THE NEWS.

The schooner Norma, bound from San Francisco for the South Seas, is probably lost.——George G. Haag, a member of a suicide club, poisoned himself with strychnine in San Francisco.——Patrick J. Sexton, a Chicago millionaire, has been indicted by the federal grand jury. The charge is conspiracy.——Father Kolaszewski, of the Independent Catholic Church, of Cleveland, is ready to transfer the church property and congregation to the Methodist Church.——Rodgers, a colored desperado, was shot and fatally injured at Sybene, O., while burglarizing the postoffice in J. C. Crawford's store.——Fred Crawford, sixteen years old, did the shooting.——Henry Felpel, an employe of the Lancaster Pa., Caramel Company, was crushed to death.——The 1,200-ton foor-master schooner Daniel B. Fearing, with a cargo of coal, went ashore about a mile north of the Highland Light Station, in Massachusetts. The crew of nine men were saved by the life-savers. The vessel will probably be a total loss.——The Pennsylvania and Cumberland Valley Railroads are at work on the proposed extension into the coal regions.——Fred Crawford shot and killed Kintley Rogers, one of two men who was trying to burglarize his store.——James Juenck and his wife were arrested in Wheeling, W. Va., on the charge of robbing the Maxwell Mansion.

John Mackin, who murdered his wife and her mother, Mrs. Bridget Conners, in Jersey City on February 27, was condemned to be hanged June 18 in the court house of Hudson county, N. J.——The fast west-bound mail on the Northern Pacific met an east-bound cattle train near Livingston, Mon., wrecking both trains. Engineer Fanning, of the cattle train, was killed, and his fireman, P. McClellan; Engineer De Groat, Fireman McClairville, a sleeping-car porter and several others were badly hurt.——Fred Douglass surrendered himself in Nelsonville, O., where he had killed his brother-in-law, Dow Willum.——Insurance Commissioner John C. Linehan, of New Hampshire, refused to permit the Iron Hall of Baltimore to do business in that state.——Guy Lindsley, an actor in Louis James' company, was horsewhipped on the stage of a theater in Columbus, O., in full view of the audience, by a woman named Georgia Kimball, of St. Louis.——The Southern New Jersey Railroads, owned by the Pennsylvania, were consolidated.——Adolph Comins, a traveling salesman, employed by M. Cooper, mysteriously disappeared.——Louis Drake, white, shot Albert Neal, colored, at the race track near Louisville.

A fire which started in the basement of Morris & Co.'s four-story block, in Quincy, Ill., completely destroyed that structure and also the large building of the Tenk Hardware Company. The Ironclad Overall Company and the F. T. Hill Carpet Company were also badly damaged. The total loss will reach $300,000, mainly covered by insurance.——At a sawmill camp in Union county, about three miles from Henshaw, Ky., Bob Ward shot and fatally wounded his wife, Ella Ward and then placing the pistol to his own head blew out his brains. Ward was a quiet man of good habits, but was very jealous of his wife, who was comely and respected.——An unusual heavy rainfall in Mecklenburg county, Va., did great damage to farming property. There were a number of washouts on the Atlantic and Danville Railroad.——The J. L. Hudson Company, clothiers of Detroit, with branch stores, is financially embarrassed.

John B. Watkins, formerly vice-president and superintendent of the Indian Milling Company, was indicted at Kansas City for violating the Interstate Commerce law. Watkins was arrested, but released upon furnishing $1,000 bond. The section of the law under which Watkins was indicted was the tenth, which applies to the reporting of false weighs by shippers.——Louis H. Boldenweck, a retired capitalist and president of the Chicago Kid Glove Company, was killed by falling down an elevator shaft in the building owned by him at 14 Customhouse Place, in Chicago.——Dad Culp, a butcher at Ronceverte, W. Va., fatally wounded his son and wife.——Mary Higgins, in Chicago, accused her husband of murdering their three children.——Poxey Barnes, accused in Farmville, Va., of the murder of Mrs. Pollard, was discharged.——A wreck occurred near Norwalk, Ohio, on the Baltimore and Ohio, and some tramps were killed.——Lightning struck the house of Professor James A. Statterfield at Barracksville, Marion county, W.Va., and a young woman was killed and several other students of the Normal School severely shocked.

