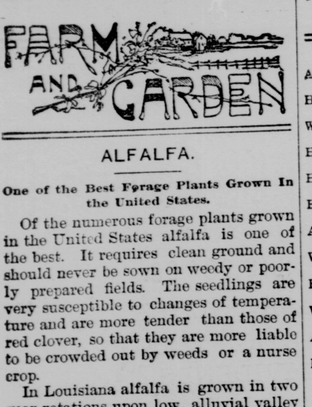
FARM AND GARDEN

ALFALFA.

One of the Best Forage Plants Grown In the United States.

Of the numerous forage plants grown in the United States alfalfa is one of the best. It requires clean ground and should never be sown on weedy or poorly prepared fields. The seedlings are very susceptible to changes of temperature and are more tender than those of red clover, so that they are more liable to be crowded out by weeds or a nurse crop.

In Louisiana alfalfa is grown in two year rotations upon low, alluvial valley

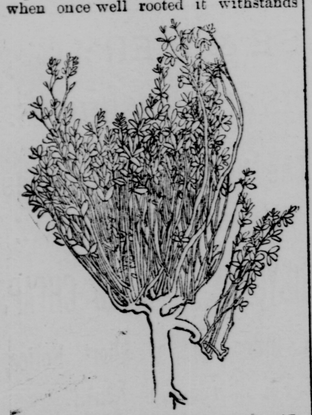


ALFALFA FIELD.

lands, and may there be cut at intervals of from six to eight weeks throughout the season. In the northern states three crops per annum is perhaps the average.

The merits and demerits of alfalfa are summed up in the year book of the department of agriculture, which is the source of the facts and illustrations here presented as follows:

Altogether alfalfa is one of the best forage crops grown in the United States, and is adapted to cultivation in a greater range of latitude than red clover. It has succeeded as far north as central New York, southern Michigan and Montana, and as far south as southern California, Louisiana and Florida—a wider range than that of any other of our forage plants, except Indian corn. Its points of superiority over other legumes are that when once well rooted it withstands



ALFALFA PLANT, SHOWING PART OF ROOT.

drought, it may be cut oftener, thus yielding a larger amount of hay or green forage per acre in the course of a year, and the hay is richer in muscle making crude protein than any of the clovers.

Its disadvantages are that its tough, woody roots make it difficult to plow under, it requires better drainage than red clover, is more liable to cause bloating of cattle and sheep, is not as well adapted to pasturing, and is more tender while young, so that it is more difficult to get a stand.

Spontaneous Combustion of Hay.

In the west a large number of cases of spontaneous combustion in hay have occurred during the last decade, many of them being thoroughly well authenticated. Almost invariably the hay that takes fire spontaneously is clover hay that has gone into the mow rather green, and it is noteworthy that while in some seasons no cases would occur at all in others fires that almost certainly originated spontaneously would be comparatively frequent.

As a matter of hypothesis, though of not direct evidence, it is probable that the danger is great or small accordingly as the season is favorable or unfavorable to the rapid growth of grass and clover and to the multiplication of fungous parasites, the combustion being believed to be due to the rapid multiplication of a certain kind of fungus. If this theory be true, then the present season will be one during which spontaneous fires in the clover hay mow should be particularly guarded against.

The Iowa Homestead, which takes the foregoing view of this interesting question, thinks, however, that there is practically no danger except with clover and other fodder plants that are similarly hard to cure. Nor is there much likelihood of spontaneous fires in clover that has been quite thoroughly cured. It is only when it goes into the mow in large masses comparatively green that the danger seems to exist. The deeper the hay, too, the more probability there is that fire may spontaneously arise in it.

Remedies For Cabbage Worm.

Cabbages are often much injured by so called cabbage worms, which feed upon the leaves and if undisturbed may destroy the heads. They often appear early in the season before the heads have begun to form, and at that time can be readily killed by the use of paris green or other arsenites at the rate of one ounce to 15 gallons of water or with plaster or flour at the rate of one pound to 100. Care should be taken not to use these poisons after the heads have formed, as the danger increases as the time of ripening approaches. Should the worms appear late in the season pyrethrum or saltpeter at the rate of a teaspoonful to a gallon of water can be used with good results and without danger. The worm can also be destroyed by pouring hot water upon the leaves.—Michigan Station Bulletin.

