BALTIMORE, CHESAPEAKE and ATLANTIC RAILWAY.

Passenger Train Service in Effect Monday, Feb. 28, '98.

READ DOWN.

STATIONS.	Daily exc Sat & 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
Ennalls.....			f19.51
Rhodesdale	f 9.23	f 7.53	10.55
Reid's Grove.....	f 9.29	f 7.59	f11.01
Vienna.....	f 9.37	f 8.07	11.09
Mardela Springs	f 9.46	f 8.16	11.19
Hebron.....	f 9.55	f 8.25	11 29
Rock-a-Walkin.....	f 9 58	f 8.28	f11.32
Salisbury.....	10.10	8.40	11.46
Walston's.....	f 10 18	f 8.48	f11.54
Parsonsburg.....	f 10 23	f 8.53	f11.58
Pittsville.....	f 10 30	f 9.00	f12.04
Willards.....	f 10 37	f 9.07	f12 09
New Hope.....	f 10 39	f 9.09	f12.11
Whaleyville.....	f 10 42	f 9.12	f12.13
St. Martins.....	f 10 48	f 9.18	f12.18
Berlin.....	10 55	9.25	12.27
Ocean City.....Ar	11 10	9.40	12.45
	P. M.	P. M.	P. M

READ UP.

STATIONS.	Distance.	Daily except Sunday	Expres 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 9.31	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	f 4.39
Ellwood.....	59.69	f 8.51	f 4.37
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	
241 Pass	285 Mix.			239 Mix.	284 Mix.
P. M.	A. M.			A. M.	P. M.
3 00	8 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 8 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 14	16.76	....Henderson....	f 8 10	f 3 11
f 6 26	f 10 24	19.51	..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	32.38	..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	44.18	.....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 4
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...	3.30 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.....	10.30 P M
Choptank.....		Corner's.....	
Wrights.....		Tilghmn'n's.....	11.30 P.M

Arriving in Baltimore at 5.00 o'clock following morning. Returning the steamers leave Baltimore from Pier 4 Light st. Wharf at 6 o'clock p. m. daily, except Sunday, for all points named and arriving at Easton abont 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, estabiabilshed house in Maryland. Montly $65.00 and expenses. Position steady. Reference. Enclose self-addressed stamped envelope. The Dominion Company, Dept. R Chicago.

DAIRY & CREAMERY.

ICE CREAM DAIRY.

Butter Factories Could Make Money by Following This Man's Example.

A correspondent of The Rural New Yorker, Mr. Howard B. Cannon, describes the methods used by an up to date milk farmer in Michigan. He manufactures and sells ice cream. We have many a time thought that more large creameries could profitably do the same, especially in summer, when butter is low. The factory has already the steam and necessary machinery for making ice cream swiftly, easily and well in large quantities. Some creameries have already begun this business. Ice cream sells well the year around and especially in summer, at exactly the season when butter is low.

At Maple Hill milk selling for 22 years was succeeded by butter making, and now this has given way to the freezer. Not a day goes by but has its sale of ice cream and in summer the business becomes a large one. Surplus cream in winter is sold as such or made into butter. The demand for the total output is always at hand.

Sixty-nine cows are kept. The cows are mainly Jersey-Ayrshire crosses, but some are pure bred Jerseys. The cross is well liked, giving hardy, hearty animals of good size.

The dairy machinery is located in the basement of the big brick house. As Mr. Cannon stepped in he saw a churn whirling in its rack at the beck and nod of a little engine. A horizontal boiler supplies steam.

"How do you raise your cream?" he asked.

"In cans."

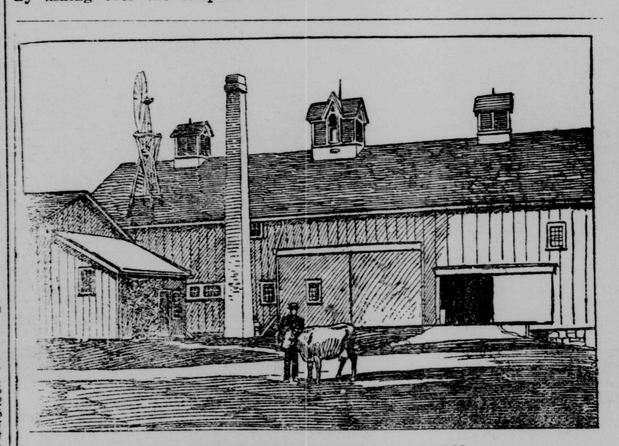
"Don't use a separator?"

