# Baltimore, Chesapeake & Atlantic Railway Company.

— RAILWAY DIVISION. —

The Passenger Train Service in Effect Thursday, July 1st, 1897.

EAST BOUND. (READ DOWN.)

| STATIONS. | Distance. | Ex ss daily ex Sun | Expss d'ly ex. Sat. & Sund'y | Accom daily | Express. Sat'd'y only | Satday only O. City Speci'l | O. City Special Sund'y only | Mon. Thur only Acm | Tues Sat. only Acm |
|---|---|---|---|---|---|---|---|---|---|
| | | A. M. | P. M. | A. M. | P. M. | P. M. | A. M. | | |
| Baltimore.....Lv | | 7.00 | 4.10 | | 2.00 | 2.00 | 7.30 | | |
| Clayborne.....Ar | | 10.10 | 7.20 | | 5.00 | 5.00 | 10.30 | | |
| Clayborne.....Lv | 44.00 | 10.20 | 7.30 | 7.00 | 5.15 | 5.05 | 10.35 | | |
| McDaniel | 45.34 | M 10.24 | X 7.35 | F 7.04 | X 5.20 | | | | |
| Harper | 46.04 | 10.27 | B 7.39 | F 7.08 | B 5.24 | | | | |
| St. Michaels | 48.72 | M 10.32 | 7.45 | 7.13 | 5.30 | | B 10.42 | | |
| Riverside | 50.46 | B 10.35 | B 7.48 | F 7.16 | B 5.33 | | | | |
| Royal Oak | 52.58 | M 10.39 | X 7.53 | F 7.20 | X 5.38 | | B 10.48 | | |
| Kirkham | 54.43 | B 10.43 | B 7.57 | F 7.24 | B 5.42 | | | | |
| Bloomfield | 56.51 | B 10.47 | B 8.02 | F 7.28 | B 5.47 | | | | |
| Easton | 58.05 | 10.55 | 8.11 | 7.37 | 5.56 | 5.30 | 11.00 | | |
| Turners | 62.60 | | | | | | | | |
| Bethlehem | 66.21 | B 11.09 | K 8.26 | F 7.52 | K 6.11 | | | | |
| Preston | 69.31 | B 11.14 | K 8.33 | F 7.59 | K 6.18 | | | | |
| Linchester | 70.49 | B 11.16 | B 8.35 | F 8.01 | B 6.20 | | | | |
| Ellwood | 71.97 | B 11.18 | K 8.37 | F 8.04 | K 6.22 | | | | |
| Hurlock | 75.22 | 11.25 | 8.45 | 8.12 | 6.30 | | | | |
| Ennalls | 77.77 | | | F 8.16 | | | | | |
| Rhodesdale | 79.44 | B 11.32 | X 8.52 | F 8.20 | X 6.37 | | | | |
| Reid's Grove | 82.55 | B 11.36 | B 8.57 | F 8.25 | B 6.42 | | | | |
| Vienna | 86.00 | B 11.42 | K 9.04 | F 8.32 | K 6.49 | | | | |
| Mardela Springs | 89.90 | B 11.49 | K 9.12 | F 8.41 | K 6.57 | | | | |
| Hebron | 94.09 | B 11.57 | K 9.20 | F 8.50 | K 7.05 | | | | |
| Rock-a-Walkin | 96.63 | B 12.02 | B 9.25 | F 8.54 | B 7.08 | | | | |
| Salisbury | 100.98 | 12.11 | 9.35 | 9.10 | 7.20 | 6.36 | 12.06 | | |
| Walstons | 105.95 | B 12.19 | B 9.43 | F 9.18 | B 7.28 | | | | |
| Parsonsburg | 108.02 | B 12.23 | K 9.47 | F 9.23 | K 7.32 | | | | |
| Pittsville | 111.09 | X 12.28 | K 9.53 | 9.31 | K 7.38 | | | | |
| Willards | 114.50 | B 12.33 | B 9.58 | F 9.37 | B 7.43 | | | | |
| New Hope | 115.60 | B 12.35 | B10.00 | F 9.40 | K 7.45 | | | | |
| Whaleyville | 117.09 | B 12.37 | K10.03 | F 9.44 | K 7.48 | | | | |
| St. Martins | 120.56 | B 12 42 | B 10.08 | F 9.51 | B 7.53 | | | | |
| Berlin | 123.82 | 12.50 | 10.18 | 10.02 | 8.23 | | | 7.00 ly | 2.45 ly |
| Ocean City.....Ar | 131.06 | 1.00 | 10.30 | 10.15 | 8.35 | 7.20 | 12.50 | 7.15 | 3.00 |
| | | P. M. | P. M. | A. M | P. M. | P. M. | P. M. | A.M. | P.M |

