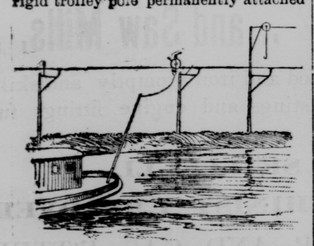
NEW TROLLEY BOATS.

ELECTRICAL DEVICE TO SUPPLANT HORSE AND STEAM POWER.

Shewring Canalboat Trolley System Simple and Easily Operated—Another Invention Employs a Locomotive Moving Along a Railway on the Towpath.

Canalboat propulsion, after being dependent from time immemorial on horse, steam and other motive powers, is daily developing a wider application of electrical devices. Among recent patents is a trolley connection for canalboats, the invention of Frederick J. Shewring of Toronto. This invention provides a trolley connection which will make a practically perfect circuit between the line wire and feeder for the motor and at the same time offer no obstruction to the successful navigation of the vessel.

The mechanism, which is cheaply made and easily operated, includes a rigid trolley pole permanently attached



SHEWRING'S CANALBOAT TROLLEY SYSTEM.

to the boat, mounting on the trolley wire a gravity balanced trolley wheel and connecting the trolley pole and wheel with a wire of sufficient play to permit of freedom in the movements of the vessel. At the junction of two canals the trolley wire must be sufficiently high to avoid any possibility of its coming into contact with the vessel or parts of the vessel passing below it or of its obstructing the mast or other elevated parts. To accomplish this it is necessary to extend the poles at the junction of the canals to an elevation above the masts of the vessel and to provide these poles with arms, braces and an elevated trolley wire in circuit with the main trolley wire at a lower elevation. Mounted on the elevated trolley wire is a trolley wheel having a depending rod or wire, the lower end of which is hook shaped to engage the eye of the trolley wheel. By this construction the trolley wheel can be carried across the junction of the canals and the circuit maintained in the motor.

The use of this trolley connection can be applied to other purposes than canalboat service, as it may be employed in connection with any other trolley system where the rigid trolley pole cannot be satisfactorily used. By means of this invention a circuit can be established between the line wire and the vessel in such a manner as to avoid all difficulties and inconveniences which might arise from the motion of the boat or the changing of direction or irregularities of the canal bank. Another advantage is that the use of cross wires over the canal can be entirely dispensed with and a free channel secured for navigating the vessel.

The action of the device is as follows: The trolley wheel is mounted on the line wire making contact. The balance maintains the wheel in an upright position during traverse from end to end of the wire, the current passing through the trolley wheel through the vertical frame and the slack wire to the trolley pole, from whence it is conveyed to the motor. This slack wire connection prevents the rolling or rocking motion of the boat from affecting the trolley wheel, and the liability of the wheel leaving the wire is minimized. The trolley pole is preferably connected to the stern of the boat, which in traveling draws the trolley wheel after it along the line wire.

Another addition to the list of recent electrical devices for canalboat propulsion is an invention of Edwin A. Leland of Great Barrington, Mass., which employs a locomotive moving along a railway on the canal towpath. At the inner side of one of the track rails, or preferably of each rail, is a rack with teeth projecting laterally, so as to cause the dirt to drop off and pass to a point beyond the rack. The truck of the motor is provided with flanged wheels, and depending from it on each side are brackets carrying rollers to run on the underside of the rail flange to hold the car on to the track.

Mounted on the car in bearings is a horizontal transversely arranged shaft, which is rotated by an electric motor supplied with current from an overhead line. This shaft carries a worm, preferably one at each end, gearing with a worm wheel on the upper end of a vertical shaft, the lower end of which carries a pinion in gear with a rack. When the shaft rotates, the action of the pinion on the rack causes the car to be propelled steadily, with no liability to slip back on an up grade, as in mounting a lock. Attached to the motor car by means of a coupling pin is a draft rod or drawbar, made reversible so that the towline, which it is to carry can be connected with either end of the car.—Electrical Engineer.

Production of Pig Iron.

