MRS. GRANT'S BOOK.

She Calls It "In India," but Declines to Have It Printed.

Interest in the ceremonial at New York has created a new demand for the story of the life of Mrs. U. S. Grant, completed by her three years ago. Publishers have besieged Mrs. Grant for the privileges of the work, but thus far she has declined all offers. In speaking of the coveted manuscript, the amiable chronicler said today: "I really cannot convince myself that it is absolutely interesting. I have my maid read extracts from it to me, and I think, 'How entertaining!' Then I change my mind and alter somewhat the paragraphs I thought delightful. Others, I think, will fail to see in them all I do."

Modesty, characteristic of this woman who has played such a prominent part in the history of her country, threatens to reserve for her children and grandchildren knowledge the people would reverently claim.

The volume, which has lately been rewritten in type and carefully edited by the author, is, she said, "arranged in 12 little books, each telling of experiences in different parts of the world. I have called one 'In India,' but the title of the whole is not yet decided upon."

Her childhood and girlhood at "dear old White Haven" give a charming pastoral sketch of young days on the farm in St. Louis county, Mo , and her earliest acquaintance with her soldier sweetheart. As the wife of "the leftenant," as she is still pleased to recall him, narrations of service in the field, thrilling in interest, with flashlight confidences that illumine incidents that history but dimly outlines, spiritedly follow.

Motherhood, with pretty stories of the tender affection of her famous husband for children and home; "Eight Years In the White House," brimful of anecdotes of noted persons and amusing contretemps, demonstrating a keen sense of fun; "Four Years of Travel," in which she was presented at every court, with not only her reflections on the conventions and marvels of other nations, but characteristic quotations from the hero, are other divisions. The last pages bear most gracious appreciation of generous courtesy and lavish hospitality. Days of sad courage and brave love, where, with agonized pride, she pictures the last triumphs of her beloved comrade over pain and the final victory of the grave, all find a place in this little book that the world would have for its own.

The "Story of the Married Life of General U. S. Grant," that appeared in a magazine in 1890, and attracted little attention, owing to its being signed "Penelope Grant," instead of Julia Dent Grant, as forwarded by the writer, gives a pleasant foretaste of literary style.

"No one has read the book," said Mrs. Grant, "except myself and my maid."

She declines to give extracts from it and is not yet persuaded that she will share the smiles and tears it provokes with the country that honors every memory of her husband.—Washington Letter New York Herald.

A Beautiful Legend.

There is a beautiful old Scandinavian legend which says that our bodies and minds and souls renew their beauty and freshness and power in the magic springtime. The story is told of some great mythical hero who lived when the evil spirit of strife ruled the world. This hero conquered many kingdoms and made them his own, and one fierce and bitter winter he entered into a mighty contest with the only remaining country he had not yet overcome.

But the bitter north wind wrestled with him and finally laid him low in its icy embrace, and the hero slept long and did not move nor come to life again until the sweet and gentle spring, in beautiful humility, came stealing softly through the world and left her loveliest blossoms and her deepest sunlight at the fierce north wind's feet. Her winsome beauty and her tender caresses won the north wind's icy heart, and with tears in his eyes he hurried away and gave up his powerful reign to the gentle sway of spring, and when the great hero awoke his wrath against the unconquered country melted away and his brave heart grew tender with love. The gentle beauty of spring had changed him, too, and the smile on his face was like the radiant glory of a fair April morning, and the flush in the rosy east was not more rich and beautiful than the clear color that stole into his pale, cold cheeks. The dew starred violets were not more sparkling than his happy eyes, as he flung his mighty arms above him and cried out: "The world is beautiful when bitter strife is gone. My enemies shall be my friends, and those I have despoiled shall be comforted with a fourfold reparation."

A Remarkable Linguist.

J. Vance Lewis, colored, who will be graduated from the Chicago College of Law this year, is a remarkable linguist. Six years ago he could barely read. Since then, according to the Chicago Record, he has acquired a reading and speaking knowledge of German, French and Spanish and is also accounted a good English scholar. He takes up the study of languages as a diversion and proposes to study the Hungarian and Russian tongues this year in connection with a course in international law. He also hopes to get a knowledge of several oriental languages in the next few years.

Unreasonable Complaint.

"Mine is a pitiable case," said the man who had reached the melancholy stage as he leaned against the bar. "What a woe it is to have a wife who has a habit of locking you out of your own house!"