GEMS IN VERSE.

Spain.

A scarred old snarling lion, with scraggy, tattered mane,
His claws and teeth all broken, lies the ancient realm of Spain.
With the thirst for blood still on him and still with hungry maw
He rends poor bleeding Cuba, prostrate there beneath his paw.
He's a fierce and famed man eater and from early days of yore
Has ravaged many an island, wasted many a teeming shore,
And the victims number millions whom his strength has overpowered,
Whom with ravening, bloody slaughter he has mangled and devoured,
But his roar grows faint and hollow, and a hunter from the west
Will snatch away fair Cuba, with her torn and bleeding breast,
And send him, howling, limping, reviled of gods and men,
Back to growl midst bones and darkness in his mediæval den.

—New York Tribune.

Home.

There is a land, of every land the pride,
Beloved by heaven o'er all the world beside,
Where brighter suns dispense serener light
And milder moons emparadise the night—
A land of beauty, virtue, valor, truth,
Time tutored age and love exalted youth.

The wandering mariner, whose eye explores
The wealthiest isles, the most enchanting shores,
Views not a realm so bountiful and fair
Nor breathes the spirit of a purer air.
In every clime the magnet of his soul,
Touched by remembrance, trembles to that pole,
For in this land of heaven's peculiar grace,
The heritage of nature's noblest race,
There is a spot on earth supremely blest,
A dearer, sweeter spot than all the rest,
Where man, creation's tyrant, casts aside
His sword and scepter, pageantry and pride,
While in his softened looks benignly blend
The sire, the son, the husband, brother, friend.

Here woman reigns. The mother, daughter, wife,
Strew with fresh flowers the narrow way of life.
In the clear heaven of her delightful eye
An angel guard of love and graces lie.
Around her knees domestic duties meet,
And fireside pleasures gambol at her feet.

Where shall that land, that spot of earth, be found?
Art thou a man, a patriot? Look around!
Oh, thou shalt find, howe'er thy footsteps roam,
That land thy country and that spot thy home!

The Flag Goes By.

Hats off!
Along the street there comes
A blare of bugles, a ruffle of drums,
A flash of color beneath the sky.
Hats off!
The flag is passing by!

Blue and crimson and white it shines
Over the steel tipped, ordered lines.
Hats off!
The colors before us fly,
But more than the flag is passing by.

Sea fights and land fights, grim and great,
Fought to make and to save the state;
Weary marches and sinking ships,
Cheers of victory on dying lips,

Days of plenty and years of peace,
March of a strong land's swift increase,
Equal justice, right and law,
Stately honor and reverend awe,

Sign of a nation great and strong,
To ward her people from foreign wrong;
Pride and glory and honor—all
Live in the colors to stand or fall.

Hats off!
Along the street there comes
A blare of bugles, a ruffle of drums,
And loyal hearts are beating high.
Hats off!
The flag is passing by!

—H. H. Bennett in Youth's Companion.

Released.

A little, low ceiled room—four walls
Whose blank shut out all else of life,
And crowded close within their bound
A world of pain and toil and strife—

Her world! Scarce furthermore she knew
Of God's great globe that wondrously
Outrolls a glory of green earth
And frames it with the restless sea.

Four closer walls of common pine
And therein lying, cold and still,
The weary flesh that long hath borne
Its patient mystery of ill—

Regardless now of work to do,
No queen more careless in her state,
Hands crossed in an unbroken calm.
For other hands the work may wait.

Put by her implements of toil;
Put by each coarse, intrusive sign.
She made a Sabbath when she died,
And round her breathes a rest divine.

Put by at last beneath the lid
The exempted hands, the tranquil face.
Uplift her in her dreamless sleep
And bear her gently from the place.

Oft she hath gazed with wistful eyes,
Oft from that threshold, on the night.
The narrow bourn she crosseth now;
She standeth in the eternal light.

Oft she hath pressed with aching feet
Those broken steps that reach the door.
Henceforth with angels she shall tread
Heaven's golden stair forevermore.

—Mrs. A. D. T. Whitney.

The Red Cross.