The production of pig iron has now increased to the maximum rate that has ever been attained in this country. The Iron Age's monthly report of capacity of furnaces in blast gives a weekly capacity of 226,024 gross tons. This corresponds to an annual production of over 11,750,000 gross tons.

American Bidders In Holland.

When the proposals were opened recently for a bridge over the Yssel river in Holland, the lowest bid by $13,000 was from the Pencoyd Iron works of Philadelphia. The total figures were $474,000. All the other bidders were European firms.—American Machinist.

ECONOMY IN DETAILS.

Labor Saving Devices to Which American Manufacturers Owe Their Ascendency.

There is a good story told in a Philadelphia paper of a French officer of engineers who during a visit to one of the large machine shops in that city regarded with comparative indifference the massive tools and "show" features of the establishment but paid close attention to a little tool sharpening machine—a type of those numerous ingenious labor saving appliances with which an American shop abounds. At the close of his inspection he stated that he had visited all the most notable engineering undertakings and establishments in America, and that he should report to his government that the biggest things in America are the little things. He was struck with the fact that in some establishments which he had visited the profits were mainly realized in the saving of materials and labor by close attention to details which in Europe are unconsidered trifles, and as an instance of this he quoted the little grindstone which he had noticed in the shops.

The criticism of the French engineer went direct to the mark, for while we have engineering works as great as any in the world it is in our genius for invention of labor saving appliances that we lead the world, and herein, too, lies the secret of the extraordinary reductions which we have been able to make in the cost of manufacture.

With the ever growing magnitude of industrial operations and the increasing keenness of competition the race will be won by the people who have a genius for economy in details, who are untiring in their efforts to save time and labor in the most insignificant trifles of shop and factory management.—Scientific American.

Aerial Electrical Cars.

High speed is possible and practical on a cable way if light weights are carried, but it is necessary to reduce the speed or use a rail instead of a cable if the velocity is maintained. This axiom must be remembered in all cases where quick transit is desired. It is impossible to transport a vehicle at a high speed from one point to another unless a perfect rail or line is provided. It will be found upon investigation that the expense of following out this precept is a great veto to the attempt. With the high speed of 100 or 150 miles an hour it is almost impossible to stop a car with any degree of abruptness and not wreck a section of the road or line. For passenger purposes it seems rather a risky undertaking to build an aerial road running at a high speed.—Electrical Age.

Governor Leedy's Scheme.

A 1,700 mile canal from Montana to Texas is the startling proposition to be formally made by Governor Leedy of Kansas to the coming Nebraska irrigation congress. The purpose of the canal would be to divert the flood waters of the Missouri and Mississippi valleys, impound them and let them down when wanted. The canal would tap the Missouri river at Milk river in Montana and empty into the Red river in Texas. The scheme is that of ex-Lieutenant Governor Daniels, once a surveyor, but now a Kansas farmer. He mentions incidentally that the cost would be only a trifle of $360,000,000.

City Fathers Study Engineering.

Lectures on municipal engineering at the University of Nebraska are being attended by members of the city council, which body has changed the night for its meetings in order that its members may be free to go to the lectures. Others of the citizens are also attending the course, which is being given primarily for the benefit of the engineering students by Mr. Andrew Rosewater, city engineer of Omaha.—Engineering News.

Corrosion of Iron.

Iron lying in the ground 1,000 years has been found in a fairly well preserved condition, while modern water pipes, underground only a few years, have been found badly rust eaten. Even in structures exposed but to the action of the air the steel has been seen to decay in a comparatively short time, and steel beams have had to be frequently removed from buildings.—Popular Science News.

To Toughen Paper.

A plan for rendering paper as tough as wood or leather, it is said, has been recently introduced on the continent. It consists of mixing chloride of zinc with the pulp in the course of manufacture. It has been found that the greater the degree of concentration of the zino solution the greater will be the toughness of the paper.

The Largest Domicile.

