DR. JEKYLL AND MR. HYDE.

A London Doctor's Strange Patient—Two Girls In One.

A young girl who is two different persons in one body has just been exhibited by Dr. Albert Wilson to the members of the Clinical society of London, and this most interesting case of dual states of consciousness is exciting much attention in the medical world.

The girl is 14½ years of age, and there was nothing unusual about her until in 1895 she was attacked by influenza. It was a very bad attack, accompanied by delusions and hallucinations, and at such times she manifested great strength.

As the mania passed off her mental condition was found to have changed, and among other things she gave fresh names to those around, calling her father Tom, her mother Mary Ann, one doctor Jim and another Sam. Physically she improved. The sight got much better, but she remained paralyzed in the legs. After the fifth week the curious condition of dual personality began to show itself. While sitting in bed playing with her dolls she would say, "It is coming," and push all the toys to one side. Then there would be a shaking of the legs, then she would turn a somersault and sit up in a new personality, generally calling out "Hello," as if she had just arrived. In this abnormal condition she called those around by the nicknames she had given them at the time of the mania, which suggested some connection between this abnormal state and the mania which had preceded it. During this abnormal, or B, stage she talked baby talk, clipping words and not recognizing the names of things. This stage lasted from 10 to 50 minutes, and when she recovered she was dazed for two or three minutes, when she would begin playing with her dolls at the point where she had left off. Thus, as Dr. Wilson said, "The A, or normal, stage is continuous, and the B, or abnormal, stage is also continuous. But A knows nothing of B, and B knows nothing of A."

After two or three months the girl was almost as frequently the girl B as she was the girl A. Up to the present time, when she is in her normal or A state, she knows absolutely nothing of what occurs in the abnormal conditions. She is a good and honest girl as A, while in her B condition she has stolen things. One day, outside a shop, she took an apple. On seeing a policeman she put it back again. Last January she became quite blind and imbecile and had to be guided by sound and touch. But a little later on she improved much in health, so that she could walk and could see things at a distance of about three inches. During the abnormal state there was a certain protrusion of the eyeballs, which, however, disappeared when she returned to the normal mental state. The hospital mentions a particularly curious symptom of the case. Although in the normal she was not known to have any knowledge of drawing, she made some rather clever memory sketches while in the B state, clearly from remembered fashion plates, and some of these she drew when stone blind and when a book was placed between her eyes and the paper; so that the influenza which treated her so wickedly seems at least to have taught the poor child to draw.—London Mail.

The Jetties of Galveston.

"There is not in all the world anything in the way of harbor improvements at all to be compared with the great work of jetty construction that the United States engineers have just completed at Galveston," said Congressman Hawley, who hails from that city and is also the only Republican in the Texas delegation. Mr. Hawley, who is one of the leading business men of the Island City, was telling some friends about the results of Uncle Sam's munificent expenditure for deep water at his home.

"There are two jetties," said he; "one seven miles in length and the other five, and the distance between them clear out to the open sea is about 7,000 feet. They are built of sandstone and granite in the most thorough and substantial way, and they will stand as an everlasting monument to the skill and wisdom of the engineers. They are an unqualified success. We have now 26 feet of water on the bar, and in a year's time can count on 30 feet, for the work of scouring goes on constantly.

"The practical benefits of deep water are shown by the fact that in 1896 the value of exports from Galveston harbor was 60 per cent greater than for any year in its past history, despite the low average of prices of all kinds of products. I do not believe, in view of the great tributary country behind it, that it is the view of an enthusiast or visionary when the prediction is made that ere many years Galveston will be one of the greatest marts of commerce in the United States. From this time forward there is no limit to the expansion of her shipping interests, for with ample sea room and depth of water she can accommodate the merchant craft of all countries."—Washington Post.

Famous Holders of Two Offices.

Governor and Mayor Pingree of Michigan ought to have told the court that John Marshall of Virginia, who is said to have molded the constitution of the United States into its present form, served in the dual capacity of secretary of state in the cabinet of John Adams and chief justice of the supreme court of the United States from Jan. 4 to March 4, 1801, and he ought to have known if there was anything wrong about it. Furthermore, John Jay, who was the first chief justice of the supreme court of the United States, not only held that office and the position of secretary of foreign affairs simultaneously for six months or more, but served as envoy extraordinary to the court of St. James for a year while he wore the robes of chief justice. Oliver Ellsworth was chief justice of the United States and minister to France at the same time, and he was considered a correct man in his day.—

KEY WEST.

The Island Receives Mail From the United States Twice a Week.

