### Securing a Lunatic.

In one of the most fashionable districts of Paris a mock marriage was recently planned for the purpose of securing a rather dangerous lunatic. An attractive young person named Mlle. Delaplume was sitting in her boudoir the other day in a house situated in a street off the Boulevard St. Germain. Suddenly a ring came to the door, and one of her servants, having opened it, ushered in a well dressed man looking like a superior sort of valet. He told Mlle. Delaplume that he had a letter from one of her friends, a countess, and as the young woman put her hand out to receive the missive the stranger seized her fingers, pressed them to his lips, and then, sinking on his knees, made a passionate declaration of love and offered to marry her.

Mlle. Delaplume saw by the man's eyes that he was dangerously mad, and, fearful of a tragedy, she accepted his offer with apparent calmness. Then she invited the strange visitor to the mayor's office in order to have the nuptial knot tied. The man accompanied her with alacrity to the establishment in question, where a secretary, informed of the real state of affairs, pretended to read the civil marriage regulations. The mock bridegroom was then taken by a detective to the police depot under the delusion that he was bound for a pastry cook's, there to give an order for a sumptuous wedding breakfast. The man was, it appears, formerly employed as a valet by one of Mlle. Delaplume's friends.—Paris Letter.

### A Brilliant Fraud.

A small weekly magazine was started here 11 years ago by two hustling young men. One was editor, the other "writer and paster." They clipped, extracted and rewrote. An advertising agent was employed on a commission of 25 per cent, and it was a caution the way he filled up the pages with black type and cuts. Some contracts were made for a month, some for three months, some for a year. The only cash in advance was half of the commission, which was paid as soon as the contract was turned in.

Prosperity peeped from its pages. The magazine rapidly grew fat. In the second week the American News company ordered 14,000 copies. Money flowed out like corn from a hopper and not a cent came in. The writer and paster went around at the end of the month to collect from the 30 day advertisers and what do you suppose happened? He failed to find one! Every advertisement was a fraud. There were no such names, no such businesses, no such addresses as the agent brought in for publication. He happened to have an engagement in New Jersey on that fateful day and never has been seen since. Contracts supposed to be worth $10,000 were not worth a cent. The magazine died.—New York Press.

### In a Buddhist Nunnery.

Sir Charles Gordon's "Recollections of Thirty-nine Years In the Army" contains this anecdote: "In 1860, at Tien-tsin, the two Gordons, when seeking for hospital sites, came across a Buddhist nunnery. Despite the warnings of one of the inmates, who appeared in boy's clothes, they entered the building and found that the inmates all wore male clothing. The Buddhist women were greatly shocked at the intrusion.

"'Our regret,' says Sir Charles, 'was real. Explanations were exchanged. We were informed that the community within adopted male costume as an indication that they not only renounced the world, but with it the emblems of their sex. We were 'received' by the lady superior, tea and cakes offered to and partaken of by us. We were then permitted to visit the 'private chapel,' and finally we parted from the religieuses on the best of terms."

### Corrected In Rhyme.

Thackeray was much pestered by the autograph hunter, says Hodder in his "Recollections." He disliked above all things to write in an autograph album, and often refused those who asked him to do so and sometimes rather brusquely.

On one occasion the owner of an album, a young lady, was fortunate. Thackeray took her book to his room in order to look it over. Written on a page he found these lines:

Mont Blanc is the monarch of mountains—
They crowned him long ago
But who they got to put it on
Nobody seems to know.
ALBERT SMITH.

Under these lines Mr Thackeray wrote:

A HUMBLE SUGGESTION.
I know that Albert wrote in hurry—
To criticise I scarce presume,
But yet methinks that Lindley Murray
Instead of "who" had written "whom."
W. M THACKERAY.

### What Italy Needed.

Shortly before his death, which occurred in 1866, Massimo d'Azeglio, statesman, orator, poet, the painter of "Orlando Furioso," but, above all, the trusty friend and valued counselor of Victor Emmanuel, was talking to a Frenchman, who congratulated him upon the unification of Italy.

"Yes," was the reply, "we have made a new Italy; now we must endeavor to make new Italians."