There's a call for heroes sounding on each breeze that sweeps the earth.
Men of thought and men of action, men of sterling breed and worth,
Such a call, the soul once heeding, greatness springs to instant birth,
For God is marching on!

Hear ye, then, O men and women, 'tis to you the summons comes,
Clear and strong as in the battle sounds the throbbing of the drums,
In behalf of truth and honor in our lives and marts and homes,
For time is marching on!

List ye in the noble army, pledge yourselves to aid the right,
Fling to heaven's breeze the banner, blood red cross in field of white—
By this sacred sign we conquer every foe to peace and light
As we go marching on!

—Chicago Advance.

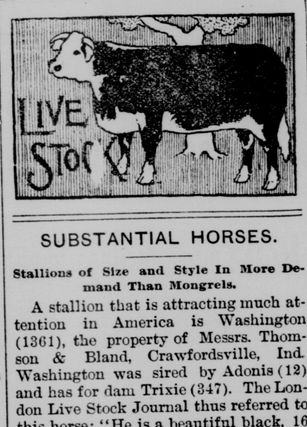
Love.

Love is a wild steed, hating a fetter.
Held with a loose rein, love drives the better.
Light should his harness be, checks not too many.
Ah, but beware of him,
Ah, but take care of him
When he scorns any!

Love has a fleet foot. Love is a rover.
Chasms and barriers love will leap over.
Wise is the law that leads back to the manger.
Not till he loves the cheek
Flung lightly o'er his neck
Is love free from danger.

—Ella Wheeler Wilcox.

Each helpful word, each loving gift, that others give to you
Remember with a grateful mind and thanks both warm and true,
But if you do a kindness to others as you go
The sooner you forget it the sweeter it will grow.
Leave others to remember it, press onward as you ought,
Ap[illegible]ve your best and give your best without a backward thought.

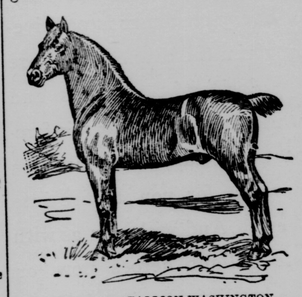


SUBSTANTIAL HORSES.

Stallions of Size and Style In More Demand Than Mongrels.

A stallion that is attracting much attention in America is Washington (1361), the property of Messrs. Thomson & Bland, Crawfordsville, Ind. Washington was sired by Adonis (12) and has for dam Trixie (347). The London Live Stock Journal thus referred to this horse: "He is a beautiful black, 16 hands, and as he is seen coming down the road he reminds one of old Fashion's way of going, but has more weight and substance and is another of the sort the Americans seem to fancy."

Speaking of American taste, it is gratifying to see that farmers are inquiring for stallions of more size and style than are found in the usual mongrels with a dash of trotting blood. L.



HACKNEY STALLION WASHINGTON.

N. Bonham in The Breeder's Gazette very aptly says that there are two horses a farmer with horse sense can raise—the draft horse and coacher. Either of them can be made of enough service on the farm before old enough to sell to help pay the cost of keep. There will be misfits enough to keep the farmer supplied with serviceable, level headed horses suitable for farm work and to be used in training the youngsters. If the farmer intends to breed draft horses, he must secure mares of that type and not expect success from breeding his light mongrel mares to the nearest monster he can find. The progeny of such a cross lacks in so many points that are required in a salable draft horse that they will always be low sellers and unprofitable. There are farmers who love a good, stylish horse and that take enough pride in their teams to give them the care and training that improve the youngsters. We know of some such farmers who always have a nice team in good order, and when on the farm or road to town their teams attract attention because of their style and good behavior. Their owner takes pride in them and looks to their comfort and harness and sees that the horse responds by prompt work done in good style.

A slouchy driver soon has a team of slouchy ways and had habits. A dealer that buys a horse from such a man discounts his price heavily because he knows it will take a deal of handling to bring the horse into marketable shape. Such a man had better grow steers and let the farmer grow horses who knows how to handle them to keep them improving while he owns them. By the time such a farmer offers a horse for sale it will be an extra good horseman who can add enough to his horse's manner and appearance to pay for the attempt.