"No. We don't like the cream so well for freezing, and the skimmilk doesn't keep long enough to suit us when we make cottage cheese."

"Do you find steam handy in heating water here?"

"Nothing like it for power and saving of time in cleaning things."

"We are connected by telephone with town and have also water connection. By asking over the telephone for fire



ICE CREAM DAIRYMAN'S COW BARN.

pressure we can send a stream over the 40 foot brick chimney at the barn." Entering the engine room, Mr. Cannon noted the 20 horsepower engine with belt attached, and the boiler in its arch near by.

He inspected the stable. This has two rows of stanchions, and the cows face the feeding alley which runs lengthwise of the barn through its center. Mr. Smith Bartlett, one of the firm, observed: "We know that we are not quite up to date in using stanchions. We have in mind to try some sort of stall." The cows stand on concrete—a narrow gutter behind them and a generous path along the sides of the building. The cows were all out for exercise, it being early afternoon. At one side of the entrance to the barn, built as an L to it, is the manure cellar. The cow manure is wheeled in every day, and the horse manure is shoveled down from the floor above through a trap on the side wall. In Mr. B.'s judgment this is far ahead of the old way.

Milking is done before feeding in the morning, after feeding at night. This is handiest here. Returning to the feeding alley, Mr. Cannon found a car standing half way down the barn length, and on it a large box from which a little steam was rising. "We are cooking the night feed," they explained. A small pipe leads from the boiler, and a low bubbling told the story.

When he went to the next or main floor, he visited the grinding room. The hopper of the 22 inch bur had in its wheat, oats and corn. A cornsheller stands near, also a grindstone. "One may bear on as hard as he pleases and nobody kicks." That was the keynote of the whole business—plenty of power where needed and when needed.

On the main barn floor the cutter stands and delivers the chaffed fodder through a trap into the car below. "What, straw and cornstalks together?"

"Yes, we thrash the corn and the oats at the same time."

Mr. Smith Bartlett explained how the machinery is worked. "We grind and cut at the same time and do this twice a day. A spray of water falls upon the cut fodder, and we add meal from time to time till the bulk is great enough. At present it takes, for each feed, about five bushels of meal and enough chopped roughage to bulk up 50 bushels after it is cooked. When through cutting, we hank the fire, and depend upon the steam remaining in the boiler to cook the feed. We wish it to cook 1½ hours and cook slowly. Steam will dry things if too much is let on. We use the same pipe to convey steam that carried the water for spraying. In this way we are not troubled by its freezing."

A visit to the cornhouse followed. There corn and oats lay three feet deep over the floor of the large building. "Just as it came from the machine. The oats dry out the corn, and so all keep. Some years shoveling over might be needed. Last fall we thrashed one field—11 acres of corn—without oats. The stalks have kept O. K., but some grain heated. We began at 12:30 p. m. and were done at 5 p. m. Thrashers don't enjoy handling shocks of corn, but the machine can take care of them fast. Only one row of concave teeth was left in the vibrator, but that was enough to thrash the oats. We like to send through a shock of corn and then two bundles of oats. As the fodder comes from the carrier it has lost much of its bulk. It pitches readily."

Messrs. Bartlett stored the fodder from 25 acres of corn and 10 acres of oats, and still space enough was left for hay and wheat straw.

"The beauty of the whole thing is that the corn crop is handled so quickly and economically and by thrashing oats at the same time fodder and grain both save nicely. We pay $10 a day for a machine with three men, and the cost is less than 2 cents per bushel."

A Poor Manager.