ALL READY TO ADJOURN.

Congress to End Its Session Monday, May 18.—Many Pension Bills Passed.

The House Wednesday served notice on Senate and the country that it had transacted its business and was ready for the final adjournment by passing, without division, a resolution for final adjournment Monday, May 18.

The House then proceeded under the special order adopted previously to consider private pension bills, and acted on them at the rate of about one every five minutes. By the terms of the order, debate on each bil was limited to ten minutes. In five and one half hours 72 bills were favorably acted upon. Among them were bills granting the widow of the late Secretary Walter Q. Cresham a pension of $100 per month; to Elizabeth Watts Kearney, daughter of Gen. Phil Kearney, $25 per month; to the widow of the late Senator George E. Spencer, of Alabama, $30 per month; to General James C. Parrott, $50 per month; to the widow of Gen. James H Blunt, of Kansas, $75 per month, and to Gen. Nathan Kimball, $100.

A FIVE-YEAR FAT BOY.

A Maryland Infant That Tips the Scale at 131 Pounds.

Deal's Island, Md., has a prodigy in a 5-year-old boy who tips the scale at 131 pounds. At the boy's birth he was not of unusual size, but he rapidly grew until now at the age of five years he stands four feet high, weighing 131 pounds.

The father of the boy is a very small man, weighing seven pounds less than his five-year-old son, and his mother is a little woman.

BY GASOLINE.

A Terrific Fatal Explosion in Cincinnati.

LIGHTING PLANT BLEW UP.

Two Buildings Almost Completely Blown to Pieces by the Force of the Explosive Gas—One Family was Wiped Out.

The five-story building at 430 and 432 Walnut street, Cincinnati, Ohio, was blown to pieces by an explosion of gasoline.

Six persons are known to be dead and eleven injured. Of the dead, but two have been identified.

The ground story of 432 Walnut street was occupied by A. C. Drach as a saloon. He owned that part of the building and the other was owned by M. Goldsmith. The first floor of the building at 430 Walnut street was occupied by a saloon run by Louis Fey. The upper floors of the five-story building were occupied as flats. It is not known how many people were in the flats or how many were in the saloon, but none escaped, as the building immediately collapsed.

There was no fire to consume the debris and make certain death of all in the building, but the dust and dirt continued flying for a long time so densely that the work o rescuing the victims proceeded with great difficulty, although the police and fire departments rallied heroically to the work. The saloons were said to be quite full of people. One of the barkeepers who was not on duty at the time and escaped lived in one of the upper flats and was wild with grief, because he knew that his wife and four children were in the ruins. One of his children was recovered dead soon afterward.

A GASOLINE ENGINE.

The explosion was caused by a gasoline engine used as a motive power in generating electricity for use in the building. This was the first time the engine had been put in active operation. It was put in two weeks ago and had been experimented with for several days past. At the time of the explosion Mr. Drach was superintending the filling of the reservoir. Beyond that no information as to how the explosion occurred can be had.

The explosion occurred at 7.45 o'clock and was followed by the collapse of the building, the roof and upper stories crushing in a heap. The side walls, which are walls also of adjoining buildings, stood, and pictures were discernable hanging on the walls of what a moment before had been a happy home. A street car passing the front of the building was stopped dead still, the trolleys broken off, the windows shattered and the roof demolished. None of the passengers were badly hurt.

The building is just opposite the Gibson House, and there was almost a panic in that crowded hostelry. A graphic description of the terrible affair is given by Samuel L. Moyer, an employee of the Lukenheimer Company of Eighth street. Mr. Moyer was coming north on Walnut, and was about half way between the corner and the scene on the opposite side. He described the sensation as one of the most peculiar he ever experienced.

AN EYE WITNESS.

