$3,400.00 CASH AND PRIZES GIVEN FREE EACH MONTH FOR Sunlight SOAP WRAPPERS

As follows:

4 First Prizes, each of $100 Cash - - -$ 400.00
20 Second " " " $100 PIERCE SPECIAL Bicycles* 2,000.00
40 Third " " " $ 25 Gold Watches - 1,000.00
Cash and Prizes given each month - - $3,400.00
12
Total given during 12 mos. 1897, $40,800.00

HOW TO OBTAIN THEM.

Competitors to save as many SUNLIGHT SOAP Wrappers as they can collect. Cut off the top portion of each wrapper, that portion containing the heading "SUNLIGHT SOAP." These (called "Coupons") are to be sent, postage fully paid, enclosed with a sheet of paper stating Competitor's full name and address and the number of Coupons sent in, to Lever Bros., Ltd., New York, marked on outside Wrapper (*top left hand corner*) with NUMBER of the DISTRICT Competitor lives in.



No. of District	NAME OF DISTRICT.
1	New York City, Brooklyn, Long and Staten Islands, New Jersey.
2	New York State (*outside of N.Y. City, Brooklyn, Long and Staten Islands*).
3	Pennsylvania, Delaware, Maryland, West Virginia and District of Columbia.
4	The New England States.

*The Bicyles are the celebrated Pierce Special, 1897 Pattern, m'f'd by Geo. N. Pierce & Co., of Buffalo, Boston and New York. Fitted with Hartford Tires, First Class Nickle Lamp, New Departure Bell, Standard Cyclometer, and Hunt Lace Saddle.

RULES.

1. Every month during 1897 in each of the 4 districts prizes will be awarded as follows:

The **1** Competitor who sends in the **Largest Number** of coupons from the district in which he or she resides will receive **$100 Cash.**

The **5** Competitors who send in the **Next Largest Numbers** of coupons from the district in which they reside will **Each** receive as winner's option a lady's or gentleman's **Pierce Special** bicycle, price $100.00.

The **10** Competitors who send in the **Next Largest Numbers** of coupons from the district in which they reside will **Each** receive at winner's option a lady's or gentleman's Gold Watch, price $25.

2. The Competitions will **Close** the **Last Day** of **Each Month** during 1897. Coupons received too late for one month's competition will be put into the next.

3. Competitors who obtain wrappers from unsold soap in dealer's stock will be disqualified. Employees of Lever Brothers, Ltd., and their families, are debarred from competing.

4. A printed list of Winners in Competitor's district will be forwarded to Competitors in about 21 days after each competition closes.

5. Lever Brothers, Ltd., will endeavor to award the prizes fairly to the best of their ability and judgment, but it is understood that all who compete agree to accept the award of Lever Brothers, Ltd., as final.

LEVER BROS., Ltd., New York.

Ghosts.

Unto a soul came the specter Strife,
To teach him of the bitterness of life:
And then came Grief, to mock his old-time peace,
To whisper and to haunt, and to never cease.
The ghost Regret came in the quiet night
And hovered sadly o'er his couch of white;
And Vanished Love came in the twilight dim
To crucify the wound and laugh at him.
Full oft these spirits came to haunt his heart,
And only smiled whene'er he cried "Depart!"
Full oft they came—Regret, Love, Strife and Grief.
And through the years his soul found no relief.
"Yet, oh!" he said, "in patience I would wait,
Did I not see beyond life's distant gate
A spirit darker far than all of these,
Which haunts me more and gives me far less peace.
For Death, the doomsman, beckoneth afar,
Beyond the night where gleams no silent star.
I fear him more; he waits somewhere for me;
I know him not, save when in dreams I see
The vision of his form, august, austere.
I can bear all—but Death, oh, Death, I fear!"
At last his soul fell in his last long sleep,
And all was o'er. Beyond the unknown deep
He rose to cry with joyous, wakening breath,
"I slept and dreamed sweet dreams; Lord, was that Death?"

—*New England Magazine.*

The Nuisance of City Life.