Key West is not only the most southerly point of the United States, except some islets a few miles out into the gulf stream from there, but it is also the most isolated place of its size or anything approaching its population. There are western mining camps and Alaskan towns that get mail less frequently, but here is a city of nearly 30,000 inhabitants, with fine government buildings, great shipping interests, daily newspapers and manifold business affairs, the capital of a Florida county, and with mail from the United States but twice a week. The people do not rest content under it. All very well it might be, they say, for an antipodean town, but not for one within the limits of the United States.

One result of the spasmodic mail service are that all business and much social life are arranged in harmony with it. The mail steamer is scheduled to arrive at 3 p. m. every Tuesday and Friday, having sailed from Port Tampa at 10 the evening before. All Key West devotes its attention on steamer day to waiting for the mail, beginning that task soon after noon by scanning the horizon for the first glimpse of the expected craft. Last Friday the boat did not arrive until nearly midnight, having been compelled to go around by way of the Dry Tortugas on account of the storm, which made the regular channel unsafe where the bars make it shallow and narrow. But, with the boat nine hours late, the population continued to watch, business virtually being interrupted for that time.

After the steamer is in public interest centers at the postoffice, where crowds wait for the distribution of the heavy semiweekly mails. That occupies the remainder of the afternoon. At night the vessel sails for Havana, returning from the Cuban capital the following evening. Wednesday and Saturday are therefore, steadily devoted to the answering of their mail by the citizens of the island, in order to be ready for the north bound pouches, and on those days it is said to be virtually impossible to transact business on that account. An irreverent stranger suggests that on Monday and Thursday the people are preparing to receive the mails and recovering from the shock of what they have already received, but this seems to be a slander, unjustified by the facts.—William E. Curtis in Chicago Record.

She Saw the Show.

Marc Klaw of the big theatrical firm of Klaw & Erlanger, owners of "In Gay New York," "The Brownies," "The Lady Slavey" and "The Strange Adventures of Jack and the Beanstalk," recently spent a few days with the latter organization during its engagement in Boston.

A peculiar incident occurred to him, and one which he is not likely to forget in a hurry. During a Saturday matinee performance at the Boston Museum a lady occupied one of the choice orchestra seats with a child. When the ten foot giant made his entry, the child became frightened and yelled for dear life. Mr. Klaw instructed the usher to tell the lady to keep it quiet. No attention was paid to the command, and the gallant usher went to the lady with another request to keep the child quiet or take it out. The bean eating matron picked up her crying infant and proceeded to the rear of the house with blood in her eye.

"Where is this Mr. Klaw?"

"Here I am, madam," replied the genial Marc.

"It can be readily seen that you have no children."

"Excuse me, madam, but I have."

"Well, I came all the way from Haverhill to see this show, and see it I will, so you take care of my baby."

Before one of the founders of the syndicate knew it the baby was in his arms and the lady was back in her seat.

It took the combined efforts of Ed Price, Marc Klaw and about a dollar's worth of candy to jolly it along until the end of the show, when the Haverhill mother returned for her precious offspring.—Exchange.

The Spanish Censor.

They have a curious way of suppressing papers here. Instead of submitting their proofsheets to the censor, as is usual where such a protector of public opinion exists, they get at the matter backward. The publisher goes ahead on his own judgment, prints what he pleases and takes his chances of going to jail or paying a fine. The censor reads the paper at the breakfast table the next morning, and if he finds anything mildly objectionable he writes a polite note to the editor, calling attention to the article. The latter prints a paragraph next day explaining that he was mistaken or that the public had misinterpreted his remarks. But when any high official of the government is attacked or the proprieties are violated, the editor is fined or imprisoned, and policemen take the subscription list and call at every house at which copies have been delivered to recover them.—Havana Letter in Chicago Times-Herald.

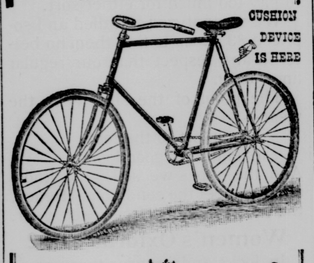
An Honest Bootblack.

An Oakland bootblack, an honest man who would not deceive his patrons, when he first went into business six years ago, put up a sign which read: "Joe Garibaldi, bootblack. Has two small children." Each succeeding year found him deserving of more sympathy, for he kept amending the sign until it read eight small children. A few days ago Joe's stand was locked for a whole day, and when he returned the next morning he confided to the butcher's boy that his baby had died. His first work was to amend the sign so that it might not mislead the public, and it then read: "Joe Garibaldi, bootblack. Has seven small children." Then, to avoid being placed in a false position before the public, he added with his finger and shoeblacking, "One he die."—San Francisco Argonaut.

