TO THE PURITAN.

Louise in pink and filmy lace,
A fay in blue, the sweet Irene,
Minerva of the classic face,
In glowing red a stately queen,
A court of beauty's honor maids!
The richest robe from royal loom
Best mates such loveliness, yet aids
Not cheeks that shame e'en roses' bloom.
But, though them all I do admire,
I turn from ballroom visions back,
From beauty, colors, jewel's fire,
To seek a little girl in black.

Oh, little girl in black, to you,
Aweary of the gay deceit,
I come to learn what is the true,
Where naught distracts, in calm most sweet.
Though sparkling glance and bright array
The senses touch with potent charms,
They vanish in the steely day;
The music dies in harsh alarms
That fill the world of busy strife.
So in the hard and clodden track
Love lights alone I would through life
Walk with the little girl in black.
—George Henry Dougherty in Womankind.

NEVER "BROKE" AGAIN.

An Improvident Young Man Who Will Always Have a Dollar In His Pocket.

"Queer things happen at funerals," said a clergyman recently who has officiated at many, "and I remember one occasion which impressed me greatly on account of the standing of the family in which it happened, as well as from the peculiar circumstances surrounding the incident—the bestowal of money on a dead man."

The narrator was urged to relate the story, and on the promise that no names would be mentioned he continued:

"It was a funeral at the house of one of my parishioners, and I was greatly surprised when I received notice to attend and conduct the services. I had not heard of any member of the family being ill, nor had I been summoned to the deathbed, but I jumped to the conclusion that it was an old servant who had died.

"It proved to be a bad son—the black sheep of the family—whose shadow had not darkened their doors for years, but who, it was always believed, had been supported at a distance far enough to prevent him from disgracing the family by his misdeeds.

"Now he was brought home dead, and I was expected to give him as little blame and as much praise as was consistent with the dignity of my office and his relation to the family.

"I need not go into that part of the ceremonies, but come to what I consider the real expression of feeling which consecrated the memory of the man as nothing that I said could have done.

"Just before the casket was closed his old mother arose from her seat with the mourners, and, approaching the dead, slipped a silver dollar into his vest pocket.

"'Jim never liked to be without money in his pocket,' she said, with a low, tremulous voice. 'Many's the dollar I've slipped into his pocket unbeknown to him, but he always found it and was thankful. I don't expect he's going to need it now, and maybe he will never know that mother put it there, but somehow I shall feel better if he has it.'

"And I felt that the woman who had loved much and forgiven much had preached a sermon of forgiveness and mercy before which I with my platitudes must remain dumb."—Chicago Times-Herald.

Typographical Bulls.

A head writer on the St. Paul Pioneer Press wrote the top line of a "slug head" this way, "Minnesota a Sheep State." The wooden headed murderer of common sense set it up "Minnesota a Cheap Skate." This puts us in mind of two "bulls" made by Gig Martin on the old Omaha Herald in 1886. One night Gig got hold of a chunk of Frank Morrissey's editorial headed "Multum in Parvo," and he set it up "Mutton in Fargo." Once again Martin caught one of Frank's effusions captioned "A Red Letter Day," and printed it "A Red Setter Dog."

But about the worst break ever made on the old Herald was made by Billy Hardy. The style on The Herald in those days was to hyphenate and abbreviate to beat the band. For instance, Farnam street was styled "Farnam-st.," and Capitol avenue as "Capitol-av." Hardy lifted a take of commercial review off the hook one night, and it quoted Bradstreet as saying this and that. Bill, ever mindful of the style and ignoring common sense, arranged the type to read "Brad-st. predicts," etc. Of course it was "marked" on him, but Bill wouldn't have it. He went down into the proofroom and kicked for a "ring," demanding an apology and wanting to know "if they were going to change the d——d style every day."—Dyersville (Ia.) News-Letter.

Her First Thought.

A steamer was passing by a settlement on the shore of one of the great lakes, and along the water front were a few houses built out on piles. An old man and an old woman, evidently traveling that way for the first time, stood by the rail. Presently the woman noticed one of the houses built over the water.

"Well, my gracious, Henry," she exclaimed, "just look at that house! S'posin somebody's taken sick in the night and they have to run for the doctor. Built right out in the solid water. O my Lord!"—Boston Budget.

Miles of Hair.

Few women consider that they carry some 40 or 50 miles of hair on their head. The fair haired may even have to dress 70 miles of threads of gold every morning.

The accuracy of some parts of the locomotive is ten times finer than in the watch, but for absolute measurement the accuracy in the watch is almost three times as fine as in the locomotive.

Twenty years ago England had 11,616 male and 14,901 female schoolteachers. Last year there were 66,310 female and only 26,270 male teachers.

CYCLING AND ASTHMA.

A London Physician Says the Former Will Cure the Latter.