She was a model young housewife, and took a lively interest in the cleanly condition of her home. Upon the special day in question it chanced to be Abigal's "day out" and it had gone 2 o'clock before she felt that she could conscientiously change her working clothes. Almost simultaneously with the purpose there came a summons to the door.

"Well, I declare," she murmured to herself. "It may be the Newriches come to return my call. I wouldn't for the world have them catch me in these old rags. I'll just slip upstairs and change a little. It won't keep them waiting more than a moment or two."

The thing was no sooner thought than acted upon, and the way skirts flew off and on, ribbons became pinned and hair combed back was a caution to husbands who complain to their wives taking a long time to dress. Then, with a tiny dab of powder and a last look in the glass, she swept gracefully down the stairs and with a seraphic society smile flung open the door.

The man said that he was practically giving away a box of soap for two dollars and a half.—*New York Journal.*

The Doctor's Advice Column.

VALUABLE HINTS ON THE CARE OF THE HEALTH, AND PRESCRIPTINS FOR INVALIDS.

From the New York Journal.

"Know M. Y. Self, Wiehawken, N. J.—My symptoms — which alarm me—are as follows: Even though I rise from bed in the morning thoroughly refreshed, after a sound and dreamless night's sleep, I invariably pass a sleepless breakfast, and I do not feel inclined to sleep again until evening. Though previous to dining I may have had an intense appetite and healthy longing for food, I no sooner am through eating a hearty dinner than I find I have completely lost my appetite; nor do I care to eat again till supper time. If I am very thirsty and drink a quantity of water, I invariably lose all the natural and healthy thirst which I had, and I have no inclination to drink more until I am thirsty again.

"If I work more than usual, I grow tired in proportion, and this tired feeling continues with me until I rest myself. I grow just as tired again if I work as hard as before, after which I only feel rested again after resting myself once more."

The Doctor is suffering from the same alarming symptoms himself. You should consult a regular, high-priced physcian.

"P. D. Q., Staten Island.—I believe that my left leg is broken. If not, it is at least financially embarrassed. It has nearly entirely failed to respond of late when pulled by my wife, my two daughters and my son at college. I have treated it at home by carrying my purse in my right hand pants pockets, but the reliet has only been temporary, and my right leg has meanwhile threatened to go into a quick decline."

Yours is a case of very prevalent skin disease. Do not ever expect a permanent cure.

"Leafy Violet, Astoria.—When I close my eyes I cannot see out of them. What would you advise? P. S.—My eyes are blue."

My dear young lady, your communication will be answered by mail. I have some police patients who cannot see when their eyes are the reverse, and after I have experimented on them I will give you the benefit of my discoveries. P. S.—You might enclose photograph in your next.

"X. Y. Z., Brooklyn.—Dear Doctor: My little Marmaduke blushes when he looks at girls. And his feet grow cold."

"Dear Madam: Your little Marmaduke must not look upon such little girls as Little Egypt. But he will grow over blushing in time, if he does not die prematurely of his name. 2, Be consoled. If he has cold feet, it is a sign that he has a kind, warm heart.

"Q. E. D., Astoria.—Ever since having my right leg amputated at the thigh, some years ago, I have been unable to walk without limping, or to dance the two-step. Some of the healthiest persons are unable to perform this extremely difficult dance without home treatment by an experienced dancing teacher.

"C. O. D., Jersey City.—Ever since I became totally bald my hair has ceased to grow. What would you advise?"

Yours is an aggravated case of in-growing hair, and it is extremely difficul to induce in-growing hair to come to a head. Try sitting further back from the stage at the theatre.

N. B.—The Doctor has made a study of, and is a specialist upon that rare and very painful affliction of the rich, commonly known as "coughing up the long greens." He sees to such cases personally. A card will summon him to your relief.

IN THE OCEAN'S DEPTHS.

The Eormous Pressure Exerted in the Deepest Places.

