom. for Emory Grove.
*Daily. †Daily ex. Sunday. ‡Sundays only. Ticket and Baggage Office, 205 E. Balto. St. All trains stop at Union, Penna. Ave., and Fulton.

J. M. HOOD, G. M., B. H. GRISWOLD, G. P. A.

WANTED SALESMEN.

We want a few men to sell a CHOICE LINE of Nursery Stock. We cannot make you rich in a month but can give you STEADY EMPLOYMENT and will PAY YOU WELL for it. Our prices correspond with the times. Write for terms and territory to

THE HAWKS NURSERY CO.,
9-7-9 Rochester, N. Y.

Order Nisi.

R. Rastall Walker, Assignee, vs.
William Lewis & Wife,

In the Circuit Court for Talbot County, In Equity.

Ordered by the Circuit Court for Talbot county, this twenty seventh day of February in the year eighteen hundred and ninety-five, that the sale of the property mentioned in these proceedings, made and reported by R. Rastall Walker, assignee, be ratified and confirmed, unless cause to the contrary be shown on or before the twenty-sixth day of April next; provided a copy of this order be printed in some newspaper published in Talbot county once a week for three successive weeks before the twenty-fifth day of March next.

The report states the amount of sales to be $375.

THOMAS HUGHLETT, Clerk.

True Copy, Test,
THOMAS HUGHLETT, Clerk.

How to Make More Money!

Have your Butter sweet and a beautiful color, by using

Improved Butter Color.

SOLD BY

Dawson & Jenkins,

and you will always have money. Price 50 cents, enough for five hundred pounds.

DRUGS, MEDICINES, AND CHEMICALS,

Fancy and Toilet Articles, Perfumery, Etc.

W. C. HUGHES,
Washington, Street.

Baltimore, Chesapeake & Atlantic Railway Company, OF BALTIMORE.

(Consolidation of the Baltimore & Eastern Shore Railroad, and the Maryland, Choptank and Eastern Shore Steamboat Companies.)

RAILWAY DIVISION.

Time table in effect Oct. 27, 1894.

Steamer connections between Pier 4, Light Street Wharf, Baltimore, and the Railway Division at Claiborne.

WEST BOUND.

Stations.	Distance	Exp.	Acc.	Frt.
		A. M.	P. M.	A. M.
Ocean City, leave	.....	6 30	.....	6 30
Berlin	7.21	7 00	1 40	8 15
St. Martin's	10.50	7 06	f 1 46	8 24
Whaleyville	13.97	7 12	f 1 53	8 38
New Hope	15.46	7 16	f 1 57	8 56
Pittsville	19.97	7 26	2 07	9 30
Parsonsburg	23.04	7 32	f 2 14	9 55
Walston	25.11	7 36	f 2 18	10 02
Salisbury, { Ar.	30.08	...	.....	f10 15
{ Lv.	...	7 50	2 32	1 00
Rockawalkin	34.43	7 58	f 2 40	1 18
Hebron	36.40	8 03	f 2 46	f 1 40
Barren Creek	41.16	8 13	2 57	2 00
Vienna	45.06	8 22	3 07	2 18
Rhodesdale	51.62	8 34	3 22	2 48
Ennalls	58 29	.....	.....	f 2 58
Hurlocks	55.84	8 44	3 33	3 08
Kilwood	56.69	8 51	3 40	3 21
Preston	61.75	8 57	3 46	3 35
Bethlehem	64.85	f 9 00	f 3 50	3 58
Easton	72.01	9 19	4 10	4 35
Bloomfield	74.53	f 9 24	f 4 15	4 42
Kirkham	76.63	f 9 28	f 4 19	4 50
Royal Oak	78.48	f 9 34	f 4 25	5 05
Riverside	80.40	f 9 38	f 4 29	5 11
St. Michaels	82.34	9 47	4 37	5 30
Harper's	84.42	f 9 51	f 4 41	5 39
McDaniel's	85.72	f 9 56	f 4 46	5 49
Claiborne	87.08	10 05	4 50	5 55
Baltimore, arrive	131.02	1 30	by transfer steamer.	

EAST BOUND.