Perhaps the largest house in the world is in Wieden, a suburb of Vienna. In this domicile there are 1,400 rooms, divided into 400 suits of from three to six rooms each, and they at present shelter 2,112 persons, who pay an annual rental of over 100,000 florins.—Scientific American.

Labor Saving Machinery.

Labor saving machinery is naturally a blessing, not a curse, and it is the maladjustments of human laws, not the decrees of infinite wisdom and justice, that make it seem like a curse instead of a blessing.—Cleveland Recorder.

Glass Water Pipes.

Various English towns are introducing water pipes made of glass and covered with asphaltum, with highly satisfactory results. These pipes are sanitary and should last for centuries and thus be the most economical in the end.

Restrictions on Acetylene.

Acetylene can be neither manufactured nor sold in Great Britain now save by express permission of the home secretary, the prohibition being made in a recent order in council.

ALMOST CAME TO BLOWS.

An Incident Illustrative of Chicago Language and Theatrical Tempers.

The other morning there dropped into the gallery of a photographer who has long made a specialty of taking the pictures of theatrical celebrities a big strapping western man who came to see his friend, the photographer. The young woman behind the counter, who knew the caller, had just been reading in a newspaper a savage "roast" of his native city of Chicago. She handed the paper to the westerner to read, expecting to get some amusement out of his comments. The Chicagoan was in the midst of his reading, bristling with wrath, when the husband of a well known actress entered the room. A framed portrait of the actress, taken several years ago, stood on an easel in a corner. The husband walked up to the picture, and after contemplating it for a few minutes said:

"My wife is certainly a remarkable woman. That picture was taken all of five years ago, yet she is younger looking and handsomer today than it is."

Just then the westerner finished the Chicago story.

"Well, I don't think," he exclaimed loudly and emphatically, throwing the paper down upon the counter.

"What right have you, sir, to think anything about it?" demanded the actress' husband angrily.

"Who gave you control over my thinker?" retorted the astonished westerner.

"Think what you please to yourself, but you shan't insult my wife, sir," shouted the husband.

"Your wife? Where is she? Are you a lunatic?"

"No, sir, but you are a big bully," cried the husband, dancing with wrath.

The little woman behind the counter, who had been convulsed with laughter, tried to explain the mistake, but the indignant husband refused to listen. Nothing but an apology would satisfy him, and he made a dramatic exit from the gallery, saying that the westerner would "hear from him again." He went home and wrote a letter to the photographer saying that he had been insulted and threatening to withdraw his wife's custom if the apology was not forthcoming. The photographer was obliged to write several letters before he could calm the troubled waters. Meantime the Chicagoan went home, firm in the conviction that he had narrowly escaped hitting a crazy man.—New York Sun.

THE SECRET OF LONGEVITY.

Nineteen Commandments Which, if Kept, May Insure One Hundred Years.

Sir James Sawyer, a well known physician of Birmingham, England, has been confiding to an audience in that town the secret of longevity. Keep the following 19 commandments, and Sir James sees no reason why you should not live to be 100:

1. Eight hours' sleep.
2. Sleep on your right side.
3. Keep your bedroom window open all night.
4. Have a mat to your bedroom door.
5. Do not have your bedstead against the wall.
6. No cold tub in the morning, but a bath at the temperature of the body.
7. Exercise before breakfast.
8. Eat little meat and see that it is well cooked.
9. (For adults) Drink no milk.
10. Eat plenty of fat to feed the cells which destroy disease germs.
11. Avoid intoxicants, which destroy those cells.
12. Daily exercise in the open air.
13. Allow no pet animals in your living rooms. They are apt to carry about disease germs.
14. Live in the country if you can.
15. Watch the three D's—drinking water, damp and drains.
16. Have change of occupation.
17. Take frequent and short holidays.
18. Limit your ambition.
19. Keep your temper.

Stories of Henry George.

The activity and power of intellect of the late Henry George did not prevent absentmindedness. A writer in The Review of Reviews says that this quality was "the jest of his circle."