The cow that does not yield 4,000 pounds of milk in a year is not worth keeping. There may be a goodly number which yield more than this, but this is only saying in another way that there must be many which yield less. Somebody owns and feeds these poor, worthless—yes, worse than worthless—cows. Who is it? I can't tell you his name, but I can give you some of his symptoms. He is usually more or less in debt, and seldom or never has a dollar in his pocket that he can rightfully call his own. He works hard, and so do his wife and children, rising before it is light in summer, as well as in winter, and continuing his labor long after dark at night. He has to do this because he gets no help from his cows. He is the man who complains about the times and the low prices for milk and butter and cheese, forgetful of the fact that everything except wages has declined in price more than milk has. He is the man, above all others, who cannot afford to keep such cows.—Hoard's Dairyman.

Dairy and Creamery.

A late bulletin of the valuable series issued by the Michigan Agricultural college is entitled the "Feeding of Dairy Cows." It is by Professor Clinton D. Smith and contains much useful information for dairy farmers. Tables of experiment rations with many kinds of cow feed are given, with the results. We have not space to quote from this valuable bulletin, but the dairyman or creameryman may procure it for himself by writing to the "Secretary, Agricultural College, Michigan." This pamphlet, like all the bulletins of Michigan Agricultural college, is for free distribution. Dairymen everywhere will be repaid for sending for the pamphlet and studying it leisurely. It contains also description of improved cow barn, with cut of stall.

We have seen some alleged records of 2-year-old Jersey heifers that just beat all creation. When the butter and milk figures their owners gave came to be added and divided by the rules of cold and heartless mathematics, it was found that one of these heifers gave milk containing 15.6 per cent butter fat, another 14.3 per cent butter fat, while the third one's milk contained 10.2 per cent. The owner of those sweet young things evidently thought he would tell a good one while he was at it. Most dairymen have thought hitherto that even old cows did something wonderful when their milk was 4 to 5 per cent butter fat, but 15 per cent—ye gods!

The Canada blue field pea, sown two bushels to the acre and plowed under to a depth of three to four inches, makes an admirable soiling crop for cows, especially when planted with oats. It takes the peas longer to sprout than it does the oats. Therefore the peas should be planted as above directed five or six days before the oats. After that time has elapsed sow broadcast upon the same ground three bushels of oats to the acre and harrow well. They will then mature together and can be harvested together green by the mowing machine. The first crop should be sown the 1st of April, then another ten days later. Successive plantings of the two grains may be made ten days apart until June. The same crop is excellent as a pasture in which to turn hogs.

A good way to prepare butter for customers is to put it into square pound prints, wrapping each separately in tissue paper. Then, with the butter good and handsome, set out to find private customers. It pays even the larger creamery to "bother with" picking up private customers for its choicest fresh butter.

THE WONDERS OF SCIENCE.

An Eminent New York Chemist and Scientist Makes a Free Offer to Our Readers.

The distinguished New York chemist, T. A. Slocum, demonstrating his discovery of a reliable and absolute cure for Consumption (Pulmonary Tuberculosis) and all bronchial throat, lung and chest diseases, stubborn coughs, catarrhal affections, generaf decline and weakness, loss of flesh, and all conditions of wasting away, will send THREE FREE BOTTLES (all different) of his New Discoveries to any afflicted reader of the Easton GAZETTE writing for them.

His "New Scientific Treatment" has cured thousands permanently by its timely use, and he considers it a simple professional duty to suffering humanity to donate a trial of his infallible cure.

Science daily develops new wonders, and this great chemist, patiently experimenting for years, has produced results as beneficial to humanity as can be claimed by any modern genius. His assertion that lung troubles and consumption are curable in any climate is proven by "heartfelt letters of gratitude," filed in his American and European laboratories in thousands from those cured in all parts of the world.

Medical experts concede that bronchial, chest and lung troubles lead to Consnmption, which, uninterrupted means speedy and certain death.

Simply write to T. A. Slocum, M. C., 98 Pine street, New York, giving postoffice and express address, and the free medicine will be promptly sent. Sufferers should take instant advantage to his generous proposition.

Please tell the Doctor that you saw his offer in the Easton GAZETTE. 8-7-1y

To Cure Constipation Forever.

Take Cascarets Candy Cathartic. 10c or 25c. If C. C. C. fail to cure, druggists refund money.

