GEMS IN VERSE.

For Humanity.

Not for the pride of arms nor in base greed
Nor with the hope of an exalted name
Do we unsheathe the sword with blade aflame
For action. 'Tis the strongest, clearest creed
For which Columbia's valiant sons will bleed—
The love to brother man, of sacred fame.
Christ taught it while he healed the sick and lame,
And shall woe at our portal vainly plead?

If blood be spilled that steadfast calm and strength
May enter in where war and tumult rage,
If a new dawn illume the Cuban sky
With light of peace, from hearth and shrine at length
A fervent land shall pray that God assuage
Her grief at death for wronged humanity.
—Abigail Taylor.

My Schoolroom.

I have closed my books and hidden my slate
And thrown my satchel across the gate.
My school is out for a season of rest,
And now for the schoolroom I love best!

My schoolroom lies on the meadow wide,
Where under the clover the sunbeams hide,
Where the long vines cling to the mossy bars
And the daisies twinkle like the fallen stars,

Where clusters of buttercups gild the scene
Like showers of gold dust thrown over the green,
And the wind's flying footsteps are traced as they pass
By the dance of the sorrel and dip of the grass.

My lessons are written in clouds and trees,
And no one whispers except the breeze,
Who sometimes blows from a secret place
A stray sweet blossom against my face.

My school bell rings in the rippling stream,
Which hides itself, like a schoolboy's dream,
Under the shadow and out of sight,
But laughing still for its own delight.

My schoolmates there are the birds and bees
And the saucy squirrel, more dull than these,
For he only learns in all the weeks
How many chestnuts will fill his cheeks.

My teacher is patient, and never yet
A lesson of hers did I once forget,
For wonderful lore do her lips impart,
And all her lessons are learned by heart

Oh, come; oh, come, or we shall be late,
And autumn will fasten the golden gate!
—Katherine Lee Bates in American Agriculturist.

The Bivouac of the Dead.

Below the city,
Where the green, new soldiers come
And shock the air with sound of frequent drum
And pitch their tents upon the spring's first sod,
There rests another army—with its God.

Beyond the hills,
Along the slope that shades the river's deep,
At rest in leveled graves ten thousand sleep,
And some are named, and some are marked unknown.
Each has his number and his year in stone.

Within the tents
The living soldier dreams of honor's field,
Of men who fight, who die, but never yield.
He sees his face within a sculptured niche;
He dreams of title fine; he dreams that he is rich.

An age ago
These rotting soldiers had their dreams like this.
With eyes that gleamed and lips that loved to kiss
They marched beneath the flag they would defend,
And now they lie unknown—a bitter end.

We pass along
The serried ranks of white and spring's first green,
With room enough for kneeling place between.
The heart is full; the eyes are brimming wells;
The hero's pay—the homage fame compels.
—Homer Bassford.

One Religion.

Yer kain't hev one religion fer the feller thet is poor
An another fer the feller thet hez got a goodly store.
The Lord don't think of money when he notifies a soul
Ter rise where every body wears a golden aureole.

The rich man gets no credit fer his heavy bank account
An kain't impress the angels by a-namin his amount,
But ef he lived a decent life an tried ter do what's right
He'll hev a cozy corner in the realms of endless light.

The poor man won't be favored cuz he didn't seem ter win
The gold an silver treasures thet he longed ter gather in,
But ef he bore his poverty an tried ter serve the Lord
He won't hev any trouble in a-findin his reward.
—Rush City Post.

The Stripes and Stars.

From prairie, O plowman, speed boldly away!
There's seed to be sown in God's furrows today.
Row landward, lone fisher! Stout woodman, come home!
Let smith leave his anvil and weaver his loom
And hamlet and city ring loud with the cry:
"For God and our country we'll fight till we die!
Here's welcome to wounding and combat and scars
And the glory of death for the stripes and the stars!"

Invincible banner, the flag of the free,
Oh, where treads the foot that would falter for thee
Or the hands to be folded till triumph is won
And the eagle looks proud, as of old, to the sun?
Give tears for the parting, a murmur of prayer,
Then forward, the fame of our standard to share,
With welcome to wounding and combat and scars
And the glory of death for the stripes and the stars!
—Edna Dean Proctor.