Stations.	Distance	Acc.	Exp	Frt.
		A. M.	P. M	A. M.
Baltimore, leave	.....	.....	4 30	.....
Claiborne	44.00	8 25	7 55	6 60
McDaniel's	45.34	f 8 30	f 8 00	f 10
Harper's	46.64	f 8 34	f 8 04	6 18
St. Michaels	48.72	f 8 41	f 8 11	6 38
Riverside	50.46	f 8 46	f 8 14	f 6 48
Royal Oak	52.58	f 8 50	f 8 20	6 53
Kirkham	54.47	f 8 54	f 8 24	f 7 00
Bloomfield	56.51	f 8 59	f 8 30	f 7 07
Easton	59.05	9 10	8 45	7 40
Bethlehem	60.21	f 9 16	f 8 55	8 05
Preston	60.31	9 45	f 9 01	8 19
Kilwood	71.37	f 9 50	f 9 09	8 28
Hurlock's	70.22	10 00	9 18	8 54
Ennalls	77.77	.....	.....	f 9 01
Rhodesdale	79.44	f10 10	f 9 26	9 14
Vienna	86.00	10 25	f 9 38	9 45
Barren Creek	89.90	10 35	f 9 47	10 15
Hebron	94.66	f10 45	f 9 55	10 47
Rockawalkin	96.68	f10 49	f 9 59	10 55
Salisbury, { Lv.	100.98	.....	.....	11 15
{ Ar.	.....	11 00	10 10	12 30
Walston's	105.95	11 09	f10 18	f12 45
Parsonsburg	108.02	11 14	f10 23	1 05
Pittsville	111.09	11 22	f10 30	1 35
New Hope	113.60	f11 31	f10 38	1 58
Whaleyville	117.09	f11 35	f10 42	f 2 15
St. Martin's	120.56	f11 42	f10 48	f 2 25
Berlin	121.82	11 50	10 55	3 00
Ocean City	131.02	11 10	3 25	

The above trains run daily, except Sunday. "f" stops on flag to receive and discharge passengers.

R. L. FLEMING,
Gen'l Pass. and Freight Agent,
302 Light St., Balto., Md.
WILLARD THOMSON, Gen'l Manager.

Baltimore, Chesapeake & Atlantic Railway Company, OF BALTIMORE.

(Consolidation of the Baltimore & Eastern Shore Railroad and the Maryland, Choptank and Eastern Shore Steamboat Companies.)

CHOPTANK RIVER LINE.

Baltimore-Choptank-Third Haven River Route.

The magnificent side-wheel Steamers "Avalon" and "Tivo I" leave alternately daily, weather permitting, except Saturday, for Baltimore, from landings as follows:

Denton, 12.30 p. m. E. New Market, 4 00 p. m.
Lyfords, Oyster Shell Point,
Williston, Cambridge, 6.00 p. m.
Two Johns, Kirby's,
Turkey Creek, Oxford,
Kingston, Bellevue,
Dover Bridge, Double Mills,
Hog Island, Easton, 9.07 p. m.
Windy Hill, Oxford, 10.00 p. m.
Choptank, Corner's,
Wright's, Tilghman's Island,

arriving at Baltimore at about 4 o'clock next morning.

Returning the Steamers will leave Baltimore from Pier 4, Light Street Wharf, at 8 o'clock p. m. daily, except Sunday, for all points named and arrive at Easton about 5.30 a. m.; Oxford, 4.45 a. m.; Cambridge, 7.30 a. m.; East New Market, 8.35 a. m.; and at Denton 12 o'clock noon.

Connections at Easton, Oxford and Cambridge with railroads for all points.

Freight taken at Low Rates and Carefully handled. Grain Bags furnished, and grain delivered at Elevators.

Rate of fare to all points, $1.00; second class, 75c; state rooms, 75c and $1.00; meals, 50c.

For further information write to
B. L. FLEMING,
Gen'l Pass. and Freight Agent,
302 Light st., Baltimore, Md.
WILLARD THOMSON, Gen'l Manager,
241 South St., Baltimore, Md.
ROBERT B. DIXON & Co., Agents at Easton.

Phila., Wilmington & Baltimore RAILROAD.

Schedule in Effect Nov 19th, 1894.

Delaware & Chesapeake Railway.

SOUTHWARD Read Down		Distance	Stations.	NORTHWARD Read Up	
205 Pass.	285 Mail.			240 Mail	294 Pass.
P. M.	A. M.			A. M.	P. M.
3 00	6 25		....Baltimore....	11 15	6 55
3 46	7 25		....Philadelphia....	10 46	5 52
‖ 5 40	‖ 9 45		Lv. Clayton. Ar	‖ 8 40	‖ 3 55
5 48	9 54	4.70	.....Kenton.....	8 37	3 46
f 5 56	f 10 03	9.58	.....Hartley.....	f 8 29	f 3 38
f 5 57	f 10 06	10.22	.....Sinnamtters....	f 8 26	f 3 33
f 6 01	10 18	13.79	.....Marydel.....	f 8 20	f 3 27
f 6 09	f 10 22	16.76	....Henderson....	f 8 14	f 3 20
f 6 15	f 10 27	19.24	...Goldsborough...	f 8 08	f 3 14
6 24	10 37	21.88	Greensborough	7 59	3 05
6 34	f 10 48	26.08	..... Ridgely	7 50	2 55
6 42	10 55	32.26	...Queen Anne...	7 41	2 46
f 6 49	f 11 03	36.16	.....Cordova.....	f 7 34	f 2 37
f 6 55	f 11 10	39.05	.....Chapel.....	f 7 28	f 2 31
7 01	11 22	44.16	.....Easton.....	7 18	2 21
f 7 20	f 11 35	50.49	.....Trappe.....	f 7 05	f 2 05
7 30	11 45	54.19	At...Oxford...Lv	‖ 6 55	‖ 1 55
P. M.	P. M.			A. M.	P. M.