Bucklen's Arnica Salve.

The Best Salve in the world for Cuts, Bruises, Sores, Ulcers Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For sale at Dr. Councell's Pharmacy. 2-5-1y.

TO ATLANTA AND NEW ORLEANS.

The Southern Railway Offers the Best Service and Quickest Time.

Leaving Broad Street Station, Philadelbhia, at 6.55 p. m. daily, the "Southwestern Limited" of the Southern Railway reaches Atlanta at 3.55 p. m. the following afternoon, and arrives at New Orleans the next morning at 7.40. All meals en route are operated through without change not only to both of the above points but also to Asheville, Savannah, Jacksonville, Tampa, Birmingham and Memphis. For Pullman reservations and all information write to Jno. M. Beall, District Passenger Agent, 828 Chestnut Street, Phila.

Children like it, it saves their lives. We mean One Minute Cough Cure, the infallible remedy for coughs, colds, croup, bronchitis, grippe, and all throat and lung troubles. Harry Roberts.

Barber Shop.

When you want to get your hair cut in the latest style and the best shave you ever had, go to the Moreland Shaving Parlors and try the new barber just from the St. James Hotel he is up to date on shampoo and hair singeng. Hair cut and singe twenty-five cents. H. A. TOWERS. ss.

Are You Weak?

Weakness manifests itself in the loss of ambition and aching bones. The blood is watery; the tissues are wasting—the door is being opened for disease. A bottle of Browns' Iron Bitters taken in time will restore your strength, soothe your nerves, make your blood rich and red. Do you more good than an expensive special course of medicine. Browns' Iron Bitters is sold by all dealers.

QUEEN ANNE'S RAILROAD.

Schedule in Effect May 16th, 1898.

Steamer connections between Pier 9½ Light Street Wharf, Baltimore, and Railroad Division at Queenstown, Md.

EAST-BOUND TRAINS—DAILY EX. SUNDAY.

STATIONS.	Leave A. M.	Leave P. M.
Baltimore.....	5 30	3 15
Queenstown	8 35	6 25
Bloomingdale.....	f 8 43	f 6 31
Wye Mills.....	8 52	f 6 38
Willoughby.....	9 01	f 6 44
D. & C. Junction.....		A 6 51
Queen Anne.....	9 13	6 53
Hillsboro.....	9 16	f 6 55
Downes	9 22	6 59
Tuckahoe	f 9 26	f 7 02
Denton.....	9 35	7 07
Hobbs	9 55	7 16
Hickman.....	10 05	7 23
Adamsville	f 10 10	f 7 27
Blanchard.....	f 10 16	f 7 31
Greenwood	B 10 26	7 37
Owens.....	f 10 44	f 7 44
Banning.....	f 10 48	f 7 47
Deputy.....	f 10 54	f 7 50
Ellendale.....	C 11 15	7 58
Wolfe.....	f 11 24	f 8 06
Milton.....	11 30	8 11
Whitesboro.....	f 11 38	f 8 19
Drawbridge.....	11 41	8 22
Burton	f 11 45	f 8 26
Lewes.....	11 50	8 30

WEST-BOUND TRAINS—DAILY EX. SUNDAY.

STATIONS.	Leave A. M.	Leave P.M.
Lewes	5 40	3 00
Burton.....	f 5 45	f 3 05
Drawbridge.....	f 5 49	3 09
Whitesboro.....	f 5 52	f 3 12
Milton.....	6 00	3 20
Wolfe	f 6 06	f 3 30
Ellendale.....	6 18	3 43
Deputy.....	f 6 24	f 3 49
Banning.....	f 6 28	f 3 53
Owens.....	f 6 32	f 3 57
Greenwood.....	6 40	B 4 20
Blanchard.....	f 6 46	f 4 28
Adamsville	f 6 50	f 4 33
Hickman.....	6 54	4 39
Hobbs.....	7 01	4 50
Denton	7 12	5 05
Tuckahoe.....	f 7 19	f 5 13
Downes.....	7 21	5 16
Hillsboro.....	f 7 25	5 21
Queen Anne.....	7 37	5 23
D. & C. Junction.....	A 7 29	
Willoughby.....	f 7 37	5 35
Wye Mills.....	f 7 43	5 42
Bloomingdale.....	f 7 50	f 5 51
Queenstown.....	8 20	6 00
Baltimore.....Ar	11 00	

ADDITIONAL BOAT SERVICE.