Copper Sheathed Passenger Coaches.

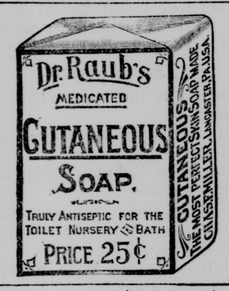
A type of passenger coaches finished with copper on the outside rather than the usual paint and varnish is being put into service on the New York, New Haven and Hartford railroad. The advantage of this is that the cars are more readily kept in a condition of cleanliness and brightness, and when it is necessary to send a car to the shops for an exterior overhauling it is ready for the service again in half the time required to paint and varnish it. All the wood paneling and sheathing are made in precisely the same manner, and a light coating of copper is formed around the wood, fitting closely into all the curves and corners. Each piece of sheathing and its strip of copper are passed through the machine simultaneously and come out ready for use with the copper wrapped tightly around the wood. After the sheating and other parts are covered or plated with copper they are applied to the body of the car in such a manner that the exposed surfaces are not punctured by nails or other fastenings, so that when completed the casual observer would not notice but that the car was finished with paint and varnish. All joints are completely water tight.—Mining and Scientific Press.

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prevents jolts, jar and strains. Why ride a Rigid Frame, with its injurious effects, when you can buy a wheel giving
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Lime for White Washing Specially Prepared and Always on Hand.
We are Selling Land Lime Cheaper Than Ever Before
Have just received several cargos of Shingles and Lumber from the South.
Are prepared to furnish Building Materials of all kinds below usual market price.
A Good Supply of Coal For Cooking Also for Steam Purposes.

BALTIMORE & OHIO RAILROAD.

Schedule in Effect May 16, '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. Royal Station 10.18 a m., 2.24, 9 52 p. m. daily. Camden Station, 10.45 a. m., 2.40, 10.10 p. m.

For Pittsburg and Cleveland, Mt. Roya Station, 8.45 a. m. daily, 7.47 p. m. except Sunday.

Camden station, 9 00 a. m , 7 30 p. m. daily.

For Columbus, Toledo and Detroit, Mt. Royal station, 9.52 p.m. Camden station, 10.10 p.m.

For New Orleans, Memphis, Birmingham, Chattano ga, Knoxville, Bristol and Roanoke, Mt. Royal Station, 9 52, daily. Camden Station, 10.10 p. m. daily. 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, x6.60, x7.45, x8.45, x10 18 a. m.; x12.58, x2.24, x3 32, x5.38, x6.42, x7.47, x9.52, x10.18 p. m Sundays, x6.00, x8.45, x10.18 a. m.; x2.24, x3 32, x6.42, x9 52, x10.18 p. m.

Camden Station, week days, 5.00, x6 15, x6.25, 6.35, x7.20, x8.00, 8.35, x9.00, x10.30, x10.45 a. m. x2.10, 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, x10.30, 11.30 p. m. Sunday, x6 25, 6 35, x 45, x9.00, x10.30, x10.45 a. m., 1 05, x2 40, (3.15, 45 minutes), 5.05, 6.18, x7.00, x7 30, 9.15, x10.0, x 0.30, 11.30 p. m.

For Annapolis, Mt. Royal Station 8 45 a. m. daily, 12.58 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.

LEAVE MT. ROYAL STATION 7 MIN. LATER.

For New York, Boston and the East, week days, (7 55 Dining Car), 8.50, (10.50 Dining Car) a m , 12.50 (1.45 Dining Car), 3.48, (6.00 Dining Car) p m., (1.15 night. Sleeping Car from Mt. Royal Station, open to 10 00 p. m.) Sundays, (7.55, 9.50 Dining Car) a. m., (1.45 Dining Car) 3 48, (6.00 Dining Car) p. m. (1.15 night, Sleeping Car from Mt. Royal Station, open for passengers 10.00 p m.)

For Atlantic City, 10 30 a m., 12.50, 1.45 p. m. Sundays, 1.45 p. m.

For Philadelphia, Wilmington, Newark and Chester, week days, (7 55 Dining Car), 8 50, (10.50, stopping at Wilmington only. Dining Car) a. m , 12.50, (1.45 Dining Car, stopping at Wilmington only), 3.48, (6.00 Dining Car) 9.00 p.m., 1.15 night. Sundays, (7.55 and 9.50, Dining Car) a.m., (1.45 Dining Car), 3.48, (6.00 Dining Car), 9.00 p. m., 1.15 night.

