(Continued from page 3.)

while she was hidden in the tent. Some hundreds of years later this same spirit is reported to have appeared to Moses, and acknowledged that he had deceived Abraham in declaring himself God Almighty, his real name being Yah-weh, or Jehovah. At the manifestation in the burning bush Jehovah told Moses that as he had been the God of Abraham, Isaac and Jacob, so he would be his God and guide and lead him with his people out of the land of Egypt. It is recorded that Moses cast his rod upon the ground at the command of Jehovah and it became a serpent, and when he took it by the tail it became a rod again. This occurrence with many others recorded in the Bible is similar to phenomena said to be developed by Indian wonder workers at the present day. Aaron, the brother of Moses, was a remarkable psychic or necromancer, causing a rod to bud and blossom and iron to swim.

From Genesis to Revelation there is not a book of the Bible which does not record or refer to occult or spiritual manifestations. And the careful student of Bible occultism and Spiritualism will find the character of such phenomena and the conditions under which they were manifested in those days the same as those actually produced, or alleged to occur, today. The strictest conditions were required for the production of such phenomena by Moses and his successors. Specific details were given for the construction of the ark of the covenant, which appears to have been an electrical apparatus like the modern Leyden jar, so powerful that when charged it struck dead those who ventured to look into it and touch its inside and outside linings of beaten gold. Afterwards this apparatus was placed in the temple and connected with rods covered with gold extending to the outside air with chains of gold, making a complere electrical conductor. The tabernacle and afterward the holy of holies in the temple were ingeniously constructed cabinets for occult or spirit manifestations, by the aid of electric and magnetic forces. The twenty-fifth, twenty-sixth and twenty-seventh chapters of Exodus contain minute instructions for the manufacture of apparatus which would enable Aaron and his sons, and the priests and prophets of later days, to produce occult phenomena, or enable spirits to manifest themselves to the physical senses. Any person interested in the study of occult or alleged spirit manifestations will find the Bible an almost inexhaustible mine in which to delve for them.

The writers of the Old Testament books, and the people who were their contemporaries, had very indistinct ideas of a life after physical death; and no positive declarations on the subject can be found in the teachings of Christ. But the only foundation for the Christian belief in a future existence is the spiritual manifestations reported in the Bible, which are essentially the same as those alleged to occur in these days, with all their conditions and limitations, and the frequent appearance of false prophets or mediums And if these did not occur as reported, then, as St. Paul declared, the Christian faith and teaching are in vain. It is, therefore, most astonishing that many Christians should scout and condemn modern psychic phenomena, and the conclusions that Spiritualists draw from them, with the words of Christ that "These signs shall follow them that believe," recorded in the Bible.

Another class of people whose habits of thought, prejudices and beliefs must be considered in the presentation to the world of psychic phenomena, and conclusions based upon such phenomena, comprises all who do not subscribe to some religious doctrine or creed. The sub-divisions of this class are too numerous to attempt enumeration. It includes many who are simply indifferent, who seek nothing beyond the evidence of the physical senses and sensual gratification. Another division is made up of those who believe all phenomena, even life itself, to be the result of physical processes, the action of inanimate matter within and upon itself. This division, known as materialists, is rapidly decreasing in numbers.

Among physical scientists and investigators there are three divisions: Materialists, those who are in doubt and those who accept the facts of occult and spiritual phenomena, with conclusions more or less logical. Scientific inquiry is supposed to divest itself of prejudice, but many persons who assume to study mental and occult phenomena upon a scientific basis exhibit a weakness which is both pitiable and contemptible. For example, I read recently in an article which was one of a long series upon such phenomena by a professor of some note, published in a scientific magazine, his report of certain phenomena which purported to be the production of disembodied spirits, for which he apologized by saying: "Of course I did not believe it was caused by spirits." No effort whatever was made to weigh the evidence thus presented in the scale of scientific inquiry, but everything was twisted and contorted to account for all mental and occult phenomena on the materialistic theory. Not all scientific inquiries are like this one. Many of the men who stand highest in the ranks of the great army seeking to develop scientific truth at the present day are giving unprejudiced consideration to occult facts and phenomena and accept the logical conclusions drawn from such phenomena.

The last division of the large class of people who do not sacrifice their reason on the altar of creed comprises the agnostics — those who do not know but are always open to conviction. In this division I classed myself for more than a quarter of a century, and although I may have reached conclusions upon some points, I am still ready to receive new light and to give evidence which may be presented upon any point due weight, without prejudice. And if I know anything regarding the facts of life, consciousness and external phenomena, I am sure that what I do not know stands against my puny knowledge as a mountain to a molehill. I am a seeker after truth, and trust I shall never reach a condition of mind which will permit me to say, when phenomena and facts are presented, "Of course I do not believe these things are what they assume to be."