"f" Stops to leave or take passengers on notice to Conductor.

PENNSYLVANIA RAILROAD
AND LEASED LINES.
On and after Nov. 19th, 1893.

Trains leave Broad Street Station, Phila.

* Daily. ‖ Daily, except Sunday. † Daily except Saturday.

"Pennsylvania Limited." Dining Car.....*12.20 p. m
Fast Line, Pittsburg and the West..*12.25 a. m
Chicago and St. Louis Express, Dining Car.....*1.30 p. m
Western Express.....*8.50 p. m
So. Western Express.....*10.25 p. m
Pacific Express West.....*11.20 p. m
Harrisburg Express, ‖1.30 and ‖8.50 a. m., ‖4.40 p. m., and Mail.....*7.00 a. m.
Niagara, Rochester and Kane Ex...*8.30 a. m.
Elmira and Renovo Express.....‖12.25 p. m.
Williamsport Express, ‖4.40 p. m.; Sundays.....4.50 p. m.
Rochester and Buffalo Express.....*8.50 p. m.
Erie, Rochester and Buffalo Ex....*11.30 p. m.
Lock Haven Express.....*4.30 a. m.
Express for Boston, without change, 11.00 a. m. week days, and 6.50 p. m. daily.

S. M. PREVOST, J. R. WOOD,
General Manager. General Pass. Agent.

Baltimore and Ohio Railroad.

Schedule in Effect Jan. 6, 1895.

LEAVE CAMDEN STATION.

For Chicago and Northwest, Vestibuled Limited Express daily, 10.10 a. m. Express, 7.00 p. m.

For Cincinnati, St. Louis and Indianapolis Vestibuled Limited Express daily, 2.25 p. m Ex. toss, 11.00 night.

For Pittsburg, Express daily, 10.10 a. m. and 7.20 p. m.

For Cleveland, via Pittsburg, 10.10 a. m. and 7.20 p. m.

For Washington, week days, 5.00, x6.15, x6.25, 6.30, x7.20, x8.00, 8.35, x10.10, (10.35 a. m., 12.00 noon (6 minutes) 1.15, x2.10, x2.20, x2.25, (2.50, (3.45 45 minutes) x4.10, 5.00, x6.00, 6.18, x6.40, x7.00, x7.30, x8.00, 9.15, x10.20, x11.00, 11.59 p. m. Sunday, x2.25, 6.30, 8.35, x10.10, (10.35 a. m., 12.00 m., 45 minutes) 1.05, x2.10, x2.25, (2.45 45 minutes) 5.00, 6.18, x6.40, x7.00, x7.30, 9.15, x10.20, x11, and 11.30 p. m.

For Annapolis, 7.20, x . m., 12.15 and 4.10 p. m. On Sunday, 8.35 a. and 5.00 p. m.

For Frederick, 7.00, 8.10 a. ., 1.15, 4.20 and 5.30 p. m. On Sunday, 8.35 a. and 5.30 p.m.

For Luray, Roanoke and all points in the South via S. & W. R. R., 10.20 p. m. daily. Through sleeping cars to Roanoke, Chattanooga and New Orleans. For Luray, 2.25 p. m. daily.

For Lexington and points in the Virginia Valley, ‖1.00, 11 a. m. For Winchester, ‖4.20 p. m. Mixed train for Harrisonburg, ‖4.00 a. m.

For Hagerstown, ‖1.00, ‖8.10, ‖10.15 a. m., ‖4.10 p. m

For Mt. Airy and Way Stations, *4.00, ‖8.10, ‖9.35 a. m., ‖1.15, (‖4.20 stops at principal stations only,) *5.30, *6.40, *11.10 p. m.

For Curtis Bay, week days, 6.28 a.m. Leave Curtis Bay, week days, 5.45 p. m.

Trains arrive from Chicago and the Northwest daily, 3.15 and 6.00 p. m.; from Pittsburg and Cleveland, *6.30 a. m., *6.00 p. m.; from Cincinnati, St. Louis and the West, 5.15 a. m., 1.00 p. m., daily.

Royal Blue Line for New York & Phila.

All trains illuminated with pintsch light.

For New York, Boston and the East, week days, 5.35, 8.50, (10.48 Dining Car) a. m., 12.05, 3.50, (5.50 Dining Car) 8.50 p. m. (12.42, night, Sleeping Car attached, open for passengers 10.00 p. m.) Sundays, 5.25, (9.50 Dining Car) a. m., 12.05, 3.50, (5.50 Dining Car,) 8.55 p. m. (12.42 night, Sleeping Car attached, open to passengers 10.00 p. m.)

For Atlantic City, 5.25 a. m., 10.48 a. m., 12.05 p. m. Sundays, 5.25 a. m., 12.05 p. m.

For Philadelphia, Newark, Wilmington and Chester, week days, 5.25, 8.50, (10.