"I was sauntering along leisurely expecting to meet some of the boys who I go to lodge with on Monday evenings. The first thing I knew there was a blinding flash, a sudden report as of a cannon, and then I seemed to be rooted to the spot. I saw a general scattering for cover, but I could not move for a minute or two. By the time I recovered myself, the electric lights across the street in front of Drach's and adjoining places had gone entirely out, and a building seemed to have been completely telescoped. I ran over as near as I could get to the spot. I saw a Clifton Avenue car coming down toward Fourth, and immediately after the flash and explosion there arose from the scene of the collapse a huge object that sailed out from the sidewalk and landed on the top of the Clifton car. It forced the top off the car and lay across in the place where the roof had been. I think it was a piece of the iron flagging containing little glass sections. My impression that there was two reports was confirmed by a man that came out from Foucar's saloon on the south side. He was hurt about the arms and on the legs, but recalled perfectly the circumstances and happenings inside the Foucar saloon where he was. The man's name is William McCandless, and he is a traveling salesman.

Mr. McCandless was standing in front of the Foucar bar. The force of the explosion blew the gas register off the sideboard, and out across the bar. It struck McCandless knocking him down. Mr. Candless boards at the Monroe Bath House, on Seventh street. Gutches, the barkeeper at Foucar's was also hurt. His head was cut quite severely, and he was removed to the Gibson House. Mr. Moyer says that after he discovered the nature of the accident he ran directly for the box at the corner of Fourth and Walnut. He reached the place just as Robert M. McClay, of Hook and Ladder Company, No. 6, pulled the alarm.

Clem McCanaha, a clerk at the Palace, was walking on the opposite side of the street in front of the barber shop when the explosion occurred. He described the sensation as almost paralyzing. The force of the explosion lifted him about three feet off the sidewalk and then deposited him in a heap on the ground. He arose, feeling that he was injured, and walked unsteadily to the hotel. An examination showed that an artery in his lower leg had been severed some way. But an examination of his Derby hat revealed the fact that he had had a very narrow escape from death. A slit about two inches long gaped open in the crown of his hat, showing that a sharp piece of glass had penetrated it and glanced off sideways. The doctor who was called says Mr. McCanaha will probably not be able to walk well for some days.

Prof. M. A. Schlechter, of the Botanical Museum, Berlin, is about to start on a collecting tour in South Africa.

FIFTY-FOURTH CONGRESS.

HOUSE.

114TH DAY.—The House of Representatives again devoted the major portion of the day to debate on the Bankruptcy bill. Several amendments were offered, but none were adopted.

115TH DAY.—In the House of Representatives the Bankruptcy bill was passed. The report in the contested election case of Thrope vs McKinney, from the Fourth Virginia district, in favor of the contestant, was adopted without division, and Mr. Thorpe was sworn in.

116TH DAY.—The first skirmish over the Senate amendment to the Naval Appropriation bill reducing the number of battleships provided for in that bill from four to two occurred in the House of Representatives, when Mr. Boutelle, chairman of the Naval Committee moved to non-concur in all the Senate amendments, and request a conference of the Senate.

117TH DAY.—The opponents of four battleships sustained an overwhelming defeat in the House on the proposition to accept the Senate amendment to the naval appropriation bill reducing the number to two. Mr. Sayers made the motion and supported his plea for economy with figures as to the condition of the treasury for the next fiscal year.

118th DAY.—The House passed without division a resolution for final adjournment on Monday, May 18, and then proceeded under a special order to consider private pension bills and acted on them at the rate of about one every five minutes. In five and a half hours seventy-two bills were favorably acted upon, among them bills granting the widow of the late Secretary Walter Q. Gresham a pension of $100 a month; Elizabeth Watts Kearney, daughter of Gen. Phil Kearney, $25 per month; the widow of the late Senator George E Spencer, of Alabama, $30 per month; Gen. James C. Parrott, $50 per month; the widow of Gen. James H. Blunt, of Kansas, $75 per month, and Gen. Nathan Kimball, $100.

SENATE.

114TH DAY.—The debate in the United States Senate was of a dramatic and sensational character, recalling the famous Ingalls-Voorhees contest some years ago. Senator Tillman, of South Carolina, again brought his unique personality into the debate, his speech being the first of any length since his memorial maiden effort attacking public officials, high and low. The Senator used the blunt words characteristic of his utterances, arraigning the President and cabinet officers with unsparing criticism and personal invective.