Dr. Marcet of London recommends bicycle riding as a remedy for asthma. Here is what he says about it in a letter to The Medical Record: "If asthma is a form of mountain sickness and if that distressing affection of high altitudes can be cured by training for the exercise of climbing, why should not asthma also yield to the training of the respiratory movements needed to carry the tidal air through the lungs? Of all means of training respiration I think cycling is the best. When a person first takes a cycling exercise, it will be found, especially on going up hill, that the breath is wanting, the heart beats uncomfortably and the legs tire, but after training these discomforts disappear, nothing will be thought of ascending hills, the heart has become perfectly comfortable, all breathlessness has disappeared and the legs will no longer feel any fatigue.

"Cycling exercise, first of all, increases the depth of breathing, and that without fatigue, as the respiratory movements are automatic. At the same time it will accustom the rider instinctively to take in at each respiration the volume of air required to aerate the blood. Persons who do not care for cycling out of doors can take the same kind of exercise at home by means of a dummy cycle, consisting of an iron wheel driven by pedals, the resistance of the wheel being so contrived as to simulate bicycle riding. A strap carried partly around the rim of the wheel can be tightened at will by the rider, thus increasing the labor and recalling the effort of riding up hill. My experience of the results of this treatment is unfortunately limited to only one person. In this case it has proved eminently successful. This person took to bicycle riding three years ago for pleasure and in very great moderation for the first two years. He observed that the attacks of asthma to which he was subject became fewer. The tightness and wheezing which occurred every night have now entirely disappeared."

NO MACKINTOSH.

Contrary Effects of the Absence of One on a Friend of Colonel Calliper.

"I knew a man once," said Colonel Calliper, "a young man who had everything that heart could wish for who notwithstanding that fact was a pretty sane and sensible sort of young man, but who nevertheless did at times in his younger days before he had learned the philosophy of life occasionally have periods of depression. In one of these on his way home once from Europe he came to the conclusion that life wasn't worth living, and he made up his mind to end it all right there by jumping overboard. As he looked over the rail and realized how wet the water was and how much there was of it he knew that he ought not to go out in it without a mackintosh.

"Going below, he discovered that he had neglected to bring one. On this occasion of all others when he wanted one most he had none. But he couldn't think of encountering the wet inappropriately clad, and so he deferred jumping overboard until he could do so in proper form. Next morning, with the resiliency of youth, he was feeling better, and he arrived in New York buoyant, hopeful and strong.

"And, curiously enough, while in other respects he remained as punctilious as ever about his dress, he never after that wore a mackintosh, and he went out in all sorts of weather without hesitation. It was his carelessness in this regard that led finally to his death. Out without a mackintosh in a heavy rain at the age of 97, he caught a cold that settled on his lungs, developed into pneumonia and carried him off, and so it may be said of my friend that he owed his long life and his death to the same cause."—New York Sun.

Irish Dueling Code.

The Irish dueling code has been adopted with certain modifications by duelists both in England and the United States. It was drawn up by the Irish bar at the Clonmel assizes in 1777 and appears to aim at so arranging matters that no Irishman anxious to fight shall be balked by his wish. "The first offense requires the first apology, although the retort may be more offensive." "After one fire the retort may be explained away. But if either party," the code hastens to add, "would rather fight on, after two shots each the principal who made the retort may explain and then the original offender tender his apology." "When the lie direct is the first offense, the aggressor must either beg pardon in express terms, exchange two shots previous to apology, or three shots followed by explanation, or fire on till a severe hit be scored by one of the parties." "No 'dumb firing,' or firing in the air, is admissible." "In slight cases the second hands his principal but one pistol, in gross cases two, holding another case ready charged in reserve."—Cornhill Magazine.

The Loophole.

Mr. Goodheart—Regarding those kittens, my dear, the president of our society says the most humane way to drown kittens is to put them in an ordinary earthenware flowerpot and then suddenly turn the flowerpot upside down in a pail of lukewarm water.

Mrs. Goodheart—Why, yes, that is a good idea, isn't it, because, you know, there is a hole in the bottom of the flowerpot for the poor little things to breathe through.—London Fun.

It is said that Australian shepherds can foretell the weather from the condition of the wool on the backs of their sheep. An increase in the curliness indicates better weather.

Nearly 200 patents have been issued for horseshoes, but not one of the inventions has ever come into general use.

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

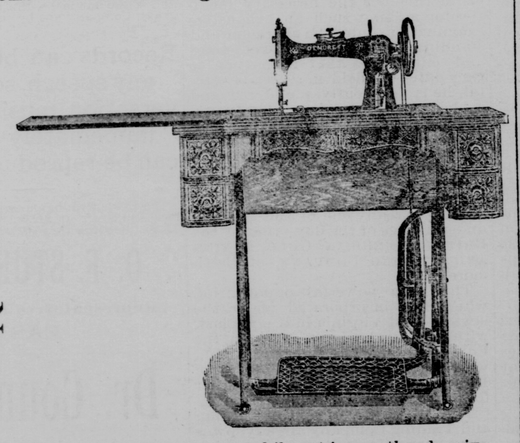
Best Sewing Machine in the World,

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.

SOMETHING NEW.