Sunday only, steamer leaves Baltimore at 9 A. M. and Queenstown at 5.30 A. M., 4.30 P. M.

Every week day except Monday, steamer leaves Queenstown at 1.50 A. M., arriving in Baltimore at 4.45 A. M.

CONNECTIONS.

"A" connects at D. & C. Junction for points on Delaware & Chesapeake Railway—Easton and Oxford.

"B" connects at Greenwood with the Delaware Division of the Philadelphia, Wilmington & Baltimore Railroad.

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

I. W. TROXEL, Gen. Mgr. Queenstown, Md.

C. C. WALLER, Gen. Frt. and Pass. Agt. Pier 9½ Light Street, Balto.

Established 1844.

FRANK C. BOLTON, LEE B. BOLTON

BOLTON BROS.

Paints, Oils, and Glass.

Prize Medal Ready Mixed Paints

Elaine, The Family Safeguard Oil

MACHINERY OILS,

TAR OAKUM AND PITCH,

ENGINEERS, MACHINISTS, STEAMSHIP AND RAILWAY SUPPLIES.

418, 420, 422, 424, E. Pratt St.

yrto-feb8-98 BALTIMORE, MD.

FOR RENT.

	Per Month.
Dwelling on Aurora St.	$25 00
Dwelling on Goldsborough St.	20 00
Dwelling on S. Washington St.	5 00
Dwelling on S. Washington St.	4 00
Dwelling on West St.	5 50
Dwelling on south St.	3 00
Storeroom, cor. West & Cabinet Sts.	6 00
Paint or Work Shop, cor. Goldsborough & Harrison Sts.	2 50
Room on S. Washington St.	1 50
Rooms on Port St.	20 to 50c per week.

H. H. LANGSDALE. 2tf

Dr. Councell's Pharmacy

Pure Drugs, Perfumery, and Toilet Articles

Full Line Key West and Domestic Cigars.

Only Merck's Chemicals used in All Prescriptions.

Physician in Constant Attendance At Store,

Prescriptions Compounded Only by a Graduate of Medicine.

Office in Rear of Store. 1vt979

Klondike

Alaska! Why not get your share of the great fortunes to be realized from the wonderful discoveries already made and to be made in this New Klondike—Alaska—Eldorado? THE WASHINGTON GOLD FIELDS EXPLORATION COMPANY under its charter is authorized to prospect for and acquire Mining Claims and Properties in those wonderful gold fields of Klondike and Alaska. Immense fortunes have already been realized and millions more will be made there. Will you allow this golden opportunity to pass you by? A few dollars invested in this undertaking may be the foundation to your fortune. The rush to this wonderland necessitates immediate action. The first in the field the first in fortune. No such opportunity has ever been presented to the people of the present generation as is offered in the Klondike—Alaska Gold Fields. All shareholders get their full proportion of all profits. No dividends are made on stock remaining unsold. Send your orders enclosing One Dollar for each share of fully paid-up and non-assessable stock desired direct to the WASHINGTON GOLD FIELDS EXPLORATION COMPANY, Tacoma, Washington.

The following Tacoma dealers in supplies for the Klondike and Alaska trade are Stockholders in the Company and will inform you regarding the reliability of its officers: Monty and Gunn, Groceries; A. F. Hoska, Harness Co.; Morris Gross Co., Dry Goods Clothing; W. G. Rowland, Outfitter; Hugo Felitz, Tents; Tacoma Hardware Co. 10-30-1y

Western Maryland Railroad

Taking effect Oct. 3rd, 1897. Trains leave Hillen Station as follows;

*4:30 a. m.—Fast Mail, Main Line, N. & W. B. 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.

§2:25 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.—Accom. for Union Bridge.

§10.45 p. m.—Accom. for Emory Grove.

x11.25 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., and Fulton.

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

.. BAYNE FIELDS ..

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