115TH DAY.—After a week's debate, which has taken a wide range, the United States Senate passed the Naval Appropriation bill. The entire day was given up to the subject. A large part of the time set apart for general debate was devoted to political questions foreign to the immediate subject.

116TH DAY.—In the Senate Mr. Perkins, of California, introduced with some modification the bill heretofore presented in the House by Mr. Meiklejohn, of Nebraska, giving the President the power to countervail discriminating duties, exactions, conditions, etc., by foreign countries against the products of the United States.

117TH DAY.—Senator Hill added another day—the fifth—in opposition to the bond resolution in the Senate. Mr Peffer, author of the resolution, announced that he would seek to force a vote by holding the Senate in session until the resolution was disposed of, but did not carry out his announced purpose. Mr. Pettigrew supported the bond resolution and severely criticised the administration of the treasury.

118th DAY.—The final vote on the resolution for an investigation of recent bond issues will be taken in the Senate tomorrow. An amendment by Mr. Lodge was adopted providing that the investigation should be conducted by the regular finance committee, instead of a special committee, as first proposed. The voting came after Mr. Hill had added another lively installment to his speech, including a sharp criticism of Mr. Pettigrew and a personal exchange with Mr. Wolcott, when the latter tried to call Mr. Hill to order.

CRUSHED BY GARCIA.

Spaniards Lose 700 Men in a Desperate Battle With the Cuban General.

The Spaniards have just sustained one of the most crushing defeats of the war near the River Cauto, in the province of Santiago de Cuba. Advices from Santiago state that out of 3000 Spaniards engaged 700 were either killed or wounded.

The Spanish column was led by General Munoz, and General Caixto Garcia, the veteran, who recently landed in Cuba from the United States, commanded the insurgents. Garcia, who has been given command of the Department of the East by General Gomez, was moving westward with a small force, intending to cross the Cauto River, near the town of Zanja.

General Munoz, who was stationed at Manzanillo, learned of Garcia's movements and determined to force him to battle at the river. Munoz accordingly marched toward Zanja with 3000 infantry, and ordered gunboats to proceed up the river to co-operate with the land forces.

General Garcia, learning that Munoz was advancing in force, effected a junction with the columns of Rabi and Maia Rodrigues, the latter officers' forces hurrying from Camaguey. This junction gave Garcia nearly 3500 men, whom he posted in an advantageous position some miles below Zanja, and awaited the coming of Munoz.

The Spanish general advanced carelessly, and almost before he knew the enemy was near the head of his column was hotly engaged with a part of the insurgent army, led by Garcia and Rodrigues. At the same time Rabi's column struck the Spaniards in flank, doubling them up on the river.

Caught between two fires the Spaniards huddled on the river bank in terror. The insurgents fire was so deadly that many of the Spaniards, trying to escape leaped in the river and were drowned. General Munoz lost his head entirely and the destruction of the entire column was imminent, when the gunboats that had been ordered to co-operate with the land forces appeared.

The gunboats covered the remnants of the Spanish column and gave the officers an opportunity to reform the routed men. The Cubans fought with great gallantry and were anxious to charge the Spanish troops even after the latter were covered by the gunboats, but General Garcia would not permet this.

12,000,000 BARRELS.

Enormous Output of a Year at the Big Minneapolis Mills.

During the year ending at 6 P. M., April 30, the mills of Minneapolis produced 12,040,215 barrels of flour. One mill alone produced over 4,000,000 barrels. These figures break the records.

The statistician of the Crosby Company stated that of the Minneapolis production for the year shipments had gone into every State of the Union and into every country of Europe.

MANY HOMELESS.

Cripple Creek Wrecked by Incendiaries.

PALACE HOTEL BLOWN UP.

Thousands of Homeless People Shivering About Camp-fires—Firebugs Shot Down Whenever Caught.

While the fire was raging at Cripple Creek, Col., special trains were run from Victor and Gillette to bring in miners with sticks of dynamite ready to use wherever there was any call for it. It was more common than water at a city fire, and the lavish use was productive of many fatalities.