I have already cited various phenomena to demonstrate that man has certain occult faculties. Under the second division of my subject, within a reasonable time limit, I can give but an outline of psychic phenomena which have come under my observation. The phenomena of hypnotism are so common at the present time that it would be superfluous to cite cases. As now practiced, hypnosis is usually induced by suggestion from a second person. Jesus Christ had natural hypnotic power of such potency that his touch and his look were sufficient to control persons especially sensitive to the influence. Peter, the apostle, hypnotized people by gazing steadfastly upon them, and if the Bible record is correct, was able to strike Ananias and his wife dead by his gaze, and the force of his will. Among the most important facts of hypnotism are these: In hypnosis induced by suggestion or influence of a second person, the subject may be made to lose his own physical sensitiveness and take on that of the operator. To perceive the unspoken thoughts of the operator and the mental pictures formed in his brain. To regard an article or a sensation as something different from the reality. To close all the senses to perception of things present or events occurring within their ordinary reach. To control the tissues, organs and functions of the body abnormally. And to project the perceptive consciousness and observe distant scenes and events.

One of the most significant facts demonstrated in hypnotism is that a suggestion made during hypnosis may be carried into the normal consciousness. Under the influence of such suggestion a subject may be rendered unable to perceive a specified object as it actually exists, for a designated period of time. For example, if told while in hypnosis that a cheap paper soap box is a casket of rare jewels, and will appear as such to the subject for a period of three months, it will so appear. The physical senses will make their report correctly, but the picture formed in the brain will be perceived by the consciousness only as the object the hypnotized subject was told to regard it. This to me stands as absolute demonstration of the fact that the real man, the ego, the individual consciousness, is something which has an existence and powers of perception quite independent of the body and its sensory apparatus. And in the combined phenomena of hypnotism I find demonstration of the theory that the individualized energy which resides in living creatures, as an independent entity, operates the body and brain and produces all the mental and physical phenomena that they manifest. To the control of this entity over the bodily functions is to be credited all healing by the suggestion of a second person, by touch, by faith, or by any other mental processes. There is no miracle about it; only the operation of normal faculties mostly undeveloped.

(To be continued.)

LIGHTHOUSES TO CLOSE UP.

Scheme For Wrecking Hostile Ships at the Entrance to Long Island Sound.

The possibility of a vessel of a hostile nation creeping into Long Island sound through the Race is attracting much attention in the cities along the north shore. It is held by some experts that a hostile vessel might in thick weather pass the fortifications now being prepared to guard the Race. To prevent this, it is said, the lighthouse board for the Watch Hill district has arranged for the extinguishing of all the lights in the different lighthouse stations in this section, a measure that would make it almost impossible for any strange craft to make her way into the waters of the sound.

It is said that a code of signals has been prepared by the board for the keepers of these lighthouses so that the lights in their towers can be extinguished in short order and their fog whistles and voices rendered voiceless. Few of the nerviest of the regular sound navigators today would care to undertake to bring a vessel of importance into this sheet of water through either the Race, Plum Gut or Fisher's Island sound in thick or dark weather without the guidance furnished by the lighthouses. The risk would be altogether too great, it is believed, for any foreign warship to undertake. The principal lights affected are understood to be Watch Hill, Race Rock, Montauk, Plum Island, Little Gull Island, Bartlett's Reef and Horton's Point.—New York Sun.

VALUABLE SOLUTION.

By Which Frederick Moss Believes He Can Make Wood Impenetrable.

Frederick R. Moss of Binghamton believes he has discovered a process that will practically supplant iron sheathing for war vessels. He is the possessor of a secret solution that will after a few hours' treatment turn timber as hard as a piece of iron—in fact, those who have witnessed tests say it will stand more than the best tempered steel. A piece of 2 by 4 pine, 3 feet long, soaked in the solution for six days, presents a grayish brown color and weighs 78 pounds to the foot. A board treated in this manner withstood the penetrating powers of a rifle bullet fired at a distance of six feet, the bullet leaving only a scratchlike mark.

Mr. Moss says the discovery was an accident, and that the solution can be cheaply made, pine proving the best wood to work with, but hemlock, cedar or any lumber with an absorbent grain can be used. Mr. Moss believes his discovery will revolutionize the construction of battleships, as impenetrable armor plate can be made at an almost trifling cost. He has submitted samples to the navy department and expects to give a test before a board in a short time. He is reticent regarding the composition of his solution, but his friends believe he has found a fortune.—New York Press.

