CAPTURE OF DAVIS.

TRUE STORY OF THE TAKING OF THE PRESIDENT OF THE CONFEDERACY.

The Fourth Michigan Cavalry His Captors—Those With the Ex-President at the Time—Exaggerated Stories of His Disguise.

Our cavalry corps went into camp in and around Macon, and in the early part of May it was learned that Jefferson Davis, president of the Confederate states, was fleeing for Texas to join General Kirby Smith, there to try and re-establish the Confederacy. Orders were at once issued by General Wilson for his capture. The First Wisconsin cavalry was ordered out on the north or east bank of the Ocmulgee river, and Colonel Minty ordered out his old regiment, the Fourth Michigan cavalry, down the south or west side of the same river, with instructions to intercept and capture Mr. Davis and the party with him. Colonel (since General) Minty, well known in this city, now a railroad official in the west, was one of the finest and most efficient officers in the late war. His command, with Wilder's, in the foremost front, opened the battle on the noted and bloody field of Chickamauga.

At Abbeyville, 70 miles south of Macon, it was learned that Davis' fleeing party had here crossed the ferry over the Ocmulgee and were moving southward toward Irwinsville, Ga., 30 miles below and 100 miles south of Macon. Lieutenant Colonel B. D. Pritchard, in command of the Fourth Michigan cavalry, marched the regiment rapidly down the river road, and after a 30 mile ride reached Irwinsville late in the night and learned that he had got in advance of the Davis party. Early on the morning of the 10th of May he charged into the camp of the "fleeing Confederacy," and Mr. Davis never joined Kirby Smith in Texas. Many false and nonsensical stories have been related about this capture and different regiments given its credit. Now these are the facts:

Jefferson Davis was captured by the Fourth Michigan cavalry in the early morning of May 10, 1865, at Irwinsville in southern Georgia. With him were Mr. John H. Reagan of Texas, his postmaster general; Captain Moody of Mississippi, an old neighbor of the Davis family; Governor Lubbock of Texas and Colonels Harrison and Johnson of his staff; Mrs. Davis and her four children—Maggie, some 10 years old; Jeff, about 8; Willie, 5, and a girl baby—a brother and sister of Mrs. Davis, a white and one colored servant woman, a small force of cavalry, a few others and a small train of horses, mules, wagons and ambulances. Among the horses were a span of carriage horses presented to Mrs. Davis by the citizens of Richmond during the heyday of the Confederacy; also a splendid saddle horse, the pride of the ex-president himself.

On the 11th of May, the next day after the capture, and while on our way back to Macon, as officer of the guard over the distinguished prisoners, I rode by the side of Mr. Reagan, later a senator from Texas. I found him a very fine gentleman. During that day's march a courier from Macon notified us in printed slips of the $100,000 reward offered for Mr. Davis' capture, and which notice connected Davis with the assassination of President Lincoln. When Mr. Reagan read the notice, he earnestly protested that Mr. Davis had no connection whatever with that sorrowful affair. History has shown that he had none.

Besides the suit of men's clothing worn by Mr. Davis he had on when captured Mrs. Davis' large waterproof dress or robe, thrown over his own fine gray suit, and a blanket shawl thrown over his head and shoulders. This shawl and robe were finally deposited in the archives of the war department at Washington by order of Secretary Stanton.

The story of the "hoopskirt, sunbonnet and calico wrapper" had no real existence and was started in the fertile brains of the reporters and in the illustrated papers of that day. That was a perilous moment for Mr. Davis. He had the right to try to escape in any disguise he could use.

There were many interesting incidents connected with this capture, but I have not the time now to relate them. Of the children of this noted couple Maggie grew up, married and is now living in Colorado. One of the boys died early. One grew to manhood, married and died with yellow fever near Memphis since the war, and that "girl baby" grew up to womanhood and is now a talented and beautiful young lady and known as "Winnie, the daughter of the Confederacy."

My mind reverts to those days of the war, and I often think of that scene and the march back from Irwinsville, through the somber pine woods, swamps and plantations of southern Georgia. There in the ambulance with his wife and baby was Jefferson Davis, a prisoner of war. How weak and small had become the head and front of that power against which the men in blue had been so long battling! How had the mighty fallen!—Paper by Judge Peabody of St. Louis.

Better Protected.

He was crying, but he finally managed to blubber through his tears:

"I wisht I was a girl."

"Why do you wish you were a girl?" asked the father, who was mainly responsible for the tears.