Names escaped him. I heard him say to Mr. Dayton, the candidate on his ticket for comptroller and one of the best known men in New York:

"You won't mind it, I hope, if I forget your name. I am so conscious of the danger of getting names wrong that when the need of remembering comes it rattles me, and away the name goes."

He came late to a dinner at the Lotus club, where he was to discuss with some friends the question of his being a candidate in apprehended contingencies. It was raining, and he took from his pocket the slippers with which Mrs. George had insisted on providing him in case he should get his feet wet, and as he put them on he apologized with honest gravity:

"I lost time looking for a man I kept asking after as Kinsella, and it turned out his right name was Moriarity. At least I think that was what he told me it was when I found him."

But there was no absentmindedness when discussion of the business in hand ensued; he was keen and wide awake.

A Last Resort.

"Her father says positively that I can't marry her."

"What are you going to do?"

"There's nothing left now but to ask the girl."—Detroit Free Press.

Drimtaidhvickhillichattan is the name of a small hamlet in the isle of Mull containing not more than a dozen inhabitants. How they pronounce it is a mystery only to be solved by some one acquainted with Gaelic.

Great Britain and Ireland contain 880 banks, the most important being the Bank of England, which has a capital of $73,000,000.

We are not in the business to

Give Fresh Drugs Away

nor to sell them at or below cost. We must make a profit or have

To Quit ... Business

However, having such a large trade, we are able to buy cheaper and consequently we sell to you cheaper. It is the same way with toilet articles and everything else we sell. Come and see about it.

HUGHES, Druggist.

Talbot Savings .. Bank.

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Of twenty-five cents and upward are received on Book accounts.

Interest ..

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Money deposited in this bank at 4 per cent. compound interest will pay you better in the long run than to attempt to loan it yourself at a higher rate unless you are thoroughly familiar with the business of loaning.

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J. & B. L. Wagner

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Western Maryland Railroad

Taking effect Oct. 3rd, 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. Chambersburg, 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.
§2:35 p. m.—Accom. for Union Bridge.
†3:32 p. m.—Exp. York and B. & H. Div.
§4.00 p. m.—Accomm. for Emory Grove.
†4.08 p. m.—Ex. Main Line Points, also Frederick, Emmittsburg, Shippenburg and N. & W. R. R.
†5:10 p. m.—Accom. for Emory Grove.
†6:10 p. m.—Acccm. for Union Bridge.
§10.45 p. m.—Accom. for Emory Grove.
x11.35 P. M.—Accom. for Emory Grove.

*Daily. †Daily ex. Sunday. §Sunday only Ticket and Baggage Office, 205 E. Balto. St All trains stop at Union, Penna. Ave., an Fulton.

J. M. HOOD, G. M. B. H. GRISWOLD, G. P. A

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BALTIMORE, CHESAPEAKE and ATLANTIC RAILWAY.

Passenger Train Service in Effect Thursday, Jan. 13, '98.

READ DOWN.

STATIONS.	Daily exc Sa's & Sun	Leave Saturday only	Mixed daily exc. Sunday
	P. M.	P. M.	A. M.
Baltimore, Lv	4.30	3.00	
Clayborne, Ar	7.45	6.15	
Clayborne, Lv	7.55	6.25	8.00
McDaniel	f 8.00	f 6.30	f 8.08
Harper	f 8.04	f 6.34	f 8.14
St. Michaels	8.11	6.41	8.30
Riverside	f 8.14	f 6.44	f 8.34
Royal Oak	f 8.20	f 6.50	f 8.42
Kirkham	f 8.24	f 6.54	f 8.47
Bloomfield	f 8.29	f 6.59	f 8.53
Easton	8.39	7.09	9.25
Turner's			f 9.33
Bethlehem	f 8.54	f 7.24	9.45
Preston	f 9.01	f 7.31	9.57
Linchester			f10.02
Ellwood	f 9 06	f 7.36	f10.10
Hurlock	9.15	7.45	12 30
Ennalls			f12.36
Rhodesdale	f 9.23	f 7.53	12.46
Reid's Grove	f 9.29	f 7.59	f12.56
Vienna	f 9.37	f 8.07	1.10
Mardela Springs	f 9.46	f 8.16	1.25
Hebron	f 9.55	f 8.25	1.40
Rock-a-Walkin	f 9 58	f 8.28	f 1.46
Salisbury	10.10	8.40	3.00
Walston's	f 10 18	f 8.48	f 3 12
Parsonsburg	f 10 23	f 8.53	3.25
Pittsville	f 1030	f 9.00	3.40
Willards	f 10 37	f 9.07	3.50
New Hope	f 10 39	f 9.09	f 3 55
Whaleyville	f 10 42	f 9.12	f 4.03
St. Martins	f 1048	f 9.18	f 4.13
Berlin	10 55	9.25	4.50
Ocean City, Ar	11 10	9.40	5.10