The horse that has been raised and trained by such a farmer is handy and reliable wherever he may go. His mouth and disposition have not been ruined, his wind and stomach have not been injured by excess of work or feed. He is a well trained, faithful servant. Now, if he is the offspring of sire and dam of the right sort such a horse will go in any company and be a satisfaction to his owner.

Shelter For Cattle.

The London Farmer thinks that "in England few subjects of equal importance to the farmer have occupied less attention than the provision of proper shelter for live stock in the fields. The average English farmer has a great deal to learn. If he could but appreciate the enormous loss which is caused every year on this score alone, we are sure it would hasten a better era in live stock management out of doors. Not a little of the success which has attended the rearing and feeding of Scotch cattle is due to the infinite care which is taken to prevent loss of flesh, owing to the miserable conditions which so frequently pertain during the pasturage season. The motto of every feeder who desires to turn a good profit yearly must be to keep all the flesh with which food has clad the stock of the farm, and, above everything, always keep the animals growing. Every pound of flesh lost during cold weather goes to the debit side of the cashbook and every pound saved is so much gained."

Demand For Mutton.

If sheep owners determine to increase their flocks instead of decreasing them, the supply of those meats must decrease for a few years at least, and prices will advance upon the meat as well as the wool and probably in the greater proportion. While the people of the United States have not been consumers of mutton to the extent that they have been in England and Scotland, there seems to be a growing demand for it, owing partly to the better quality that is coming forward during the past decade or since so many old and inferior flocks were sold out when the tariff was enacted which placed wool upon the free list.

BALTIMORE, CHESAPEAKE & ATLANTIC RAILWAY.

Schedule in Effect Thursday, June 30, 1898.

EASTBOUND.—Read Down. WESTBOUND—Read Up.