"'Tain't so easy to wallop them," answered the boy, hardly realizing how great the truth he had hit upon.—Chicago Post.

Fast and Slow.

She—He's fast, I understand.

He—No—slow.

"You evidently don't know how he spends money."

"Ah, but I know how he pays his debts."—Philadelphia Record.

LOVE ALONE IS MONARCH.

Love is a mighty monarch
Whom all that live obey.
All people of all nations
Are brought beneath his sway.
The earth is his dominion.
We are his subjects all.
While there are youths and maidens
His empire shall not fall.

Though men at times may scorn him
And laugh at love, the hour
Shall come when they will own him
And yield them to his power.
So have I found since Nellie
Smiled on me, for her eyes,
Two powerful loadstars, hold me
To love a willing prize.

Though I could break the bondage
In which my days are passed,
I would prefer such slavery
As this should ever last.
I bow a loyal subject
Before a power unseen,
For love, I know, is monarch,
And Nellie is his queen.

But when before the altar
Her hand is given to me
Will I then be the master
And she my subject be?
Nay, neither! Marriage gives us
All rights in equal parts,
For love alone is monarch
And rules us from our hearts.

—New York Ledger.

THE ROAD TO RUIN.

It Is Paved With Smiling and Innocent Looking Little Sins.

Nobody expects to go to ruin at one step. No man ever thought to walk so fast that he could not turn. He would go a few paces down the road to ruin just to see what the road is like, but would come back at once, and no harm would be done to anybody. But another curious thing about sin and its slaves is that it does not take big sins to kidnap the slaves. As a matter of fact, the big sins would be usually the least lucky. They are ugly, truculent, coarse, and they frighten the victims. Few men could be found to travel down the road any distance in company with one of these.

There are little, smiling, innocent, harmless looking sins in hundreds. It is with one of these the journey is always begun. "They are so weak looking, or no importance anyway, one can just turn his back upon them and walk away. It is not worth while being alarmed." It is just these harmless little sins that do all the capturing. Their slaves are writhing in the lowest depths in thousands. They get hold of the soul gently. They do not frighten it. Step by step they lead it by the hand, till all at once there starts up on the road beside it or before it the strong, coarse, hideous, outspoken sin that has been waiting for its coming and demands it for its own. The soul starts back in horror, often to retreat, and discovers the other horror that it cannot retreat, that it has lost the way, that there is, as it thinks at least, no return, and beaten down and despairing it yields.

A man is led by promising ventures which just tremble on the edge of strict integrity; by little transactions which if not exactly according to the rule are at least not in intention dishonest; by small stretches of permitted management he is led to take at last the step which makes him a forger or a thief. A woman is led by vanity, by love of admiration, by things small and harmless in themselves—concealed where, however, they should be known by things apparently trifling and not worth mentioning or considering—till one day she finds the meshes tangled about her and she is helpless and lost, shuddering at the hideous thing whose slave she henceforth is and vowing she never dreamed of expecting it.

In either case there was no intention and no belief that there was the slightest danger of an ending which was so shocking that it was supposed impossible; that if ever looked for was on the instant scouted as a thing preposterous. And yet in each case the end is reached by a logic as strong as an iron chain. There was no point in the progress where return was easier than at another, and if we follow up the links we find that the first link determines the whole. From the first small, trifling aberration to this end, wretched and vile as it may be, there was one straight, unswerving path. — Bishop Hugh Miller Thompson.

Escaped a Dreadful Death.

William H. Hill of Osawatomie, Kan., had an adventure in the Grand canyon of the Yellowstone which deserves to take high rank in the annals of narrow escapes. He had descended the canyon to Red rock, below Point Lookout. He was still 1,500 feet above the bottom of the great chasm. Below him an almost precipitous slope ran down hundreds of feet to the top of an absolutely perpendicular wall of great height.

Mr. Hill lost his footing and plunged downward along the steep slope. He knew what was below him. The speed with which he approached destruction was rapidly accelerating and a growing avalanche was accompanying him. With a desperate effort he flung himself upon his back and dug his heels and elbows into the earth. It seemed to him that he slid for miles, but he was not going as fast as at the beginning. Stones that he had started raced on ahead of him. He dug his heels and his elbows in harder, and at last he stopped with something that felt like solid rock under his feet.

For some minutes he lay perfectly still, not daring to move. Then slowly he raised his head.