WEST BOUND. (READ UP.)

| STATIONS. | Distance. | Expss daily ex Sun | Expss d'ly ex Sat and Sund'y | Accom daily | Express. Sat'd'y only | Sund'y only Balto. Expss. | Sund'y Wash. Balt. Exp'ss | Thur only Acm | Tues Sat'y only Acm |
|---|---|---|---|---|---|---|---|---|---|
| | | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Baltimore.....Ar | 131.06 | 1.30 | 11.10 | | | 8.40 | 10.05 | 10.05 | |
| Clayborne.....Lv | | 10.30 | 8.00 | | | 5.30 | 7.05 | 7.05 | |
| Clayborne.....Ar | 87.06 | 10.20 | 7.55 | 8.35 | | 4.00 | 6.55 | 7.00 | |
| McDaniel | 85.72 | B 10.16 | B 7.52 | F 8.31 | B 3.56 | K 3.51 | K 6.49 | | |
| Harper | 84.42 | B 10 12 | B 7.48 | F 8.28 | B 3.52 | K 3.46 | K 6.42 | | |
| St. Michael's | 82.34 | 10.08 | 7.40 | 8.22 | | 3.48 | 6.34 | | |
| Riverside | 80.60 | B 10.01 | B 7.37 | F 8.15 | B 3.42 | B 6.34 | | | |
| Royal Oak | 78.48 | B 9.58 | X 7.34 | F 8.12 | B 3.39 | K 6.31 | | | |
| Kirkham | 76.63 | B 9.54 | B 7.30 | F 8.07 | B 3.35 | K 6.26 | | | |
| Bloomfield | 74.55 | B 9.50 | B 7.26 | F 8.02 | B 3.31 | K 6.22 | | | |
| Easton | 72.01 | 9.45 | 7.21 | 7.57 | 3.26 | 6.17 | | | |
| Turner's | 68.87 | | | | | | | | |
| Bethlehem | 64.85 | X 9.29 | B 7.05 | F 7.37 | B 3.10 | B 6.01 | | | |
| Preston | 61.75 | K 9.28 | B 7.00 | F 7.30 | B 3.05 | X 5.56 | | | |
| Linchester | 60.57 | B 9.20 | B 6.58 | F 7.26 | B 3.03 | B 5.53 | | | |
| Royal Oak | 59.09 | X 9.18 | B 6.56 | F 7.24 | B 3.01 | B 5.51 | | | |
| Ellwood | 55.84 | 9.11 | X 6.50 | 7.16 | | 5.44 | | | |
| Hurlock | 52.29 | | | F 7.07 | X 2.55 | | | | |
| Ennalls | 51.62 | X 9.02 | B 6.41 | F 7.04 | B 2.46 | B 5.35 | | | |
| Rhodesdale | 48.51 | B 8.55 | B 6.35 | F 6.56 | B 2.41 | B 5.30 | | | |
| Reid's Grove | 45.06 | K 8.50 | B 6.31 | F 6.49 | B 2.36 | B 5.25 | | | |
| Vienna | 41.16 | K 8.41 | B 6.23 | F 6.40 | B 2.28 | B 5.17 | | | |
| Mardela Springs | 36.40 | K 8.32 | B 6.15 | F 6.31 | B 2.20 | B 5.08 | | | |
| Hebron | 34.43 | B 8.28 | B 6.12 | F 6.27 | B 2.17 | B 5.04 | | | |
| Rock-a-Walkin | 30.08 | 8.21 | 6.05 | 6.19 | 2.10 | 4.57 | | | |
| Salisbury | 25.11 | B 8.07 | B 5.52 | F 6.04 | B 1.57 | B 4 43 | | | |
| Walston's | 23.04 | B 8.04 | B 5.49 | F 6.01 | B 1.54 | X 4.40 | | | |
| Parsonsburg | 19.57 | X 7.59 | B 5.44 | 5.56 | B 1.49 | X 4.35 | | | |
| Willard's | 16.96 | B 7.51 | B 5.39 | F 5.48 | B 1.44 | B 4 29 | | | |
| New Hope | 15.46 | B 7.49 | B 5.37 | F 5.46 | B 1.42 | B 4.27 | | | |
| Whaleyville | 13.97 | X 7.46 | B 5.34 | F 5.43 | B 1.39 | B 4.24 | | | |
| St. Martin's | 10.50 | B 7.39 | B 5.28 | F 5.36 | B 1.33 | B 4.18 | | | |
| Berlin | 7.24 | 7.34 | B 5.24 | 5.30 | X 1.29 | 4.14 | | 8.15 ar | 2.35 ar |
| Ocean City.....Lv | | 7.20 | 5.10 | 5.15 | 1.15 | 4.00 | 4 45 | 8.00 | 2.20 |
| | | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