"You ain't one, two, three with me," said the other melancholy man. "Mine has a habit of locking me in."—Indianapolis Journal.

SHERMAN'S POOR MEMORY.

An Amusing Incident That Was Due to His Forgetfulness.

Secretary Sherman is making himself talked about a good deal by his inability to recognize his former colleagues when they call to see him. The dignity of two distinguished members of the United States senate sustained a severe shock during the last few days, when they called upon Secretary Sherman and were obliged to introduce themselves to him. Mr. Babcock, who has served as Mr. Sherman's secretary for nearly 25 years, usually whispers the names of callers in the ear of his chief when he gets an opportunity to do so, but when Mr. Sherman has no prompter he makes a mess of it. He never does know the members of the diplomatic corps apart, and when they are introduced to him he cannot pronounce their names. It is quite painful on diplomatic day to see him struggle with the tongue tangling titles of the embassadors and ministers from abroad.

It is even whispered that the venerable senator did not recognize one of his colleagues in the cabinet when they met at the residence of a friend the other day, but this is an old failing of his.

He almost broke the heart of William H Calkins of La Porte, Ind., who was in congress some years ago, by mistaking him for the sergeant-at-arms of the senate. Mr. Sherman was a candidate for the presidential nomination, and Mr. Calkins was one of his most ardent supporters. There arrived in Washington one day a delegation of prominent citizens from northern Indiana, and when evening came on and they had nothing else to do Calkins suggested that they call on Senator Sherman. Most of the party objected, because they were strangers to him, but Calkins assured them that the senator from Ohio was his most intimate friend, that they were just like brothers and that Sherman would never forgive him if he found out that a party of such distinguished Republicans staid overnight in Washington without calling to pay their respects. So they yielded and started for the Sherman mansion in Franklin square.

While they were walking along Calkins entertained his friends with stories of his brotherly intimacy with Mr. Sherman, and their affection for one another, and the active part he was taking in Mr. Sherman's canvass. As they entered the house the senator greeted them cordially, but told them that he was just going out with his wife. Calkins said they would not stop. But the host urged them to come in and wait until Mrs. Sherman was ready. When that good lady came down stairs with her bonnet on, Mr. Sherman paralyzed the entire party by introducing Calkins as Colonel Canady of North Carolina, who was then sergeant-at arms of the senate, and asked him to present his friends. Calkins gasped their names and then led them out. After he got into the fresh air he recovered a little and attempted to explain that Senator Sherman was a great hand for practical jokes, but the folks from Indiana realized how badly he was wounded and did not tease him.—Chicago Record.

The French Canadian.

The impression carried away by the tourist that the French Canadian speaks a patois is not well founded. He employs words and phrases not recognized by the academy, but that is not altogether his fault. The first settlers had to invent a terminology for their new surroundings. They accepted the Indian names for some of the strange birds, fishes and fruits. In other cases there was nothing for it but to coin words, for what did the French of France know of sleighing, canoeing, snowshoeing, portaging, clearing land, barn raising, driving logs or making maple sugar? In the lower parishes the habitant gets married "at the herring," baptizes his child "at the capelan," does something else "at the squid," the seasons when the fish "run"—i. e., strike the shore to spawn—being as important in his reckoning as are the vendanges to the peasant of France. Some of his phrases date from his struggles with the Iroquois. Thus he speaks of going to the "fort" when he means the village, the first villages having been provided with stockades, and to frighten a naughty child he threatens to call in les sauvages. He has preserved a number of words that were good French in the seventeenth century, but have since changed their meaning or gone out of use in France.

He also employs sailor phrases in an odd way, as when he "moors" his horse to his sleigh and "disembarks" from that vehicle with his "dunnage." Taking it altogether, however, his French is better than that of the French peasant of today. The worst that can be said of it is that it is rather archaic by comparison. His pronunciation of "t" and "d" is marked by a nasal twang, due possibly to the climatic agencies that are supposed by some to be responsible for the twang of the down east Yankee. The educated French Canadian speaks as good French, of course, as the educated Parisian, but he uses fewer gestures.—Edward Farrer in Forum.

The Pastor's Wisdom.

"I never thought it of you, George," said the pastor's old schoolmate in the seclusion of the ministerial study. "That I should live to hear you denouncing progressive euchre as wicked."