Sunday only.	Leave Saturd'y only.	Daily.	Daily ex. Sat. Sun	Express daily exc Sunday.	STATIONS.	Exps daily exc Sunday	Daily ex. Sat. Sun.	Daily.	Saturd'y only.	Sunday only.	Sunday only.
A. M.	P. M.	A. M.	P. M.	A. M.		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
7.30	*2.15	.....	4.10	7.00	Lv. ....Baltimore ....Ar.	1.30	10.45	.....	8.50	10.15	10.15
10.35	5.30	7.00	7.30	10.20	.....Claybourne.....	10.30	7.35	8.15	5.40	7.05	7.05
.....	x5.35	f 7.04	x 7.35	n10 24	.....McDaniel.....	b10 16	b 7.36	f 8 11	x 5.16	x 6.51	
.....	b5.39	f 7.08	b7.39	b10.27	.....Harper.....	b10 12	b 7.32	f 8.07	x 5.12	x 6.46	
b10.45	5.45	7.13	7.45	10.32	.....St. Michaels.....	10.08	7.18	8 03	5.08	6.42	
.....	b5.48	f 7.16	b 7.48	b10 35	.....Riverside.....	b10 01	b 7.12	f 7.56	b 5.01	b 6.34	
b10.53	x5.53	f 7.20	x 7.53	n10.39	.....Royal Oak.....	b 9.58	b 7.09	f 7.53	x 4.58	x 6.31	
.....	b5.57	f 7.24	b 7.57	b10 43	.....Kirkham.....	b 9.54	b 7.05	f 7.47	x 4.54	x 6.26	
.....	b6.02	f 7.28	b 8.02	b10 47	.....Bloomfield.....	b 9.50	b 7.01	f 7.43	x 4.50	x6.22	
11.07	6.11	7.37	8.11	10.55	.....Easton.....	9.45	6.56	7.38	4.45	6.17	
.....	k 6.26	f 7.52	k 8.26	b11 09	.....Bethlehem.....	x 9.29	b 6.40	f 7.22	x 4.29	b 6.01	
.....	k6.33	f 7.59	k 8.33	b11 14	.....Preston.....	b 9.23	b 6.35	f 7.15	k 4.23	x 5.56	
.....	b6.35	f 8.01	b 8.35	b11 16	.....Linchester.....	b 9.20	b 6.33	f 7.12	b 4.20	b 5.53	
.....	k 6.37	f 8 03	k 8.37	b11 18	..... Ellwood.....	x 9.18	b 6.31	f7.10	x 4.18	b 5.51	
.....	6.45	8.11	8.45	11 25	.....Hurlock	9.11	x 6.25	7.02	4.11	5.44	
.....		f 8.15			.....Ennalls.....			f 6.55			
.....	x6.52	f 8.18	x 8.52	b11 31	.....Rhodesdale	x 9.02	b 6.16	f 6.52	x 4.02	b 5.35	
.....	b.6.57	f8.24	b 8.57	b11 35	.....Reid's Grove.....	b 8.55	b 6 10	f 6.45	b 3.55	b 5.30	
.....	k7.04	f 8.31	k 9.04	b11 41	.....Vienna.....	x 8.50	b 6.06	f 6 39	k 3.50	b 5.25	
.....	k7.12	f 8.41	k 9.12	b11 48	.....Mardela Springs.....	k 8 41	b 5.58	f 6.30	k 3.41	b 5.17	
.....	k7.20	f 8.50	k 9.20	b11 56	.....Hebron.....	b 8.32	b 5.50	f 6.20	b 3.32	b 5.08	
.....	b7.23	f 8.54	b 9.23	b11 59	.....Rock-a- Walkin.....	b 8.28	b 5.47	f 6.16	b 3.28	b 5.04	
12.16	7.35	9.10	9.35	12.10	.....Salisbury.....	8.21	5.40	6.08	3.21	4.57	
.....	b7.43	f 9.18	b 9.43	b12 18	.....Walston's.....	b 8.07	b 5.27	f 5.52	b 3.07	b 4.43	
.....	k7.47	f 9.23	k 9.47	b12 22	.....Parsonsburg.....	x 8.04	b 5.24	f 5.49	x 3.04	x 4.40	
.....	k7.53	9.31	k 9.53	x12 28	.....Pittsville.....	x 7.59	b 5.19	5.43	x 2.59	x 4.35	
.....	b7.58	f 9.37	b 9.58	b12 33	.....Willards.....	x 7.51	b 5.14	f 5.35	x 2.51	b 4.29	
.....	b 8.00	f 9.40	b10 00	b12 35	.....New Hope.....	b 7.49	b 5.12	f 5.32	b 2.49	b 4.27	
.....	k8.03	f 9.44	k10 03	b12 37	.....Whaleyville.....	x 7.46	b 5.09	f 5.28	x 2.46	b 4.24	
.....	b8.08	f 9.51	b10 08	b12 42	.....St. Martins.....	x 7.39	b 5.03	f 5.21	x 2.39	b 4.18	
.....	8.26	10.02	10 18	12.50	.....Berlin.....	7.34	b 4.59	5.15	2.34	4.14	
1.00	8.40	10.15	10.30	1.00	Ar.....Ocean City.....Lv	7.20	4.45	5.00	2.20	4.00	4.45
P. M.	P. M.	A. M.	P. M.	P. M.		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

MAKES NO STOPS.

*Ocean City Special, Saturdays only, leaves Baltimore at 2.15 P. M., Claiborne 5.20, Easton 5.45, Salisbury 6.51, arriving at Ocean City at 7.35 P. M. Chair car attached.
f Stops on signal. b Stops on signal to take on or let off Baltimore passengers only.
x Stops on signal to take on on let off passengers for regular stops or Baltimore. n Stops on signal to let off Baltimore passengers or take on passengers for Easton or Ocean City.
k Stops on signal to take on or let off passengers for other k stops, regular stops or Baltimore.
Connections made with steamer lines at Easton, Vienna and Salisbury.
WILLARD THOMSON, Gen. Mgr. A. J. BENJAMIN, Supt. Ry. Div. T. MURDOCH, G. P. A.

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		Bellevne	
Dover Bridge	1.30 P.M	Double Mills	
Hog Island		Easton	9.30 P.M
Windy Hill		Oxford	10.30 PM
Choptank		Corner's	
Wrights		Tilghmnn'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.

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 5 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 5.00 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, 3.00 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.