F stops on signal. B stops on signal to take on or let off Baltimore passengers only. X stops on signal to take on or let off Passengers for regular stops or Baltimore. M stops on signal to let off Baltimore passengers or take on passengers for Easton or Ocean City. K stops on signal to take on or let off passengers for other K stops, regular stops or Baltimore. Connection made with steamer lines at Easton, Vienna or Salisbury.

WILLARD THOMSON, Gen. Mgr. A. I. BENJAMIM, Supt.








ESTABLISHED, 1848.

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LANCASTER, PENN.


## THE INDIAN MASSACRE AT SAND CREEK.

**Result of a Gold Fever in Colorado in 1858.—When the Civil War Occurred Indians were told that Jeff Davis Was the Big Medicine Man, and Pillage Began.**

THE discovery of gold on Cherry Creek in 1858 brought about its logical result, and two years later Denver occupied the ground with a population of 4000. When the civil war broke out there was a sharp but brief contest between the people from the North and the South, resulting in favor of the North. Several expeditions were sent out from Texas to recover the territory, with its inexhaustible mines. A number of battles took place, but by the time a report could reach Washington they were both out of date and obscured by the smoke of the greater conflict.

The plains between the river and the mountains were covered with Indians, who had been held in tolerable subjection. The Utes were a powerful mountain tribe, secure in their own natural fortress, and were friendly to the whites, for the reason that their presence made it possible for them to go out and hunt buffalo with some degree of safety. The Indians of the plains did not want the whites to become the allies of their mountain enemies, hence the reason for the good behavior.

With the civil war a new factor entered. The plains Indians were assured by the representatives of the Confederacy that the great father in Washington was no longer able to punish them, and that Jefferson Davis was the big medicine man. The Indians began their work of pillage and destruction, though claiming to be peaceable. They became bolder with success, and swept the plains in every direction. It required as much time to cross from the Missouri River to Denver, with the ox teams, as it now does to circumnavigate half the globe.