He was on the brink of the precipice 600 feet high The little ledge under his feet was actually projecting over the edge.

A rescue party almost an hour later found him sitting there. He was practically unhurt. —Chicago News.

Easy Way.

Paterfamilias — Look here, Dick, you've been a bit wild yourself in your day, and I'd like some advice. What am I to do with Harry? The young rascal exceeds his allowance every month.

Cousin Dick—Increase it.—Chicago Journal.

FIFTY

Sewing Machines For Sale,

And Many More, too, if Needed.

The Demorest Sewing Machine Company uses this method to announce to the many readers of the Easton Gazette that they sell to the customer direct and make the

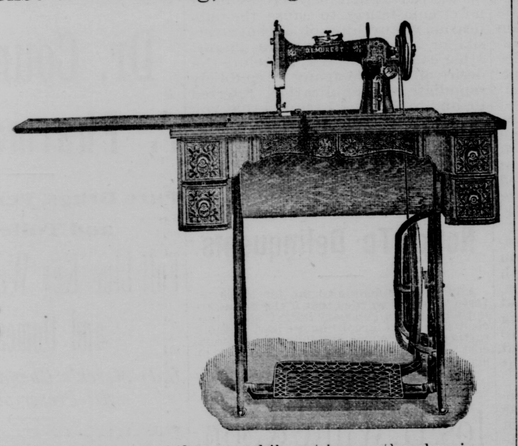
Best Sewing Machine in the World,

And Fully Guarantee it for Ten Years.

The reason we can sell so low is that our manufacturing facilities are the largest and best in the world, and because we cut off the immense and useless expense of canvassing, selling on time, etc.

OUR NO. 4 DROP HEAD.

SOMETHING NEW.



The head drops down out of the way while not in use, thereby giving you an extra piece of furniture in the shape of a beautiful table. The wood work is elegantly finished in dark oak. Price, $23.50.

WE SELL FOR CASH ONLY.

therefore have no losses, and can afford to sell on small margins.



The old way of selling sewing machines, canvassing from one house to another, is almost as expensive as the manufacture of the machines.

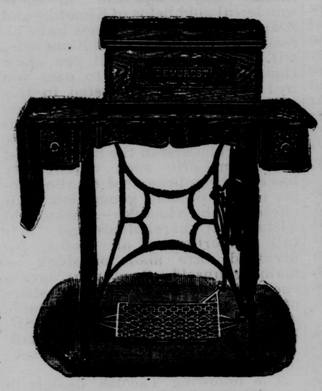
Our No. 3.

A perfect machine, with many thousands of admirers to advance its sale. In Talbot county alone there are very many of them in use, sold through the advertisement of the GAZETTE. You may have your choice of Light or Dark Oak or Walnut. Always ready to work, never out of order, makes no noise, and runs so easy.

Price, $19.50 cash.

All parts of the "Demorest" are made interchangeable so that if any piece or part wears out, it can be replaced by any one without mechanical skill.

It stands alone in the Sewing machine field, the cheapest, the best, the most popular machine on the market.



No. 3 1-2.

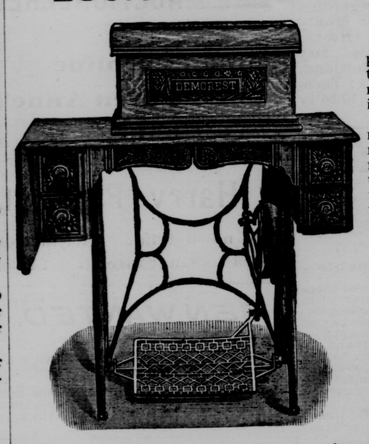
Exquisite, durable, quiet and reliable. Finished in light or dark oak or walnut. Price, $19.50.

Don't allow high priced agents to talk you into the notion that our machine is anything but the best.

False statements from them cost you too much, and you will find are very expensive.

No one has yet attempted to excel the "Demorest."

250,000 ARE NOW IN USE.



The "Demorest" has no competitors, for their is no incentive to competition when the most that can be accomplished is to equal it.

All ordinary repairs free. Do not trade off your old Demorest machine, no matter how old it may be, a small investment in the way of repairs will most invariably put it in good order so that it will last you for a number of years longer.

OUR NO. 4.

Light or Dark Oak or Walnut. Price, $22.50.

We do not make the poor kinds—neither do we ask big prices for our good ones.

Write us for particulars, but orders received only through THE GAZETTE.