Two Millions a Year.

When people buy, try, and buy againg, it means they're setisfied. The people of the United States are now buying Cascarets Candy Cath artic at the rate of two million boxes a year, and it will be three million before New Year's. It means merit proved that Cascarets are the most delightful bowel regulator for everybody the year round. All druggist 0c, 25c 50c. a box, cure guaranteed.

Philadelphia, Wilmington & Baltimore RAILROAD.

Schedule in Effect May 30th, 1898.

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 46
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 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	32.38	..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	44.16	.....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 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 May 29th, 1898.

Trains leave Broad Street Station, Phila.

FOR NEW YORK.

Express, week-days, 3.20, 4.05, 4.50, 5.05, 6.50, 7.33, 8.20, 9.50, 10.21 (Dining Car), 11.00 a. m., 12.00 noon, 12.35 (Limited 1.00 and 4.22 p. m., Dining Cars), 1.40, 2.30 (Dining Car), 3.20, 3.50, 4.00, 5.00, 5.56 (Dining Car), 6.00, 7.02, 7.50 (Dining Car), 10 00 p. m , 12.01 night. Sundays, 3.20, 4.05, 4.50, 5.05, 8.20, 9.50, 10.21 (Dining Car), 11.35 a. m., 12.35, 1.05 (Dining Car), 2.30 (Dining Car), 4.00 (Limited, 4.22), (Dining Car) 5.20, 5.56 (Dining Car), 6.35, 7.02, 7.50 (Dining Car), 10.00 p. m., 12 01 night.

Express 9or Boston, without change, 11.00 a. m. week-days and 7.50 p. m. daily.

FOR ATLANTIC CITY.

Leave Broad Street Station, via Delaware River Bridge, Express, 9.20 a. m. and 7.05 p. m. daily.

Leave Market Street Wharf, Express, 5.00, 9.00 a. m., (1.00 Saturdays only), 2.00, 4.00, 4.30, 5.00 p. m. Sundays, 8.00, 8.45, 9.45 a. m. (accom., 4.30 and 5.00 p. m.)

FOR CAPE MAY,

Anglesea, Wildwood and Holly Beach.—Express, 9.00 a. m., 4.00 p. m. week-days. Sundays, 9.00 a. m. For Cape May only, 1.30 p m. Saturdays.

For Sea Isle City, Ocean City, Avalon and Stone Harbor.—Express, 9.00 a. m., 4.20 p. m. week-days. Sundays, 9.00 a. m.

For Somers Po nt.—Express, 5.00, 9.00 a. m., 2.00, 4.00, 5.00 p. m. week-days. Sundays, 8.45 and 9.45 a. m.

Steamer 'Hamilton,'

E. T. LEONARD, Captain.

OFFICE. 109 COMMERCE STREET.

TELEPHONE 2473. BALTIMORE, MD.

Will leave Pier 9½ Light St. as follows:

Every Tuesday and Thursday at 8 p. m. arriving Wednesday and Friday at Cambridge, 5.00 a. m.; Oxford, 7.00 a. m.; Easton, 8.30 a. m. Returning Wednesday and Friday leave Easton, 5 p. m.; Oxford, 6.00 p. m.; Cambridge, 8.00 p. m.; arriving in Baltimore at 4.30 following morning.

Leave Baltimore at 8.00 p. m. Saturday; arriving Sunday at Cambridge, 5.00 a. m. Denton, 10.30 a. m.; Greensboro, 12 m. Returning Monday, leave Greensboro, 11.00 a m.; Denton, 12.00 m.; Cambridge, 8.00 p. m. arriving in Baltimore, 4.30 following morning

Freight carefully handled and shippers interests protected.

Freight received on wharf in Baltimore everyday.

Passenger accommodations.

E. T. LEONARD, Manager.

CHAS. E. NICOLS, Agt., Easton, Md.

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.

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 15
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 45	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.

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.

*3:22 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.

x11.35 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., and Fulton.

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

.. BAYNE FIELDS ..

FIRST GLASS SHAVING PARLOR

BEST SERVICE

BALTIMORE, CHESAPEAKE and ATLANTIC RAILWAY.

Passenger Train Service in Effect June 8, 1898.

READ DOWN.