The Palace Hotel, containing three hundred rooms, was one of the first places attacked with dynamite, and from the results it would appear that no warning was given of the impending explosion. As the walls tottered in response to the tremendous charges of giant powder, the air was filled with shrieks of dying men who had been caught in their rooms and dragged down the wreck. Before the wreckers could offer any aid they were driven back by the flames that were rolling over the site of the hotel. The dynamiters fled to save their own lives, and the loss of life at the palace is merely a matter of conjecture.

The Bimetallic Bank and the First National Bank burned as if they were made of paper. The First National Bank, while it was the leading institution in the district, was without proper facilities for holding tue $150,000 or more of deposits that were intrusted to it. Since the last fire the bank has had temporary quarters in the new burned district, where there were no vault accommodations. To add to the apprehensions of the stockholders and depositors, the explosion of the dynamite leaves nothing to be recovered from the ruins.

Volunteers, operating without guides or reasons, are credited with blowing up the buildings. After the explosion at the Palace Hotel, the crowd that had followed the fire paused for a moment, and the people began to grow vehement in their denunciations of the dynamiters, and there were several encounters between disputants. While a riot was impending, the flames worked towards the crowds that blocked Bennett avenue, and the advantage gained by the destruction of the hotel was lost by not removing the debris.

Thousands of homeless people shivered about campfires or wandered among the ruins of this once prosperous city throughout the night. The cold was severe, and toward morning snow began to fall. During the night, for a distance of a mile to the right and left, the burning embers presented a sight almost incomparable. Standing on the hill beyond the burned district and to the west, the picture was one of a huge bowl with the steam arising above. Everywhere along the thoughfares can be seen the work of the dynamite—a great mass of kindling wood. A company of the Colorado National Guard is on duty in the unburned district. Numerous arrests have been made in the outside district, resort to which has been made by the vagrant element which lately has been infesting Cripple Creek. All night fires were starting up, occasionally on the placer. Where possible, the residents pulled the houses down, and, if that failed, blew them up. They had no water in that portion of the city. A rumor is in circulation that a man was seen in the act of setting fire to a dwelling on Capitol Hill, and was shot by a resident, just as a firebug was shot and killed by Floyd Thompson. Mayor Doyle, of Victor, has employed two fire wardens for every business block in that city, as it has been rumored that firebugs are after that town as well as Cripple Creek. A man was caught in the very act of firing the rear of the Newell Hardware Company's store. He is in jail.

The total loss by the fire is estimated at $1,500,000. The insurance will probably foot up between $400,000 and $500,000. The heaviest losers are as follows: Louis Weinburg, clothing store, $40,000; Palace Hotel, $40,000; Portland Hotel, $20,000; furniture, $7,000, insurance on furniture $6,000; W. T. Booth, furniture, $50,000; Wright Hardware Company, $20,000; El Paso Lumber Company, $20,000; Heller's drug store, $20,000. Many other individual losses run as high as $20,000.

CIVIL SERVICE ORDER.

Issued by the President and Brings 30,000 More Employes Into Service.

The long-expected order of the President including in the civil service most of the offices now remaining outside of the classified service was issued Wednesday.

The order will include within the civil service almost 30,000 additional Government employes. Practically the only persons left outside the civil service will be assistant secretaries, heads of bureaus and in a few cases private secretaries and laborers. The order is to take effect immediately.

The number of classified places which are excepted from examination has been reduced from 2000 to 775, being mainly positions as cashiers in the customs, postal and internal revenue services. Indians employed in minor capacities in the Indian service are necessarily put in the excepted list. Almost all of the positions in Washington which have heretofore been excepted have been included in the competitive list.

The only classified position in Washington which will be excepted from examination under the new rules will be private secretaries or confidential clerks (not exceeding two) to the President and to the head of each of the eight executive departments. No position will hereafter be subject to non-competitive examination, except in the cases of Indians employed in teaching capacity in the Indian service.

The American schooner Competitor was captured while engaged in filibustering off the Cuban coast and taken into Havana. Several Americans are said to have been on board the vessel.

MARYLAND STATE NEWS.

The Latest Happenings in Various Parts of the State.