### Providing For an Emergency.

"What will you have?" inquired the waiter as Mr. Heyroob scanned the French bill of fare.

"Waal," he answered, placing his finger over an item, "ye kin bring me some o' that. But don't go away, 'cause if it tastes like it looks in print I'll have to try somethin else."—Detroit Free Press.

### Signs.

"Was that man ever a farmer?" inquired Mrs. Cortotssel.

"No," answered her husband very positively.

"But he's always talkin about the delights of livin in the country."

"That's what shows he never was a farmer."—Washington Star.

## DISHORNING CATTLE.

### How the Operation Is Successfully Performed In Florida.

A correspondent of The Country Gentleman says that a herd of Jerseys owned by J. Q. Myers of Florida has been successfully dishorned. Mr. Myers uses a small, fine tooth saw without "set" and a bull ring in the nose. Care must be taken to cut off the crown or matrix below the upper circle of hair, or else the stump will grow out again, more or less. There is no danger of lacerating the brain, as many suppose, as that is some distance below the base of the horns and separated from them by a hollow space.

The stump is covered over with a tarred cloth, which must be watched and retarred or refastened every day if the animal disturbs it. Mr. Myers has dishorned, for himself and others, nearly 100 cattle and has never had any trouble to speak of in healing up the stumps except in two or three cases in which the operation was performed in the rainy season. He does not recommend it for this season, but would not hesitate to perform it any other time, even in the hottest weather.

Contrary to the general opinion, he favors postponing the operation until the animal has reached the age of 2 or 3 years. If it is performed on a young calf, it becomes a "bunter," which, he says, "is one of the meanest animals in a herd." On the other hand, if it is allowed to become mature or nearly so it learns to use and depend on its horns, and then, when it loses them, its spirit is humiliated, and it becomes one of the most docile and submissive members of the herd. For the above reason he opposes the operation of preventing the growth of the horns on a very young calf by the application of caustic potash.

### Horse Foods.

Cleanliness of the food, its character and the manner in which it is given exercise a strong influence over the health of the horse, his powers of endurance and general usefulness, and as a rule a serious lack of care or ignorance of the requirements prevails to an inexcusable extent among those who grow and prepare the horse foods that are in general use. More especially does this apply to the condition of the hay that is every year harvested and sold for the purpose. Timothy is the standard rough or bulky feed for the horse, the impression being almost universal among horsemen that this is the only kind of hay suitable or safe to give him. Numerous trials and experiments, however, have proved this idea to be only partly correct, as clover hay cut before it has become overripe, carefully cured and saved, contains more nutrition, and better results follow its use for horses than that of the best timothy obtainable. Of course it must be understood that only the very finest article of clover hay is included in the comparison—in fact, no other sort, for sanitary and economical reasons, ought to be fed to any kind of stock. There is a loss and sometimes danger in feeding inferior, dusty, moldy hay even to cows, and it is by no means a cheap and desirable feed, and yet of all the difficult things to find for sale on the market first class clover hay is the hardest. It has either stood too long before it was cut, or managed badly after, and is generally woody and discolored, more or less musty and full of dust, irritating to the eyes, nostrils and throat. Besides it is highly indigestible, often causing constipation, inflammation of the intestines and sometimes diarrhea and abortion in breeding animals.

### Pasturing Sheep In Cornfields.

A man who has tried it greatly favors pasturing sheep in fields of growing corn. The time to start them in is after the corn has been laid by and the ears have begun to form. There are at that time, as farmers know to their sorrow, great stalks and patches of cattail and other weed pests that choke the grain plants and make it uncomfortable to go along the rows. These the sheep clean out better than a rake could do. They devour the weeds, seeds and all, and grow fat on them. The time they are turned into the cornfield is after pastures have become a little dry and short, and the change is agreeable to them. They do not touch the corn unless it is short and stunted and the ears are in consequence near enough to the ground for them to reach. In the rich flat lands of the corn belt the stalks at the point where the ears begin are usually out of reach of the sheep. The shady corn blades keep the flies off the sheep. The cornfield is an excellent place in which to put the lambs after they have been taken away from their mothers. They get fat and are content. All sheep should, however, be removed from the cornfield at night. They lie down and break the stalks if they are not. The cornfield pasture lasts from the last of August to the 1st of December in most localities.