To enable us to know just what this advertisement is doing all orders must pass through the GAZETTE and a list of persons who have bought the machines in Talbot will be cheerfully furnished.

Address, GAZETTE, Easton, Md.

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 10 30	f 9.00	3.40
Willards	f 10 37	f 9.07	f 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 10 48	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	12.55
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 8.22
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	13.97	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,

T. MURDOCH, Pass. Agt. Supt.

Philadelphia, Wilmington & Baltimore RAILROAD.

Schedule in Effect May 17th, 1897.

Delaware & Chesapeake Railway.

SOUTHWARD Read Down		Distance	STATIONS.	NORTHWARD Read Up	
201 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 08	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	18.76	....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.

J. B. HUTCHINSON, 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	3.30P.M
Lyford'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	7 0.30PM
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 4.00, 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 T. MURDOCH, Pass. Agent, J. SAWYER WILSON, JR., Frt. Agt., 205 E. Baltimore St., Baltimore, Md.

WANTED—TRUSTWORTHY, ACTIVE gentleman or ladies to travel for responsible, estabiablished house in Maryland. Montly $65.00 and expenses. Position steady. Reference. Enclose self-addressed stamped envelope. The Dominion Company, Dept. R Chicago. 12-26-tf-26

QUEEN ANNE'S RAILROAD.

Schedule in Effect January 31st, 1898.

Steamer connections between Pier 7½ Light Street Wharf, Baltimore, and Railroad Division at Queenstown, Md.

EAST-BOUND TRAINS.

STATIONS.	1	3
	Leave A. M.	Leave P. M.
Baltimore	5 45	3 00
Queenstown	8 50	5 50
Bloomingdale	f 8 58	f 5 56
Wye Mills	9 07	f 6 03
Willoughby	9 16	f 6 10
Queen Anne	9 28	A 6 20
Hillsboro	f 9 31	f 6 22
Downes	9 37	6 27
Tuckahoe	f 9 41	f 6 30
Denton	9 50	6 37
Hobbs	10 02	6 47
Hickman	10 12	6 55
Adamsville	10 17	f 6 59
Blanchard	10 23	f 7 04
Greenwood	B 10 33	7 11
Owens	10 44	f 7 19
Banning	10 48	f 7 22
Deputy	10 54	f 7 25
Ellendale	C 11 15	7 34
Wolfe	11 24	f 7 43
Milton	11 30	7 49
Whitesboro	f 11 38	f 7 58
Drawbridge	11 41	8 01
Burton	f 11 45	f 8 05
Lewes	11 50	8 10
	A. M.	P. M.

WEST BOUND TRAINS.

STATIONS.	2	4
	Leave A. M.	Leave P. M.
Lewes	6 00	2 25
Burton	f 6 05	f 2 30
Drawbridge	6 09	2 34
Whitesboro	f 6 12	f 2 37
Milton	6 20	2 45
Wolfe	f 6 26	f 2 52
Ellendale	6 38	3 05
Deputy	f 6 44	f 3 12
Banning	f 6 48	f 3 17
Owens	f 6 52	f 3 21
Greenwood	7 00	E 3 33
Blanchard	f 7 07	f 3 43
Adamsville	f 7 11	f 3 49
Hickman	7 15	3 55
Hobbs	7 23	4 06
Denton	7 35	4 18
Tuckahoe	f 7 42	f 4 27
Downes	7 44	4 30
Hillsboro	f 7 48	f 4 36
Queen Anne	A 7 50	4 39
Willoughby	f 7 58	4 51
Wye Mills	f 8 04	4 58
Bloomingdale	f 8 10	f 5 07
Queenstown	8 20	6 30
Baltimore ..... Ar	10 50	9 00
	A. M.	P. M.

CONNECTIONS.

"A" connects at Queen Anne with the Delaware & Chesakeake Railway.

"B" connects at Greenwood with the Delaware Division of the Philadelphia, Wilmington & Baltimore Railroad for Seaford, Delmar, Salisbury and points South.

"C" connects at Ellendale with the Delaware, Maryland & Virginia Railroad for Georgetown.

"E" connects at Greedwood with the Delaware Division of the Philadelphia, Wilmington & Baltimore Railroad.

I. W. TROXEL, Gen. Mgr.

C. C. WALLER, Gen. Frt. and Pass. Agt.

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, 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 x10.10, 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 4.10p. 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. Alry 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.

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