What Pity Is Akin To.

Across the burnished weather vane
Poured all the sunset glory
When Philip met me in the lane
And told a foolish story.
He hoped I would return his love.
I said I'd not begin to,
But pitied him and didn't know
What pity is akin to!

For sentiment, I had no doubt,
Was nothing but a notion,
And finally he turned about
And went across the ocean.
How fervently I wished him back!
I hope it's not a sin to.
I pitied him, and now I know
What pity is akin to!
—Hattie Whitney in Buffalo News.

The True Patriot.

He serves his country best
Who lives pure life and doeth righteous deed
And walks straight paths, however others stray,
And leaves his sons as uttermost bequest
A stainless record which all men may read.
This is the better way.

No drop but serves the slowly lifting tide,
No dew but has an errand to some flower,
No smallest star but sheds some helpful ray,
And man by man, each giving to all the rest,
Make the firm bulwark of the country's power.
There is no better way.

HAYING TOOLS.

Sleds In the Hayfield—Hay Rakes—Tracks and Track Ropes.

Mr. S. of Paulding county, O., says that when hay is to be stacked in the field he uses sleds 8 feet wide by 12 feet long, with runners made of 2 by 6 inch plank. This sled has a light sliding platform, and one horse is hitched to each sled. He can generally find a boy who will ride the horse for the fun there is in it. One man in the field pitches the hay on to the sled, and one man at the stack pitches it off. In this way quick and easy work is made of stacking. The three inch tire wagon or truck makes the best hay wagon. It runs easier than the narrow tires and can be used with less injury on soil and grass. Mr. S. believes in feeding the hay on the farm and considers it a mistake to sell the hay, although it is often a great temptation to do so.

A reader in Toledo says that the revolving hay rake is better for the meadow than the spring tooth, as it does not tear up the roots of grass. For a new meadow he would use a revolving rake, although it does not glean as cleanly as does the sulky. This man says that timothy is very sensitive to odors and foul atmosphere and should not be stored in a mow close to a hog-pen or other strong smelling places. Strange to say, he does not value clover hay highly, except for cows, and even for cows he would dampen and sprinkle with bran before feeding. He wants a boy or two up in the haymow to tramp the hay as it is put in.

A reader in Michigan says that steel hay tracks do not take well in his locality, as they get out of shape. Wooden tracks are largely used. There is some bother with track ropes when first put up, as they stretch a good deal. One man doctored his rope by hitching one end of it to a large tree and the other end to a good span of horses. He let them pull on it all they could about ten times, and that took the stretch out of it, so that they had no further trouble.

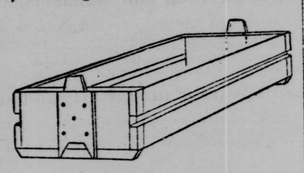
In addition to the foregoing summaries of opinions from its correspondents The Rural New Yorker tells that on parts of Long Island hay farmers make a barn of peculiar construction. The sides are composed of doors. Beginning at one end, loads are driven through and dumped into the barn. When one space is filled, loads are driven through the next door, and so on until the whole barn is full of hay. These barns are built long and wide enough for an entire load to be driven in.

Hay Prospects.

With another record breaking hay crop in prospect and consequent low prices on all low grades and inferior qualities farmers must begin early to realize the fact that in order to reap the best results and highest market prices hay, especially timothy, must be cut early and a greater amount of attention given to curing and gathering it in. The past season's experience must have been a disastrous one to producers, so far as the hay crop was concerned, as the majority no doubt found that their poor hay, which constituted a large proportion of their holdings, realized very little if any profit on the time, labor and money invested. Low and inferior qualities of hay of last year were a drug on the market, and as no inconsiderable bulk of this class of hay is still in the hands of farmers, mainly because there was no demand for it and because of low prices ruling, and considering that the coming crop is likely to be of enormous proportions, poor hay will no doubt rule as low as and in all probability lower than last season's prices, says The Hay Trade Journal.