### Dorset Sheep and Dogs.

A Maryland farmer who grows Dorset sheep offers to sell yearling rams to any responsible party with the agreement that if they are killed by dogs they need not be paid for. He says he saw one of his ewes leave the flock to attack a wolf hound, and she made him forget which way he was intending to go. If this is true, the introduction of the Dorset may solve the question for those who would like to keep sheep, but say they cannot from fear of loss by dogs; yet, pugnacious as they are when dogs are round, it is said that the rams are even less liable to attack persons who enter the field than some other breeds. We will not vouch for this, having had no experience with them.

### Oats and Peas For Sheep.

Oats and peas are good food for sheep because they are not so heating as more carbonaceous food, like corn and cornmeal. The use of too much heating food may cause a shedding of wool, and this may reduce the strength and vitality of the animal as well.

## THE KINETOSCOPE.

Wall street men have organized a luncheon club. The favorite dish will be lamb.—St. Paul Globe.

Those phantom phleets are the phunny pheature of the coast resorts this year.—Richmond Dispatch.

Dealers announce that hammocks are going up, but they have a habit of coming down suddenly later in the summer.—Philadelphia Record.

New England is great on seeing things. The numerous reports of sea serpents in ordinary years are now easily accounted for.—Indianapolis News.

Texas is a lone star no longer. She raises her full quota of troops for the war and also about 20,000,000 bushels of wheat this year.—Syracuse Herald.

The Boston syndicate that has bought 800,000 pounds of worsted yarn in anticipation of a rise does not expect to get worsted in the deal.—Boston Globe.

Now that the Vesuvius has been tried in actual warfare and found the opposite of wanting, a war trial of the ram Katahdin would seem to be in order.—Rochester Democrat.

Representatives of nearly all the first class foreign powers accompany the American navy to see how the business is transacted. We have not heard that any other nation is taking lessons from Spain.—St. Louis Globe-Democrat.

Vermont is paying her soldiers $7 a month in addition to the regular government allowance. Vermont is a wee little state, and its bank account is not as large as Missouri's, but it knows how to treat its volunteer soldiers.—St. Louis Republic.

The Omaha exposition has scored one over even the World's fair. It has not housed its "woman's exhibit" in a separate building, but has treated the women as if they were really a part of creation and not an exotic growth.—St. Paul Pioneer Press.

## POULTRY POINTERS.

Generally the sooner the sick hen is killed and buried the better.

Exercise is better than drugs as a stimulant for egg production.

As a rule with hens the better the scratcher the better the layer.

When the hens stop laying, give them a change of food for a few days.

A little stimulating and animal food will be beneficial when the hens are molting.

Never allow rubbish under which vermin can shelter to be near the poultry house.

In a poultry house the most important essentials are light, ventilation and warmth.

Cement makes a good floor for a poultry house. Then use plenty of dry earth as a deodorizer.

The scraps from the table soaked in sweet milk until soft make a good feed for the turkeys.

Confinement and nothing to do generate vicious habits, such as egg eating and feather pulling.

The hardy, wide rangers, clean of limb and having small combs, are the fowls wanted by farmers.

The hen stops laying when improperly fed, when too fat or when in a diseased condition.—St. Louis Republic.

## WAR SIDE LIGHTS.

It probably strikes Spain that "the Yankee pig" is reserving Havana for dessert.—Washington Star.

"What the navy has won the army will hold," is a Merritt-orious slogan.—Pittsburg Chronicle-Telegraph.

Of course if we could capture a Spanish hero we would readily exchange him for Hobson, but Spanish heroes are scarce.—Washington Post.

The European concert started to play the Philippine island quickstep, but there was discord before the end of the first measure.—Indianapolis Journal.

If the work of acquiring new territory shall continue a little longer, this government will soon have enough to give every soldier an island at the close of the war.—St. Louis Globe-Democrat.