Mr. Christian Yetter, aged about seventy years, a prominent merchant of Washington county, attempted suicide at his home, near Dry Run, by cutting his throat with a razor. Last winter he was paralyzed and has suffered very much ever since. He became despondent in consequence. Though barely able to crawl, he made his way to where a keen-edged razor was kept when no one was in the room and cut his throat, first on the right side from his ear to the chin, and then on the left side from the ear to the chin. The gash was nearly an inch deep and the small arteries were severed, but the jugular vein escaped. His son, Jerry Yetter, found him bathed in blood. Dr. H. G. Critzman, of Welsh Run, was summoned. He had hard work to stop the blood and fears the patient will not get over it.

The Susquehanna fisheries, both above and below Havre de Grace, have been very good this year—rather too good for some of the fishermen because the great plenty of the fish has made the price for them unremunerative. Shad brought at the close of the week $10 to $12 a hundred and herring were selling at 20 cents a hundred. The hauls were irregular, but as a rule very large quantities of herring have been taken and all the packing-houses have been doing an active business. Week before last immense quantities of fish were caught, and buyers flocked in from the surrounding country for many miles around. Reports received from the Eastern Shore and all the lower rivers emptying into the Chesapeake bay indicate that from beginning to end the run of fish has been quite up to that of previous years.

The store of W. W. Duley, at Croom Station, on the Pope's Creek Branch of the Baltimore and Potomac Railroad, was robbed. The postoffice is located in this store, and postage stamps to the amount of $30 were taken. The thieves secured about $5 in small change, some tobacco and cakes. There have been several robberies recently of country stores in the lower part of Prince George's county.

Five children of John Mullin and wife, of Grantsville, Garrett county, who were recently arrested upon the charge of robbing maple sugar camps, have been lodged in jail at Oakland. They will be taken to St. Mary's Industrial School in Baltimore. The children range from two to twelve years in age and presented a woeful spectacle as they were driven into Oakland, all of them being barefoot and worn with travel over forty miles of rough road between Oakland and Grantsville.

Gen. H. Kyd Douglas has been invited to deliver an address at Shepherdstown on Confederate Decoration Day, June 6. Col. Wm. McDonald, of Berryville, will also deliver an address.

The Shah of Persia keeps the jubilee of his accession very shortly with great festivities at Teheran. His fellow-sovereigns are already sending presents, the Czar leading the way with a very practical gift of a whole battery of Krupp guns.

A Minnesota divine healer who performs miracles by the laying on of hands laid his hands on a farmer's horse the other night and it will take a miracle to keep him out of Stillwater.

BAYNE FIELDS,
First Class Shaving Parlor.
FIRST CLASS SERVICE.
Under Postoffice, - - Easton, Md.

$15 TO $60 PER WEEK
EASILY MADE
Selling our lines of Kitchen and Housekeeping Goods. Consisting of
Roasters and Bakers, Coffee Pots, Dish Washers,

Cake Pans, Pie Tins, Mincing Knives,
Combination Dippers, Egg Poachers, &c., &c.
Agents sell to every family and find the business very profitable all the year round.
New articles brought out every few weeks. If you wish
A PERMANENT POSITION
WITH A
RELIABLE HOUSE
which succeeds in keeping its agents year after year, and which has already kept some of them for over seven years, write at once for catalogue, terms and methods of business to
Paxton Hardware Manufacturing Co.,
1896 Railroad Ave., Paxton, Ill.

To always have the best results, use nothing but
BLANKE'S HIGH GRADE


Baking Powder.
Perfectly Pure. Made of the very best pure, wholesome material.
It is the very best on the market.
Try it—you will like it. For sale by Grocers.
MANUFACTURED BY
C. F. BLANKE TEA AND COFFEE CO.
ST. LOUIS, MO.

Baltimore Chesapeake & Atlantic Railway Company,

Railway Division.

Time Table in Effect December 25, 1895.

Steamer connection between Pier 4, Light Street Wharf, Baltimore and the Railroad at Claiborne.

WEST BOUND.