Marketing Tomatoes.

A correspondent of The Country Gentleman recommends a package which exposes the most fruit to view. Providing it is not larger than a half bushel it gives better satisfaction and obtains better prices. He says: I am using a crate of my own devising, which exposes one-third of the contents and holds a half bushel. In packing we put the firmest fruit at the bottom and the ripest on top, packed in layers very much as California fruit comes to our markets. Some of my readers will say they cannot afford to take the trouble to pack tomatoes in this way. Neither could I if I had to market them in bushel baskets in the open market in competition with some careless, slovenly market gardeners who have no repu-



A CONVENIENT CRATE.

tation at stake and seem to care more for the number of bushels they bring to market than for the quality of the same. We sell all our tomatoes direct to the consumers, and I find that they appreciate the care we take and are willing to pay us for the same.

Herewith is a sketch of the crate I use—17 inches long, 12 inches wide, 6 inches deep, inside measurement; sides and bottom, three-eighths spruce; ends, seven-eighths spruce; upright cleat one-half inch thick, 3 inches wide. These crates can be piled one on top of the other without injury to the fruit, as there is a space of one inch between the top of the bottom crate and the bottom of the one above. Our crates are neatly painted and stenciled with name and address and name of farm and are returned when empty. We find them very convenient for carrying other produce on peddling wagon.

The lawn should be kept close cropped except during the dry summer months when the roots should not be exposed to the burning rays of the sun.

HOG CHOLERA.

Points on the Character and Treatment of the Disease.

Symptoms of hog cholera are not to be mistaken. It begins with a chill, and any time an animal is found hidden away in his bedding, shivering, averse to moving, or in the later stage with a rising temperature, take the case in hand at once, or you will certainly run a good chance of being out one hog. Get the rest of the animals away at once and watch closely for new cases. A cholera case will cough, the eyes will run, and the skin will be reddened in blotches. Soon after the beginning of the attack diarrhea will set in, the discharge being watery and offensive in the extreme.

The germs of cholera are spread in many ways. It is possible that they float in the air. They are certainly carried by the feet of man, by loafing dogs, possibly by birds, especially the scavengers, crows and buzzards.

Prevention is vastly easier than cure. Keep the pigs' quarters clean. They are no fonder of filth than other animals. Let them have clean mud to wallow in. They do it only to keep insects away, flies, mosquitoes, etc. Finally, dear brethren, don't shut hogs up in a dirty pen, stuff them with corn and expect them to stay in good health.

Hogs will root over and over the mound where brush has been burned and devour every bit of charred wood left. This is a hint that careless farmers disregard quite continuously. Hogs need wood ashes and charcoal and should be furnished with them in plenty.

Put salt where the stock can get at it all the time. Then they will eat just what they need, and you will not have to go to bed worrying some night because it was your day to salt and you forgot it.—Land and a Living.

Educate Young Horses at Home.

An Illinois farmer and horse breeder who always has on hand a lot of likely young horses and does an unusual amount of driving around on the roads last year had in his pasture a pair of large, handsome geldings, full brothers, 3 and 4 years old. For his road driving he used his jaded farm horses, allowing the fine, big geldings to ruminate in idleness. Toward fall he concluded to sell the geldings, and after hitching them to the farm wagon a few times led them "to town" and sold them to the local buyer for $200 or less. The purchaser put a good set of harness on them, hitched them to his road wagon a few times, took them in hand and taught them a "thing or two," and in about ten days sold them for $400 or $500. A wealthy city gentleman was the purchaser, and, with their education still further advanced, these geldings are now the handsomest and highest class team in the central states and would doubtless sell for $2,000.

Such instances are plentiful, and if breeders and farmers would pay more attention to educating their young horses for the road and street and spend less time and money in trying to develop speed they would make a great deal more money and derive a great deal more satisfaction from the operation. In this day and age an uneducated horse is just as objectionable as an uneducated person.—Tennessee Farmer.

Clover For Pigs.