The fleet moving savages would destroy the small parties and make it dangerous for the stragglers of the large trains. Finding the troops sent against them as formerly to punish them for crimes committed, they became firmly convinced that the great father at Washington had lost his medicine. In 1864 matters in Colorado were becoming desperate. Families were scalped at the very doors of Denver, and the mutilated bodies were taken into the city for burial. The destruction of the trains was so great that starvation stared the people in the face before spring. Grant was tightening the coils for a final struggle with the Confederacy and the Government could extend no aid.

Such was the condition of things when Governor Evans called for mounted volunteers for special service under Col. J. M. Chivington. The orders were blank, though the object was well understood. It was given out, however, that the Confederates were preparing for another attack on Colorado from Texas, and the force was to operate against the invasion. Col. Chivington, like Gov. Evans, was a Methodist and a sort of unordained preacher. In those days there were sporting roughs in the mining camps, who, among other amusements, delighted in breaking up religious meetings. The evening meetings were their favorite time for operations, when they would shoot out the candles. But the toughs never broke up a meeting conducted by Chivington. When he slowly walked to the front, and disincumbered himself of a belt and pistols, flanking the Bible with a big six-shooter on each side, the silence was broken by nothing save the amens of the brethren.

It was late in November when the Colonel's expedition left Denver for Sand Creek, 120 miles distant, where it was known that a large body of Arapahoes, with a few Cheyennes, were in camp. They veered their direction so as to lead any spy into the belief that it was to Texas they were bound. But a few miles out they halted within ten or a dozen miles of the Indian camp and waited for morning.

It was the coldest November night ever known in that part of the Territory, but they dare not build a fire. Before daylight they were in the saddle and silently but swiftly swept down on the savages, who had covered Colorado, Kansas, and Nebraska with the bones of toiling immigrants. It was nearly sunrise when the expedition sighted the Indian camp, whose denizens were aroused by the barking of dogs. The Coloradoans then swept through and over them like a storm cloud, and, wheeling, trampled them under the feet of horses, holding the bridles n their teeth and firing right and left.

Two Face and Charles Bent were in command of the savages. The one was called Two Face because his father was an Apache and his mother a Cheyenne; Bent was a half breed, with the evils of both races and the virtues of neither. Two Face escaped but Bent fought his last battle. Fresh scalps, including those of women and children, were found in the camp, also other evidences of atrocities too horrible for thought. The sight made the men wild. No prisoners were taken and few escaped. The fight did not last long, but more than 600 Indians were killed.

(Continued from page 3.)

away for Honolulu, the young sailor in command, and the yacht's captain acting as his first mate.

The voyage was made in safety, and a vessel was found there to take Mr. Bateman and his party to San Francisco, the schooner continuing on under her bold young commander, his two mates, and several of the crew who shipped with him.

It was a couple of years after that Mr. Bateman and his daughter, grown to a young lady of nineteen, were at the Opera in New York, when grasping her father's arm, Lulu Bateman said excitedly:

"There is Willis Monette!"

Mr. Bateman caught sight of the one to whom she referred, bowed, and when the curtain went down sent an usher to ask the gentleman to his box.

And so it was that the meeting of the young sailor, begun so romantically with Lulu Bateman, a mere girl, ended in her becoming four years after the wife of Willis Monette, and known as the White Chief of Madman's Isle.


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During the operation, the novice is often astonished at the amount of effete matter eliminated from the pore of the skin. A surprising amount of scarf skin which no washing could remove, peels off. Much more solid matter is contained in the prespiration of those who take the bath for the first time, or after a long interval. Nothing escapes through the skin save what is noxious if retained. Its influence is directly curative in rheumatic, gouty and scrofulous affections," etc. For terms to agents, or to those wishing to purchase one of these valuable and indispensable articles, Address

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## 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 | 10.30PM |
| Choptank | | Corner's | |
| Wrights | | Tilghman's | 11.30P.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.



## 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 45 | 3 55 |
| 5 56 | 9 48 | 4.70 | .....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 28 | 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 06 | 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 58 | 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



## 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, Chambersburg, Frederick, 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