STATIONS.	Daily exc Sat. & Sun	Leave Saturday only	Express daily exc. Sunday
	P. M.	P. M.	A. M.
Baltimore, Lv	4 10	3.00	6.30
Claybourne, Ar	7.25	6.15	9.45
Claybourne, Lv	7.30	6.25	9.50
McDaniel	f 7.35	f 6.30	f 9.55
Harper	f 7.39	f 6.34	f 9.59
St. Michaels	7.45	6 40	10.05
Riverside	f 7.48	f 6.43	f10.08
Royal Oak	f 7.53	f 6.48	f10.13
Kirkham	f 7.57	f 6.52	f10.17
Bloomfield	f 8.02	f 6.57	f10.23
Easton	8.11	7.06	10.32
Bethlehem	f 8.26	f 7.24	f10 46
Preston	f 8.33	f 7.31	f10.52
Linchester	f 8.35	f 7.33	f10.54
Ellwood	f 8 37	f 7.35	f10.56
Hurlock	8.45	7.42	11.03
Ennalls			
Rhodesdale	f 8.52	f 7.49	f11.10
Reid's Grove	f 8.57	f 7.54	f11.14
Vienna	f 9.04	f 8.01	f11.20
Mardela Springs	f 9.12	f 8.09	f11.27
Hebron	f 9.20	f 8.17	f11.35
Rock-a-Walkin	f 9 23	f 8.20	f11.38
Salisbury	9.35	8.32	11.50
Walston's	f9 43	f 8.40	f11.58
Parsonsburg	f 9.47	f 8.44	f12.02
Pittsville	f 9 53	f 8.50	f12.07
Willards	f 9.58	f 8.55	f12.12
New Hope	f 10.00	f 8.57	f12.14
Whaleyville	f 10.03	f 8.59	f12.16
St. Martins	f 10.08	f 9.04	f12.21
Berlin	10 18	9.13	12.27
Ocean City Ar	10.30	9.25	12.45
	P. M.	P. M.	P. M

READ UP.

STATIONS.	Distance.	Daily except Sunday	Express daily exc. Sunday
		P.M.	P. M.
Baltimore Ar	131.06	2.15	11.35
Clayborne Lv		11.00	8.20
Clayborne Ar	87.06	10.50	8.15
McDaniel	85.72	f10.47	f 8.11
Harper	84.42	f10.43	f 8.07
St. Michael's	82.84	10 39	8.03
Riverside	80.60	f10.33	f 7.56
Royal Oak	78.48	f10.30	f 7.53
Kirkham	76.63	f10.26	f 7.49
Bloomfield	74.55	f10.23	f 7.45
Easton	72.01	10.16	7.40
Bethlehem	64.85	f10 00	f 7.24
Preston	61.75	f 9.53	f 7.18
Linchester	60.57	f 9.50	f 7.15
Ellwood	59.69	f 9.48	f 7.13
Hurlock	55.84	9.41	7.06
Ennalls	53.29		
Rhodesdale	51.62	f 9.32	f 6.57
Reed's Grove	48.51	f 9.25	f 6.50
Vienna	45.06	f 9 20	f 6.45
Mardela Springs	41.16	f 9.11	f 6.36
Hebron	36.40	f 9.02	f 6.27
Rock a Walkin	34.43	f 8.58	f 6.23
Salisbury	30.08	8 51	6.16
Walston's	25.11	f 8.37	f 6.02
Parsonsburg	23.04	f 8 34	f 5.59
Pittsville	19.97	f 8.29	f 5.54
Willard's	16 56	f 8.22	f 5.47
New Hope	15.46	f 8.20	f 5.45
Whaleyville	13.97	f 8.17	f 5.42
St. martin's	10.50	f 8.10	f 5.35
Berlin	7.24	8.04	5.29
Ocean City Lv		7.50	5.15
		A. M.	P. M.

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

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

Balto. Chesapeake & Atlantic

ChoptankRiver 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		Tilghman'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 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.,
111 E. Baltimore St., Baltimore, Md.

We are Prepared to Quote Specially Low Prices.

Good 6x20 Shingles

Saps, $5.00 Hearts, $6.00

Fair Yellow Pine Flooring, $15.00

Gommon Yellow Pine Flooring, $12.50

GEO. F. SLOAN & BRO.

Lumber Dealers,

414 LIGHT STREET WHARF,

BALTIMORE, MD.

INCH YELLOW PINE BOARDS, EDGE, $10.00 and $12.50.

The Above Goods are Excellent Value.

We have higher Grades at higher prices

Write Us For Prices.

Lumber, Shingles, Laths, Pickets, Doors, Sash, Blinds, Etc.