The temperature at the bottom of the ocean is nearly down to freezing point, and sometimes actually below it. There is a total absence of light, as far as sunlight is concerned, and there is an enormous pressure, reckoned at about one ton to the square inch in every 1,000 fathoms, which is 160 times greater than that of the atmosphere we live in. At 2,500 fathoms the pressure is thirty times more powerful than the steam pressure of a locomotive when drawing a train As late as 1880 a leading zoologist explained the existence of deep-sea animals at such depths by assuming that their bodies were composed of solids and liquids of great density, and contained no air. This, however, is not the case with deep-sea fish, which are provided with air-inflated swimming bladders. If one of these fish, in full chase after its prey, happens to ascend beyond a certain level, its bladder becomes distended with the decreased pressure, and carries it, in spite of all its efforts, still higher in its course. It fact, members of this unfortunate class are liable to become victims to the unusual accident of falling upward, and no doubt meet with a violent death soon after leaving their accustomed level, and long before their bodies reach the surface in a distorted and unnatural state. Even ground sharks, brought up from a depth of no more than 500 fathoms, expire before they gain the surface.

The fauna of the deep sea—with a few exceptions hitherto only known as fossils—are new and specially modified forms of families and genera habitating shallow waters in modern times, and have been driven down to the depths of the ocean by their more powerful rivals in the battle of life, much as the ancient Britons were compelled to withdraw to the barren and inaccessible fastnesses of Wales. Some of their organs have undergone considerable modification in correspondence to the changed conditions of their new habitats. Thus down to 900 fathoms their eyes have generally become enlarged, to make the best of the faint light which may possibly penetrate there. After 1,000 fathoms these organs are either still further enlarged, or so greatly reduced that in some species they disappear altogether and are replaced by enormously long feelers. The only light at great depths which would enable large eyes to be of any service is the phosphorescence of deep sea animals. We know that at the surface this light is often very powful, and Sir Wyville Thompson has recorded one occasion on which the sea at night was a "perfect blaze of phosphorescence, so strong that lights and shadows were thrown on the sails and it was easy to read the smallest print." It is thought possible by several naturalists that certain portions of the sea bottom may be as brilliantly illumined by this sort of light as the streets of a European city after sunset. Some deep-sea fish have two parallel rows of small circular phosphorescent organs running along the whole length of their bodies, and as they glide through the dark waters of the profound abysses they must look like model mail ships with rows of shining portholes.—*From Nineteenth Century.*

GUV'NOR'S DAY.

'Twuz gov'nor's day at the county fair.
Me an my gal jes' come f'um there,
An we heard the speech 'at the gov'nor made,
How he tol' the farmers about their trade,
Rickommended wheat sown in July
To cheat the chinch bug an Hessian fly.
He used to plant corn already popped,
An it kep' a-growin an never stopped
Till jes' afore Chris'mus an hung on the trees
In little lace bags as nice as you please.
Said small watermillons wuz better'n big,
'Cause they wouldn't break the suppertin twig.
Skimmilk cheese wuz his favorite kind.
Fer rich food he allnz wuz inclined,
So he liked his cheese 'ith the skimmin's in.
An, my, jes' didn't them farmers grin
To hear him talk 'bout waterin stock
By h'istin 'em down 'ith a rope an block
To the water below of the bank wuz nigh,
'Cause exercise made the cows run dry!
An he said hay wouldn't get sour an black
Ef you put some ice in the midst of the stack
To keep it f'um heatin. An how the boys
Would 'preciate better a farmer's joys
Ef he run the grin'stone 'ith a bicycle rig
An fitted the plow 'ith the seat of a gig.
An our wives would bloom like a Sharon rose
Ef we chartered a Chinee to wash the clothes
So't they could rest an paint chiney jugs
'Ith cranes an dragons an flies an bugs.
B'gosht a'mighty, wut doesn't he know?
'Twould puzzle an almanac to show.
Oh, he's a wise'n, the gov'nor is,
To tell the people about their biz.
But I'l bet a cooky next county fair
That p'tic'lar gov'nor he won't be there.

—J. L. Heaton in "The Quilting Bee."

WOMEN OF ARMENIA.

English Customs Are Slowly Reaching Them—The Mother's Rule.