Stations.	Distance	Exp. daily ex. Sun.	Mixed daily ex. Sun.
		A. M.	A. M.
Ocean City, leave	0.00		B 6 30
Berlin	7.24	B 7 00	8 15
St. Martin's	10.50	f 7 06	f 8 23
Whaleyville	13.97	f 7 13	8 25
New Hope	15.46	f 7 17	8 45
Grover	16.95	f 7 20	8 50
Pittsville	19.57	f 7 24	9 10
Parsonsburg	23.04	f 7 32	9 32
Walstons	25.11	f 7 36	f 9 38
Salisbury	30.08	7 50	1 15
Rockawalkin	34.43	f 7 58	f 1 26
Hebron	36.40	f 8 03	f 1 40
Mardela Spring	41.16	f 8 12	1 55
Vienna	45.06	f 8 21	2 07
Rhodesdale	51.02	f 8 35	f 2 27
Ennals	53.29		f 2 32
Hurlocks	55.84	8 44	2 45
Elwood	59.63	f 8 51	f 2 55
Linchester	60.75	f 8 53	f 3 00
Preston	61.75	f 8 57	3 05
Bethlehem	64.85	f 9 03	3 15
Easton	72.01	9 19	3 47
Bloomfield	74.55	f 9 24	f 3 53
Kirkham	76.63	f 9 28	f 3 58
Royal Oak	78.48	f 9 33	f 4 03
Riverside	80.60	f 9 37	f 4 10
St. Michaels	82.34	9 45	4 25
Harper's	84.42	f 9 51	f 4 33
McDaniel's	85.72	f 9 56	f 4 40
Claiborne	87.06	10 00	4
Baltimore, arrive	131 06	1 30	

EAST BOUND.

Stations.	Distance	Daily ex. Sat & Sun.	Exp. Sat. only	Mixed daily ex. Sun.
		P. M.	P. M.	A.
Baltimore, leave	0.00	4 30	3 00	
Claiborne	44.00	7 55	6 25	7
McDaniel's	45.34	f 8 00	f 6 30	f 7
Harper's	46.64	f 8 04	f 6 34	f 7
St. Michaels	48.72	8 11	6 41	7 4
Riverside	50.46	f 8 14	f 6 44	f 7 4
Royal Oak	52.58	f 8 20	f 6 50	f 7 5
Kirkham	54.43	f 8 24	f 6 54	f 8 0
Bloomfield	56.51	f 8 29	f 6 59	f 8 0
Easton	59.05	8 40	7 10	8 4
Bethlehem	66.21	f 8 55	f 7 25	9 0
Preston	69.31	f 9 02	f 7 32	9 2
Linchester	70.31	f 9 04	f 7 34	f 9 2
Ellwood	71.37	f 9 07	f 7 37	f 9 3
Hurlock's	75.22	f 9 16	7 46	9 4
Ennalls	77.77			f 9 4
Rhodesdale	79.44	f 9 24	f 7 54	f 9 5
Vienna	86.00	f 9 38	f 8 08	10 1
Mardela Springs	89.30	f 9 47	f 8 17	10 3
Hebron	94.66	f 9 55	f 8 25	10 4
Rockawalkin	96.63	f 9 58	f 8 28	f10 5
Salisbury	100.98	10 10	8 40	12 3
Walston's	105.95	f10 18	f 8 48	f12 4
Parsonsburg	108.02	f10 23	f 8 53	12 5
Pittsville	111.09	f10 30	f 9 00	1 1
Grover	114.09	f10 34	f 9 04	1 2
New Hope	115.60	f10 42	f 9 08	1 2
Whaleyville	117.09	f10 48	f 9 12	1 3
St. Martin's	120.56	f10 53	f 9 18	f 1 4
Berlin	123.82	10 58	9 25	f 2 0
Ocean City	131.06	a11 10	A 9 40	2 3

"f" stops on signal to receive or discharge passengers or freight.

"A" Trains will only run as far as Berlin unless there should be passengers for Ocean City from Baltimore.

"B" Passengers from Ocean City for points between Berlin and Baltimore and to Baltimore will take train 16 "B" from Ocean City to Berlin and train 6 "B" at Berlin.

Connection made with steamer lines at Easton, Vienna and Salisbury.

A. J. BENJAMIN, Div. Passenger & Freight Agt., Salisbury, Md.

WILLARD THOMSON, G. M. 241 South St., Baltimore, Md.

Philadelphia, Wilmington & Baltimore RAILROAD.