General Joe Wheeler's horse cannot suppress a smile every time it glances in the direction of the animal that is compelled to carry General Shafter.—Washington Post.

A Bremen (Germany) paper has informed its readers that the Spanish fleet has bombarded Chicago. Now let some Stuttgart editor send the dons against the fortifications surrounding Terre Haute.—Cleveland Leader.

## JEWELRY JOTTINGS.

Belts of gold webbing striped with blue and white bear facsimiles in gold of the regular army buckle.

Pink coral is once more fashionable in form of round beads of uniform size, arranged in necklaces of from one to half a dozen strands.

A necklace of strands of fine small pearls, held by diamond slides of graceful and fanciful pattern, represents a magnificent ornament.

An artistic variation of the popular but far from new pansy brooch is in enamel, with the edges of the petals finished by a narrow line of gold and a single row of tiny pearls.

Fifteen rubies alternated with diamonds and connected with fine gold chain form the attractive shape which one very handsome necklace assumes. Emeralds and diamonds form another of similar style.—Jewelers' Circular.

## RAILWAY TIES.

The Belgian government has ordained that in the interest of newsgathering every newspaper in the country is entitled hereafter to a free pass over all the railways in the country.

British railroads have combined to stop Saturday half holiday excursion trains during the summer months on the ground that they have their hands full with the more profitable regular traffic.

The supreme court of Maryland has decided that the purchaser of a berth or a section of a sleeping car has a right to give another person the use thereof if he leaves the car before it reaches the end of the trip for which the berth was bought.

## WOMEN'S WAYS.

A woman does not care how warm her dress really is, if it looks cool.—Atchison Globe.

The only way a man can find out just what a woman really thinks of him is to make her angry.—Chicago News.

Talk about the progress of the western woman! A Kansas woman is suing one man for breach of promise and another for [illegible]—Lewiston Journal.


# BALTIMORE, CHESAPEAKE & ATLANTIC RAILWAY.

**Schedule in Effect Thursday, June 30, 1898.**

EASTBOUND.—Read Down. | WESTBOUND—Read Up.

| Sunday only | Leave Saturdays only. | Daily. | Daily ex Sat. Sun | Express daily ex Sunday. | STATIONS. | Expres daily ex Sunday | Daily ex Sat. Sun | Daily. | Saturdays 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 | 10.43 | ..... | 8.50 | 10.15 | 10.15 |
| 10.35 | 5.30 | 7.00 | 7.30 | 10.20 | .....Clayborne..... | 10.30 | 7.33 | 8.15 | 5.40 | 7.05 | 7.05 |
| ..... | x5.35 | f 7.04 | x 7.35 | n10 24 | .....McDaniel..... | b10 16 | b 7.20 | f 8 11 | x 5.16 | x 6.51 | |
| ..... | b5.39 | f 7.08 | b7.39 | b10.27 | .....Harper ..... | b10 12 | b 7.22 | 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 7.59 | b 5.01 | b 6.34 | |
| b10.58 | x5.58 | f 7.20 | x 7.58 | 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 ..... | k 9.23 | b 6.33 | 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 | f 7.10 | 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 | f 8.24 | 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..... | k 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 | |
| ..... | b7.28 | 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 | ..... Sallisbury..... | 8.21 | 5.40 | 6.08 | 3.21 | 4.57 | |
| ..... | b7.49 | f 9.18 | b 9.49 | 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. |

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

# 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 09 | f 10 09 | 10.22 | .....Slaughters..... | f 8 28 | f 3 24 |
| 6 12 | 10 08 | 13.79 | .....Marydel ..... | 8 17 | 3 18 |
| f 6 19 | f 10 18 | 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 | 36.18 | .....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 58 | 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 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, 2.20 (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 for 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 Point.—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 55 | 10 21 |
| Hillsboro | 9 16 | f 6 55 | ..... |
| Downes | 9 22 | f 6 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 29 | 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 | f 8 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 13 | 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.

§2:55 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.

x11.35 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

We are Prepared to Quote Specially Low Prices.

Good 6x20 Shingles
Saps, $5.00 Hearts, $6.00
Fair Yellow Pine Flooring, $15.00
Common 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.