The Armenian girl is little troubled with education, beyond household duties, spinning and needlework—and at this last accomplishment she is always an expert, especially at embroidery—unless, indeed, she attends one of the excellent Armenian mission schools carried on in many towns, where she will learn English, French and possibly her own language, for Armenians not infrequently adopt the vernacular of the country wherein they live. She will also acquire a thirst for fiction, English and French. The Armenian girl is deeply sentimental and likes to read of love, and marriage is, of course, the ultima Thule of her ideas. This little matter is generally arranged by her mother, and nowhere are women of more importance or hold more weight in the family councils. The mother is at the head of the patriarchal establishment, in which her sons, their wives and often her nephews and nieces dwell. She rules her sons and sons' wives, the latter, perhaps, with a somewhat severe hand, especially during the first year of their married lives, when, except to attend church, they may not go out, though, when the daughters-in-law in their turn become mothers greater liberty is permitted them.

In more advanced portions of the community a girl's choice is practically unrestricted, and it is well that it is so, for the Armenian church strenuously opposes divorce, and the marriage bond is only soluble by death. Not infrequently the girl's choice falls upon an Englishman or other European, and many merchants and telegraph officials in Persia and Turkey find them excellent wives.

The Armenian national costume consists of a voluminous skirt of heavy brocaded material, a tight sleeved bodice of the same stuff, much embroidered about the front, with handsome filigree silver belts marking the waist. The head coverings are fichus of fringed embroidered silk, and a multitude of chains and coins hang round their necks. In winter the embroidered bodice is exchanged for a wadded one, and huge felt shoes are worn over the ordinary boots to keep out the biting cold. Though the Armenian women do not wear veils to conceal their features as a point of religion, they not infrequently do cover their faces with gauze or a corner of a shawl.

Some of the younger women, however, have discarded their native costume for that of London three years ago, and they are evidently not quite at ease in their newly acquired corsets. They copy the fashion plates in English papers and produce wonderful combinations of pink, blue and violet, which are further adorned with quantities of brilliant jewelry. They are full of curiosity regarding the life of civilized nations, particularly in the matter of marriage, and never miss an opportunity of obtaining information on the subject.—St. Louis Post-Dispatch.

Costly Etiquette.

The latest pamphlet published by the commission of historical manuscripts in London contains the following interesting and curious travesty on etiquette: "The Duke and Duchess of Norfolk, having been summoned to appear before the house of lords in 1692 in order to plead their suit for divorce, it was debated whether the lord chancellor, sitting as chairman, should lower his dignity by bowing to the duchess and speaking to her only with his cap in his hand. This question was argued for several days in the house of lords until debate exhausted itself and several duels resulted. At length it was decided that the lord chancellor should first receive the bows of the duke and duchess and return them with uncovered head and after that he should replace his cap." This rule was followed to the letter and is still adhered to today when similar contingencies arise.

The Dwarf Elephants of Malta.

The island of Malta is the only known spot where the remains of dwarf elephants are found. There are several places on the island where the bones of these miniature pachyderms have been unearthed, and hundreds of skeletons have been secured, in whole or in part. One of these, whose teeth and bones showed was a full grown specimen, was less than 2½ feet in height and could not have weighed over 600 pounds when in the flesh.—St. Louis Republic.

The miter worn by the Jewish high priest was a kind of diadem, resembling a turban in shape. On the front was a gold plate, fastened by a blue ribbon and engraved with the inscription, "Holiness to the Lord."

From Penang to New York a letter requires 35 days to make the journey.

ROBERT B. DIXON & CO.

EASTON, MARYLAND

::: Headquarters on all Kinds of :::

Lumber and Building Materials.

WE ARE CONSTANTLY RECEIVING FROM THE SOUTH CARGOES OF SHINGLES, FRAMING, FENCING, POSTS, ETC. DOOR SASH AND BLINDS KEPT IN STOCK.

BALTIMORE & OHIO RAILROAD.

Schedule in Effect Feb. 21, '97.