"If I didn't," said the good man, "they would be playing poker next. But as long as I can keep them believing that they are sinning a little, they will stick to their euchre."—Cincinnati Enquirer.

Mixing Politics and Business.

Politics is a better thing for a young man to have knowledge of than to actually experience. He should know what politics means, so that he can vote intelligently and conscientiously. One thing is certain—active participation in politics and in business do not go together.—Edward W. Bok in Ladies' Home Journal.

Ian Maclaren's Creed.

Some one curious in oriental lore has discovered that Ian Maclaren's much admired creed is nearly taken from an Indian formula dating back 70 years at least, and probably as much further as anybody cares to go. There is no proof that it is not in substance as old as the Rig-Veda or the Institutes of Manu. Whatever its origin or antiquity, it is a generous and liberal minded declaration of faith, and neither the pope nor the grand lama of Tibet ought to find any fault with it. The Scotch Presbytery is against it and threatens to turn Dr. Watson out of the church, but if it does almost any denomination will be glad to take him in and will not care in the least whether his declaration of faith dates back to the days of old or whether it was entirely of a Drumtochty evolution of his own verbal fashioning.—New York Tribune.

Original Gullibility.

"People must have been created gullible," remarked the observer of men and things, "when it is a matter of record that the first glad hand game was worked by so poorly equipped a swindler as a serpent."—Detroit Journal.

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IN THE FIELD.



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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, 6.42 p. m. daily. Camden Station, 10.45 a. m., 2.40, 10.10 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 Columbus, Toledo and Detroit, Mt. Royal station, 9.52 p.m. Camden station, 10.10 p.m.

For New Orleans, Memphis, Birmingham, Chattanooga, 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, x6.00, 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., 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, x10.30, 11.30 p. m. Sunday, x3.25, 5.35, 8.35, 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, x10.30, 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 5.45 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 for passengers 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, 10.50 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, 8.50 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, 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:

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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 9 30
Berlin	7.24	7 00	8 15
St. Martin's	10.50	f 7 06	f 8 24
Whaleyville	13.97	f 7 13	f 8 30
New Hope	15.46	f 7 16	f 8 42
Willards	16.56	f 7 18	f 8 47
Parksville	20.57	7 26	9 02
Parsonsburg	25.04	f 7 32	f 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 14
Reel's Grove	48.51	f 8 28	f 2 24
Rhodesdale	51.62	f 8 35	f 2 34
Ennals	53.20		f 2 38
Hurlocks	55.84	8 44	2 53
Ellwood	59.69	f 8 51	f 3 06
Linchester	60.57		f 3 08
Preston	61.75	f 8 57	3 18
Bethlehem	64.85	f 9 03	f 3 30
Easton	72.03	9 19	4 10
Bloomfield	74.55	f 9 24	f 4 18
Kirkham	76.03	f 9 28	f 4 25
Royal Oak	78.48	f 9 33	f 4 33
Riverside	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	85.52	f 9 56	f 5 15
Claiborne	87.09	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 3	f 7 08
Harper's	46.64	f 8 04	f 6 31	f 7 14
St. Michaels	48.52	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	56.05	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
Hurlocks	77.22	9 15	7 45	9 30
Ennalis	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	89.89	f 9 46	f 8 16	10 36
Hebron	94.96	f 9 55	f 8 25	10 54
Rockawalkin	96.63	f 9 58	f 8 28	f11 00
Salisbury	100.98	10 10	8 40	12 30
Walston's	105.95	f10 18	f 8 48	f12 42
Parsonsburg	108.02	f10 23	f 8 53	12 57
Pittsville	111.60	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 56
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.

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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	6 25		Baltimore	11 15	6 55
3 46	7 25		Philadelphia	10 46	5 42
5 47	9 38		Lv. Clayton Ar	8 46	3 55
5 56	9 48		Kenton	8 36	3 37
f 6 04	f 9 57	9.58	Hartley	f 8 26	f 3 27
f 6 09	f 10 00	10.22	Slaughters	f 8 23	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 21	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 Sunday, 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, week-days and 6.50 p. m. daily.	11.00 a. m.

S. M. PREVOST, General Manager. J. R. WOOD, Gen'l 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	6.30 PM
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 8.00 a. m. Oxford 8.45, 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. §Saturday only.

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