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 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 06	f10 00	10.22	.....Saughers.....	f 8 23	f 3 24
6 12	10 08	13.79	.....Marydel	8 17	3 18
f 6 19	f10 16	16.76	.....Henderson....	f 8 10	f 3 11
f 6 26	f10 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	f11 04	36.16	.....Cordova	f 7 24	f 2 24
f 7 08	f11 12	39.05	.....Chapel.....	f 7 18	f 2 17
7 20	11 24	44.16	.....Easton.....	7 08	2 07
f 7 37	f11 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 or 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, 5.00, 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.

QUEEN ANNE'S RAILROAD.

Schedule in Effect July 3rd, 1898.

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

EAST-BOUND TRAINS.

STATIONS.	1‡	*3	+23
	A. M.	P. M.	A. M.
Baltimore	5 00	3 20	7 00
Queenstown	*8 35	6 25	9 55
Bloomingdale	f 8 43	f 6 31	.....
Wye Mills	8 52	f 6 38	f 10 07
Willoughby	9 01	f 6 44	f 10 13
D. & C. Junction		A 6 51	.....
Queen Anne	9 13	6 53	10 21
Hillsboro	9 16	f 6 55	.....
Downes	9 22	f6 59	10 27
Tuckahoe	f 9 26	f 7 02	.....
Denton	9 35	7 07	10 34
Hobbs	9 55	7 16	10 43
Hickman	10 05	7 23	10 50
Adamsville	f 10 10	f 7 27	.....
Blanchard	f 10 16	f 7 31	.....
Greenwood	B 10 26	7 37	11 03
Owens	f 10 44	f 7 44	.....
Banning	f 10 48	f 7 47	.....
Ellendale	C 11 00	7 58	11 24
Wolfe	f 11 24	f8 06	.....
Milton	11 30	8 11	11 37
Whitesboro	f 11 38	f 8 19	.....
Overbrook	f 11 41	f 8 22	f 11 48
Greenhill	f 11 45	f 8 26	.....
Lewes	11 50	8 30	11 55
Rehoboth		8 45	12 10
	A. M.	P.M.	P. M.

WEST-BOUND TRAINS.

STATIONS.	‡2	*4	§12	†24
	A. M.	P.M.	A. M.	P. M.
Rehoboth	5 30	.....	6 00	5 00
Lewes	5 45	3 00	6 15	5 15
Greenhill	f 5 49	f 3 05	f 6 19	.....
Overbrook	f 5 53	f 3 09	f 6 23	f 5 22
Whitesboro	f 5 56	f 3 12	f 6 26	.....
Milton	6 05	3 20	6 35	5 33
Wolfe	f 6 10	f 3 30	f 6 40	.....
Ellendale	6 21	C 3 43	6 51	5 46
Banning	f 6 29	f 3 53	f 6 59	.....
Owens	f 6 33	f 3 57	f 7 03	.....
Greenwood	6 40	B 4 20	7 10	6 07
Blanchard	f 6 46	f 4 28	f 7 16	.....
Adamsville	f 6 50	f 4 33	f 7 20	.....
Hickman	6 54	4 39	7 24	6 20
Hobbs	7 01	4 50	7 31	6 27
Denton	7 12	5 05	7 42	6 38
Tuckahoe	f 7 19	f 5 15	f 7 49	.....
Downes	7 21	5 18	7 51	6 44
Hillsboro	f 7 25	5 21	f 7 55	.....
Queen Anne	7 27	5 23	7 57	6 49
D. & C. Junction	A 7 29		A 7 59	.....
Willoughby	f 7 37	5 33	f 8 07	f 6 57
Wye Mills	f 7 43	5 42	f 8 13	f 7 03
Bloomingdale	f 7 50	f 5 51	f 8 20	.....
Queenstown	7 55	6 00	8 25	7 15
Baltimore.....Ar	10 45	10 45	11 15	10 00
	A. M.	P. M.	A. M.	P. M.

ADDITIONAL BOAT SERVICE.

Monday only, steamer leaves Baltimore at 5.30 A. M., arriving at Queenstown at 8.15 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.

*Daily except Sunday. †Sunday only. ‡Daily except Sunday and Monday. §Monday only. f Stops on signal to take on or let off passengers.

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.

*3:32 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.

†8:10 p. m.—Acccm. 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

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Common Yellow Pine Flooring, $12.50

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