For Chicago and Northwest, Mt. Royal Station, 8 45, 10 18 a. m., 6.42 p. m. daily.
Camden Station, 9.00, 10.45 a. m., 7.00 p. m.
For Cincinnati, St. Louis and Louisville, Mt. Roya; Station, 10.18 a m., 2.24, 9.57 p. m. daily. Camden Station, 10.45 a. m., 2.40, 10.15 p. m.
For Pittsburg and Cleveland, Mt. Royal Station, 8.45 a. m. daily, 7.47 p. m. except Sunday.
Camden station, 9.00 a. m ,7 30 p. m. daily.
For Toledo and Detroit, Mt. Royal station, 9.57 p. m. Camden station, 10.15 p. m.
For New Orleans, Memphis, Birmingham, Chattanooga, Knoxville, Bristol and Roanoke, Mt. Royal Station, 7.47, Sundays, 6.42 p. m. Camden Station, week days, 7.58 p. m. Sundays, 7.36 p. m. Sleeping Car, Baltimore to New Orleans, Washington to Memphis.
For Luray, Mt. Royal Station, 2.24 p. m. daily. Camden Station, 2.40 p. m. daily.

FOR WASHINGTON.

Mt. Royal Station, week days, x6.00, x7.45, x8.45, x10.18 a. m.; x12.33, x2 24, x3.32, x5.32, x6.42, x7.47, x9.57 p. m Sundays, x6.00, x8.45, x10.18 a. m.; x2.24, x3.32, x6.42, x9.57 p. m.
Camden Station, week days, 5.00, x6.15, x6.25, 6.55, x7.20, x8.00, 8.35, x9.00, x10.00, x10.45 a. m., 12.10, x12.50, x2 40, 2.50, (x3.45, 45-minutes), x4 10, 5.05, x5.50, 6.18, x7.00, x7.30, x7.58 9.15, x10.15, 11.30 p. m. Sunday, x6.25, 6.35, 8.35, x9.00, x10.30, x10.45 a. m., 1.05, x2.40, (3.45, 45-minutes), 5.05, 6.18, x7.00, x7.30, 9.15, x10.15, x11.30 p. m.
For Annapolis, Mt. Royal Station, 8.45 a. m. daily, 12.38 p. m. ex. Sunday. Camden Station, 7 20, 9.00 a. m., 12.50 and 4.10 p. m. Sunday, 9.00 a. m. and 5.05 p. m.

Royal Blue line for N.Y. - Phila

All trains illuminated with Pintsch light.

LEAVE CAMDEN STATION.

For New York, Boston and the East, week days, 8.50, (10.50 Dining Car) a. m., 12.50, (1.45 Dining Car) 3.50, (6.00 Dining Car) p.m., (1.15 night. Sleeping Car from Mt. Royal Station, open for passengers 10.00 p. m.) Sundays, (9.50 Dining Car) a. m., (1.45 Dining Car) 3.50, (6.00 Dining Car) (1.15 night. Sleeping Car from Mt. Royal Station, open for passengers 10.00 p m)
For Atlantic City, 10.50 a. m., 12.50, 1.45 p. m. Sundays, 1.45 p. m.
For Philadelphia, Wilmington, Newark and Chester, week days, (8.10 Dining Car), 8 50, (10.50 stopping at Wilmington only, Dining Car,) a. m., 12.50, (1.45 Dining Car, stopping at Wilmington only,) 3.50, (6.00 Dining Car) 9.00 p.m., 1.15 night. Sundays, (9.50 Dining Car) a.m., (1.45 Dining Car) 3.50, (6.00 Dining Car), 9.00 p. m., 1.15 night.
For local stations on Phila. Div., weekdays, 8.20 a. m., 2 55, 5.05 p. m. Sundays, 9.20 a. m., 5.05 p. m.

LEAVE CAMDEN STATION.

For Frederick, 7.45 a. m., 1.20, 4.30 and 5.25 p.m. On Sunday, 9 35 a. m. and 5.25 p. m.
For Winchester, ‡9.00 a. m., ‡4.30 p. m.
For Hagerstown, ‡9.00 a. m., ‡4.10, ‡4.30 p. m
For Mt. Airy and Way Stations, week days, 7.45 a. m., 1 20, 4.30, 5.25, 6.30, 11.10 p. m. Sundays, 9.35 a. m., 5.25, 6.30, 11.10 p. m.
For Ellicott City, week days, 6.40, 7.45 a. m. 1.20, 3.30, 4 30, 5 25, 6.30, 11.10 p. m. Sundays, 9.35 a. m., 5 25, 6.30, 11 10 p. m.
For Curtis Bay, week days, 6.28 a. m. Leave Curtis Bay, week days, 5.05 p. m.
†Except Sunday. §Sunday only. *Daily. xExpress train.

Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at Ticket Offices:
N. W. COR. CALVERT AND BALTIMORE STS., 230 S. Broadway, Mt. Royal Station or Camden Station.
W. M. GREENE, Gen. Manager. CHAS. O. SCULL, Gen. Pass. Agent.

Balto. Chesapeake & Atlantic

"Choptank River Route.

CHOPTANK RIVER LINE.

Baltimore-Choptank-Third Haven River 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 M	E New Market	3.30 P.M
Lytord's		O Shell Point	
Williston		Cambridge	6 P.M
Two Johns		Kirby's	
Turkey Creek		Oxford	7 P.M
Kingston		Bellevne	
Dover Bridge	1.30 P.M	Double Mills	
Hog Island		Easton	9.30 P.M
Windy Hill		Oxford	0.30 P.M
Choptank		Corner's	
Wrights		Tilghman's	11.30 P.M

Arriving in Baltimore at 5.00 o'clock following morning. Returning the steamers leave Baltimore from Pier 4 Light st Wharf at 7 o'clock p. m. daily, except Sunday, for all points named and arriving at Easton about 3.00 a. m. Oxford 3.45, Cambridge 6.00, East New Market 7.00 and Denton 11 a.m. 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. Further information supplied by JAMES E. BYRD, Agent, 302 Light St Baltimore, Md.

Western Maryland Railroad

Taking effect March 6th, 1897. Trains leave Hillen Station as follows:
*4.30 a. m.—Fast Mail, 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.—Ac. York B. & H. Div.; main line east of Emory Grove, also Carlisle and G. & H. R. R.
‡8.11 a. m.—Main Line, Frederick, B.& C.V.R. R., Emmittsburg and N. & W. R. R. to Shenandoah.
§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.
§2.30 p. m.—Accom. for Union Bridge.
‡3.32 p. m.—Exp. York and B. & H. Div.
†4.08 p. m. Ex. Main Line Fredericksburg, Emmittsburg, Chambersburg and N. & W. R. R.
†5.10 p. m.—Accom. for Emory Grove.
†6.10 p. m.—Accom. for Union Bridge.
x11.25 P. M.—Accom. for Emory Grove.
*Daily. †Daily ex. Sunday. §Sunday only. xSaturday 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

MONEY TO LOAN.

$8000 to loan on Mortgages on Real Estate in sums to suit. 12-12-tf A. L. THARP.

Baltimore, Chesapeake and Atlantic Railway Company.

Railway Division.

Passenger Train Service in Effect 12.01 A. M., Nov. 16th, 1896.

WEST BOUND.

Stations.	Distance	Exp. daily ex. Sun.	Mix. daily ex. Sun.
		A. M.	A. M.
Ocean City, leave	0.00	B	B 8 30
Berlin	7.24	7 00	8 15
St. Martin's	10.50	f 7 06	f 8 24
Whaleyville	13.57	f 7 13	f 8 56
New Hope	15.46	f 7 16	f 8 42
Willards	16.56	f 7 18	f 8 47
Pittsville	19.97	7 26	9 19
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 30
Hebron	36.40	f 8 03	1 45
Mardela Spring	41.16	f 8 12	2 00
Vienna	45.06	f 8 21	2 24
Reed's Grove	48.51	f 8 28	f 2 24
Rhodesdale	51.62	f 8 35	f 2 54
Ennals	53.29		f 2 38
Hurlocks	55.84	8 44	2 53
Ellwood	59.69	f 8 51	f 3 05
Linchester	60.57		f 3 08
Preston	61.75	f 8 57	3 18
Bethlehem	64.85	f 9 03	f 3 30
Easton	72.01	9 19	4 10
Bloomfield	74.55	f 9 24	f 4 18
Kirkham	76.63	f 9 28	f 4 23
Royal Oak	78.48	f 9 33	f 4 33
Riverside	80.60	f 9 37	f 4 38
St. Michaels	82.34	f 9 47	f 4 58
Harper's	84.42	f 9 51	f 5 05
McDaniel's	85.72	f 9 56	f 5 15
Claiborne	87.06	10 05	5 20
Baltimore, arrive	131 06	1 20	

EAST BOUND.