For local stations on Phila. Div., weekdays, 8.00 a. m , 3.00, 5 05 p. m. Sundays, 8.30 a. m., 5.05 p. m.

LEAVE CAMDEN STATION.

For Frederick, 7.30 a m., 1.20, 4.30 and 5.25 p. m. On Sunday, 9 35 a. m. and 5.25 p. m.

For Winchester, x7.30 a. m., x2 40, x4.30 p. m.

For Hagerstown, 10.00 a. m , x4.10, x4.30 p. m

For Mt. Airy and Way Stations, week days, 7.30 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, 7.30, 11 00 a. m., 1.20, 3.30, x 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 N. Broadway, Mt. Royal Station or Camden Station.

W. M. GREENE, Gen. Manager. D. B. MARTIN, Mgr. Pass. Traffic.

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E. H. BURNESS & CO.

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	B6 30
Berlin	7.24	7 00	8 15
St. Martin's	10.50	f 7 06	f 8 24
Whaleyville	13.95	f 7 13	f 8 32
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	34.42	f 7 58	f 1 36
Hebron	36.40	f 8 03	1 45
Mardela Spring	41.16	f 8 12	2 00
Vienna	45.06	f 8 21	2 14
Reed's Grove	48.51	f 8 28	f 2 24
Rhodesdale	51.62	f 8 35	f 2 34
Ennals	53.29		f 2 38
Hurlocks	55.84	8 44	2 55
Ellwood	59.69	f 8 51	f 3 03
Linchester	60.57		f 3 03
Preston	61.75	f 8 57	3 18
Bethlehem	64.85	f 9 03	f 3 30
Easton	72.01	9 19	4 30
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
Riversidde	80.60	f 9 37	f 4 38
St. Michaels	82.34	9 47	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 50	3 40	
Claiborne	44.00	7 55	6 25	7 00
McDaniel's	45.34	f 8 00	f 6 3	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			f 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	96.61	f 9 58	f 8 28	f11 00
Salisbury	100.98	10 10	8 46	12 30
Walston's	105.95	f10 18	f 8 48	12 42
Parsonsburg	108.02	f10 23	f 8 53	12 57
Pittsville	111.09	f10 30	f 9 00	1 15
Willards	114.50	f10 37	f 9 07	f 1 25
New Hope	115.60	f10 39	f 9 09	f 1 30
Whaleyville	117.09	f10 42	f 9 12	f 1 38
St. Martin's	120.56	f10 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.

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Philadelphia, Wilmington & Baltimore RAILROAD.

Schedule in Effect May 17th, 1897.

Delaware & Chesapeake Railway.

SOUTHWARD Read Down		Distance	STATIONS.	NORTHWARD Read Up	
291 Pass	285 Mix.			290 Mix.	294 Mix.
P. M.	A.M.			A.M.	P. M.
3 00	9 25		Baltimore	11 15	6 55
3 46	7 25		Philadelphia	10 46	5 42
5 47	9 38		Lv. Clayton Ar	8 45	3 35
5 56	9 48	4.70	Kenton	8 36	3 27
f 6 04	f 9 57	9.58	Hartley	f 8 26	f 3 27
f 6 06	f 10 00	10.22	Slaughters	f 8 25	f 3 24
6 12	10 08	13.79	Marydel	8 17	3 18
f 6 19	f 10 16	16.76	Henderson	f 8 10	f 3 11
f 6 26	f 10 24	19.54	Goldsborough	f 8 03	f 3 04
6 36	10 34	23.88	Greensborough	7 52	2 54
6 46	10 44	28.08	Ridgely	7 42	2 43
6 55	10 54	32.36	Queen Anne	7 31	2 33
f 7 02	f 11 04	36.16	Cordova	f 7 24	f 2 24
f 7 08	f 11 12	39.05	Chapel	f 7 18	f 2 17
7 20	11 24	44.16	Easton	7 08	2 07
f 7 37	f 11 42	50.49	Trappe	f 6 55	1 50
7 47	11 53	54.19	Ar. Oxford Lv	6 45	1 40
P.M.	A.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. 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

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
Lyford's	O Shell Point
Williston	Cambridge 6 P.M
Two Johns	Kirby's
Turkey Creek	Oxford 7 P.M
Kingston	Bellevue
Dover Bridge 1.30 P.M	Double Mills
Hog Island	Easton 9.30 P.M
Windy Hill	Oxford 9.30 P.M
Choptank	Corner's
Wrights	Tilghmann'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.

§8:10 p. m.—Accom. for Union Bridge.

x11.25 P. M.—Accom. for Emory Grove.

*Daily. †Daily ex. Sunday. §Sunday only. xSaturday only.

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