The value of clover for pigs is very little while it is in its green state. Despite all that is said about the happiness of "pigs in clover" it is a fact that well bred pigs will degenerate more rapidly when turned into clover to graze than they will on any other feed. The pig's stomach is small, and most of its food must contain nutrition in condensed form. In all its early growth clover is very innutritious. It is at its best when in full blossom, but to turn pigs into clover at this time would be to waste much more than they would eat. Hogs will go through the piece eating off the heads of the clover and so soiling the remainder of the plant that nothing else will touch it. The only way in which clover can be profitably fed to hogs is to make hay of good bright clover, chop this in small bits and give only each day in winter as much as will be eaten. This will be a small amount daily, but to fattening hogs this small ration of cut clover each day is of great importance to keep the digestive organs in good condition.

Better Prices For Beef.

Present indications point to higher prices for prime, well fattened beef cattle before fall, as there have not been as many stockers and feeders taken to the larger ranges as usual, and few of them will be fit to sell until late, as they will need corn to finish off, after being grass fed, to make them sell well. The stock in hand has been reduced to a considerable extent by the fattening of much young stock that heretofore has been kept a year longer before putting into market. If cattle now in pasture can be finished off in September or even October, prospects are good for the feeders to obtain a fair profit. With this in view, it will pay to feed liberally and to strive to force an extra growth to reach the earlier fall market, or such are the indications now.—American Cultivator

Beef In the Southwest.

It appears to become gradually plain that nowhere in this Union can beef be grown better or cheaper than in the southwest. There food in the shape of cottonseed meal and rough forage is abundant and inexpensive. Shelter is little needed. If the young beeves get a good start there and are then shipped farther north to be finished off, it will be right profitable. In many parts of the south the starting and finishing can both be done cheaply.

Food For Ewes.

For ewes about to drop their lambs the best food is none too good. Give them good hay, with a few roots every day, if they are at hand, and some wheat bran if it seems to be needed to keep them in proper condition.

BLTIMORE, 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 except Sunday	STATIONS.	Exprs daily exc Sunday	Daily except 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	10.45	.....	8.50	10.15	10.15
10.35	5.30	7.00	7.30	10.20	.....Clayborne.....	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 7.26	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 7.56	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	k 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	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	b 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	b 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	k 3.32	b 5.08	
.....	b7.29	f 8 54	b 9 23	b11 59	.....Rock-a-Walkin.....	b 8.28	b 5.47	f 6.16	k 3.28	b 5.04	
12.16	7.35	9.10	9.35	12.10	.....Salisbury.....	8.21	5 40	6.08	b 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	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	3.30P.M
Lyford's		O Shell Point	
Williston		Cambridge	6 P.M
Two Johns		Kirby's	
Turkey Creek		Oxford	7 P.M
Kingston		Bellevue	
Dover Bridge	1.30 P.M	Double Mills	
Hog Island		Easton	9.30 P.M
Windy Hill		Oxford	0.30P.M
Choptank		Corner's	
Wrights		Tilghmnn's	11.30P.M

Arriving in Baltimore at 5.00 o'clock following morning. Returning the steamers leave Baltimore from Pier 4 Light st Wharf at 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.	284 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	o 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	32.36	...Queen Anne...	7 31	2 33
f 7 02	f 11 04	36.16	.....Cordova	f 7 24	f 2 24
f 7 08	f 11 12	39.05	.....Chapel.....	f 7 18	f 2 17
7 20	11 24	44.16	.....Easton.....	7 08	2 07
f 7 37	f 11 42	50.49	.....Trappe.....	f 6 55	1 50
7 47	11 58	54.19	Ar...Oxford...Lv	6 45	1 4
P.M.	A.M.			A.M.	P.M

"f" Stops to leave or take passengers o 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 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, 9.2) 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 56
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	12 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 13	f 7 49	.....
Downes	7 21	5 16	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 35	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	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.

†6:10 p. m.—Acccm. for Union Bridge.

§10.45 p. m.—Accom. for Emory Grove.

‡11.25 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 ..
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.