READ UP.

STATIONS.	Distance.	Daily except Sunday	Mixed daily exc. Sunday
		P.M.	P. M.
Baltimore, Ar	131.06	1.20	
Clayborne, Lv		10.05	
Clayborne, Ar	87.06	10.00	2.55
McDaniel	85.72	f 9.56	f 2.50
Harper	84.42	f 9.51	f 2.40
St. Michael's	82.34	9.47	2.33
Riverside	80.60	f 9.37	f 2.13
Royal Oak	78.48	f 9.33	f 2.08
Kirkham	76.63	f 9.28	f 1.58
Bloomfield	74.55	f 9.24	f 1.53
Easton	72.01	9.19	1.45
Turner's	68.37		f 1.15
Bethlehem	64.85	f 9.03	f 1.07
Preston	61.75	f 8.57	f2.55
Linchester	60.57	f 8.53	f12.45
Ellwood	59.69	f 8.51	f12.42
Hurlock	55.84	8.44	12.30
Ennalls	53.29		f10.48
Rhodesdale	51.62	f 8.35	10.44
Reed's Grove	48.51	f 8.28	f10.34
Vienna	45.06	f 8.21	10.24
Mardela Springs	41.16	f 8.12	10.10
Hebron	36.40	f 8.03	9.55
Rock-a-Walkin	34.43	f 7.58	f 9.39
Salisbury	30.08	7.50	9.25
Walston's	25.11	f 7.36	f 9 22
Parsonsburg	23.04	f 7.32	8.17
Pittsville	19.97	7.26	8.02
Willard's	16.56	f 7.18	f 7.45
New Hope	15.46	f 7.16	f 7.40
Whaleyville	13.37	f 7.13	7.35
St. Martin's	10.50	f 7.06	f 7.24
Berlin	7.24	7.00	7.15
Ocean City, Lv		6.40	6.20

f stops on signal. Connection made with steamer lines at Easton, Vienna and Salisbury.

A. J. BENJAMIN, Supt.
T. MURDOCH, Pass. Agt.

Philadelphia, Wilmington & Baltimore RAILROAD.

Schedule in Effect May 17th, 1897.

Delaware & Chesapeake Railway.

SOUTHWARD Read Down: 291 Pass	285 Mix.	Distance	STATIONS.	NORTHWARD Read Up: 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	o 37
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 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 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 *8.30 a. m., §4.35 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 7.43 p. m. daily.	

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Denton	12 M	E New Market	3.30P.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		Tilghmnn'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.

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Telephone No. 86.

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. 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.; x12.38, 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, x10.10, x10.30, 11.30 p. m. Sunday, x6.25, 6.35, 8.35, 9.00, x10.30, x10.45 a. m., 1.05, x2.40, (3.45, 45 minutes), 5.05, 6.18, x7.00, x7.30, 9.15 x10.10, x10.30, 11.30 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.

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, 8.00 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, †4.30 p. m.

For Hagerstown, 9.00 a. m., †4.10, †4.30 p. m

For Mt. Airy and Way Stations, week days, 7.30 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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W. M. GREENE, General Manager. D. B. MARTIN, Mgr. Pass. Traffic.

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