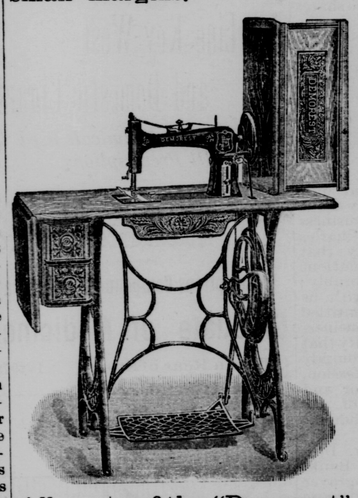
OUR NO. 4 DROP HEAD.



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.

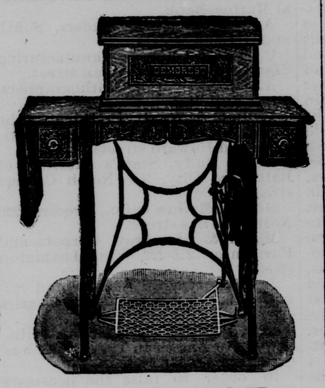
Our No. 3.

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, dnable, 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 Monday, Feb. 28, '98.

READ DOWN.

STATIONS.	Daily exc. Sat'y & Sun	Leave Saturday only	Express 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	9.30
McDaniel	f 8.00	f 6.30	f 9.35
Harper	f 8.04	f 6.34	f 9.39
St. Michaels	8.11	6.41	9.47
Riverside	f 8.14	f 6.44	f 9.50
Royal Oak	f 8.20	f 6.50	f 9.55
Kirkham	f 8.24	f 6.54	f 9.59
Bloomfield	f 8.29	f 6.59	f10.04
Easton	8.39	7.09	10.14
Bethlehem	f 8.54	f 7.24	f10 29
Preston	f 9.01	f 7.31	f10.35
Linchester			f10.37
Ellwood	f 9.06	f 7.36	f10.39
Hurlock	9.15	7.45	10.47
			f19.51
Ennalls	f 9.23	f 7.53	10.55
Rhodesdale	f 9.29	f 7.59	f11.01
Reid's Grove	f 9.37	f 8.07	11.09
Vienna	f 9.46	f 8.16	11.19
Mardela Springs	f 9.55	f 8.25	11.29
Hebron	f 9.58	f 8.28	f11.32
Rock-a-Walkin	10.10	8.40	11.46
Salisbury	f 10 18	f 8.48	f11.54
Walston's	f 10 23	f 8.53	f11.58
Parsonsburg	f 10 30	f 9.00	f12.04
Pittsville	f 10 37	f 9.07	f12 09
Willards	f 10 39	f 9.09	f12.11
New Hope	f 10 42	f 9.12	f12.13
Whaleyville	f 10 48	f 9.18	f12.18
St. Martins	10 55	9.25	12.27
Berlin	11 10	9.40	12.45
Ocean City....Ar	P. M.	P. M.	P. M.

READ UP.

STATIONS.	Distance.	Daily except Sunday	Exprs daily exc. Sunday
		P. M.	P. M.
Baltimore....Ar	131.06	1.20	
Clayborne....Lv		10.05	
Clayborne....Ar	87.06	10.00	5.40
McDaniel	85.72	f 9.56	f 5.36
Harper	84.42	f 9.51	f 5.32
St. Michael's	82.34	9.47	5.28
Riverside	80.60	f 9.37	f 5.22
Royal Oak	78.48	f 9.33	f 5.18
Kirkham	76.63	f 9.28	f 5.14
Bloomfield	74.55	f 9.24	f 5.10
Easton	72.01	9.19	5.05
Bethlehem	64.85	f 9.03	f 4.49
Preston	61.75	f 8.57	f 4.43
Linchester	60.57	f 8.53	f4.39
Ellwood	59.69	f 8.51	f4.37
Hurlock	55.84	8.44	4.30
Ennalls	53.29		f 4.24
Rhodesdale	51.62	f 8.35	f 4.21
Reed's Grove	48.51	f 8.28	f 4.14
Vienna	45.06	f 8.21	f 4.07
Mardela Springs	41.16	f 8.12	f 3.58
Hebron	36.40	f 8.03	f 3.49
Rock-a-Walkin	34.43	f 7.58	f 3.45
Salisbury	30.08	7.50	3.37
Walston's	25.11	f 7.36	f 3.23
Parsonsburg	23.04	f 7.32	3.19
Pittsville	19.97	7.26	3.12
Willard's	16.56	f 7.18	f 3.04
New Hope	15.46	f 7.16	f 3.02
Whaleyville	13.97	f 7.13	f 2.59
St. Martin's	10.50	f 7.06	f 2.52
Berlin	7.24	7.00	2.45
Ocean City....Lv		A. M.	2.22
			P. M.

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		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 58	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 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.

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		Bellevue	
Dover Bridge	1.30 P.M	Double Mills	
Hog Island		Easton	9.30 P.M
Windy Hill		Oxford	10.30P.M
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.

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, establiablished house in Maryland. Montly $85.00 and expenses. Position steady. Reference. Enclose self-addressed stamped envelope. The Dominion Company, Dept. R Chicago. 12-25-t6-26

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 06
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	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. 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.

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