Schedule in Effect Nov. 18th, 1895.

Delaware & Chesapeake Railway.

SOUTHWARD Read Down		Distance	Stations.	NORTHWARD Read Up	
205 Pass.	285 Mail.			2[illegible] 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 45	9 38		Lv.Clayton..Ar	8 45	3 55
5 53	9 48	4.76	.....Kenton.....	8 37	3 46
f 6 03	f 9 57	9.58	.....Hartley	f 8 29	f 3 36
f 6 02	f 10 00	10.22	.....Slaughters.....	f 8 26	f 3 32
6 08	10 08	13.79	.....Marydel	8 20	3 26
f 6 14	f 10 16	16.76	.....Henderson.....	f 8 14	f 3 18
f 6 20	f 10 24	19.54	..Goldsborough..	f 8 08	f 3 11
6 29	10 34	23.88	Greensborough	7 59	3 00
6 38	10 44	28.08	..... Ridgely	7 50	2 48
6 47	10 54	32.36	..Queen Anne...	7 41	2 37
f 6 54	f 11 04	36.16	.....Cordova	f 7 34	f 2 27
f 7 01	f 11 12	39.05	.....Chapel.....	f 7 28	f 2 20
7 12	11 24	44.16	.....Easton.....	7 18	2 09
f 7 25	f 11 42	50.49	.....Trappe.....	f 7 05	f 1 50
‖ 7 35	‖ 11 53	54.19	Ar...Oxford..Lv	‖ 6 55	‖ 1 40
P.M.	A.M.			A.M.	P.M.

"f" Stops to leave or take passengers on notice to Conductor. ‖ Daily, except Sunday.

PENNSYLVANIA RAILROAD

AND LEASED LINES.
On and after Nov. 17th, 1895.
Trains leave Broad Street Station, Phila.

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

"Pennsylvania Limited." Dining Car ..... *12.20 p. m
Fast Line, Pittsburg (Dining Car) ..... *12.25 p. m.
Chicago and St. Louis Express, Dining Car ..... *4.30 p. m.
Western Express ..... *8.50 p. m
South Western Express ..... *10.27 p. m
Pacific Express West ..... *11.20 p. m
Harrisburg Express, *4.30 and ‖8.50 a.m., ‖4.40 p. m., and Mail ..... *7.00 a. m
Niagara, Rochester and Kane Ex... ‖8.50 a. m
Elmira and Renovo Express ..... ‖12.25 p. m
Williamsport Express, ‖4.40 p. m.; Sundays ..... 4.30 p. m
Rochester and Buffalo Express ..... *8.50 p. m
Erie, Rochester and Buffalo Ex ..... *11.20 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, General Manager. J. R. WOOD, General Pass. Agent

Baltimore, Chesapeake & Atlantic Railway Company.

CHOPTANK RIVER LINE.
Baltimore-Choptank-Third Haven Route.

FOR BALTIMORE.—The magnificent side-wheel iron steamers AVALON and JOPPA leave alternately daily, weather permitting, except Saturday, for Baltimore, from landings as follows:

Denton	12.30 P. M.	E.New Market	4 P
Lyford's		Oyster Shell Point	
Williston		Cambridge	6 P
Two Johns		Kirby's	
Turkey Creek		Oxford, 7 p. m.	
Kingston		Bellevue	
Dover Bridge, 2 p. m.		Double Mills	
Hog Island		Easton	9.30
Windy Hill		Oxford	10.30
Choptank		Corner's	
Wrights		Tilghman's Island	11 30

Arriving in Baltimore at four o'clock following morning.

Returning the Steamers will leave Baltimore from Pier 4, Light Street Wharf, 5 o'clock p. m. daily, except Sunday, for points named and arriving at Easton at 4.00 a. m.; Oxford, 4.45 a. m.; Cambridge 5 a. m.; East New Market, 8.35 a. m.; and 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 delivered at Elevators.

For further information write to JAMES E. BYRN, A[illegible]
302 Light St., Baltimore, M[illegible]
WILLARD THOMSON, Gen'l Manager, 241 South St., Baltimore.
Robert B. Dixon & Co., Agents at Easton