Stations.	Distance	daily ex. Sat & Sun.	Exp. Sat. only.	Mix daily ex. Sun.
		P. M.	P. M.	A. M.
Baltimore, leave	0.00	4 30	3 00	
Claiborne	44.00	7 55	6 25	7 00
McDaniel's	45.34	f 8 00	f 6 30	f 7 08
Harper's	46.64	f 8 04	f 6 34	f 7 14
St. Michaels	48.72	8 11	6 41	7 30
Riverside	50.46	f 8 14	f 6 44	f 7 34
Royal Oak	52.58	f 8 20	f 6 50	f 7 42
Kirkham	54.43	f 8 24	f 6 54	f 7 47
Bloomfield	56.51	f 8 29	f 6 59	f 7 53
Easton	59.05	8 39	7 09	8 25
Bethlehem	66.21	f 8 54	f 7 24	8 45
Preston	69.31	f 9 01	f 7 31	8 57
Linchester	70.49			f 9 02
Ellwood	71.37	f 9 06	f 7 36	f 9 10
Hurlock's	75.22	9 15	7 45	9 30
Ennalls	77.77			9 36
Rhodesdale	79.44	f 9 23	f 7 53	f 9 46
Reed's Grove	82.55	f 9 29	f 7 59	f 9 56
Vienna	86.00	f 9 37	f 8 07	10 22
Mardela Springs	89.90	f 9 46	f 8 16	10 36
Hebron	94.66	f 9 55	f 8 25	10 54
Rockawalkin	96.63	f 9 58	f 8 28	f 11 00
Salisbury	100.98	10 10	8 40	12 30
Walston's	105.95	f 10 18	f 8 48	f 12 42
Parsonsburg	108.02	f 10 23	f 8 53	12 57
Pittsville	111.09	f 10 30	f 9 00	1 15
Willards	114.50	f 10 37	f 9 07	f 1 25
New Hope	115.60	f 10 39	f 9 09	f 1 30
Whaleyville	117.09	f 10 42	f 9 12	f 1 38
St. Martin's	120.56	f 10 48	f 9 18	f 1 48
Berlin	123.82	10 55	9 25	2 50
Ocean City	131.06	A	A	3 10

"f" stops on signal.
'A' Trains will run through to Ocean City for through Passengers from Baltimore only.
'B' Passengers from Ocean City for points between Berlin and Baltimore, and to Baltimore, will take Express 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 Dow		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 32
5 45	9 38	.....	Lv..Clayton..Ar	8 45	3 55
5 53	9 48	4.70	.....Kenton.....	8 37	‖ 3 46
f 6 00	f 9 57	9.58	.....Hartley	f 8 29	f 3 38
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 00	f 11 12	39.05	.....Chapel.....	f 7 28	f 2 20
7 12	11 24	44.16	.....Easton.....	7 18	2 08
f 7 22	f 11 42	50.49	.....Trappe.....	f 7 05	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..... ‖2.25 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

EASTERN BAY AND MILES RIVER STB. CO.

Schedule in effect June 2d, 1896.
Steamer St. Michaels will leave pier 12, Light street, Tuesdays, Thursdays and Saturdays at 3 o'clock p. m. for St. Michaels Tunis Mills and landings on Wye and Miles Rivers, returning on Wednesdays and Fridays, leaving Probasco 11 a. m., Trimble's 11.15 a. m., Shawn's Wharf 12 m., Tunis Mills 3 p. m. and St. Michaels 4 p. m. Sundays leaves Tunis Mills at 4.30 p.m. and St. Michaels at 5 p. m. for Baltimore.

ROGER T. GILL, President.