Not to Be Balked.

A comparison made by an old carpenter 20 years ago may be applied in a much wider sense than he had in mind. He was speaking of two boys, brothers, who had been sent to him to learn the trade. They were bright boys, and their father, in telling the carpenter of his pleasure at their progress in their work, said he could not see but one had done just as well as the other.

"Um-m!" said the carpenter. "I presume to say their work looks about of a piece, but I'll tell you the difference betwixt those two boys. You give Ed just the right tools, and he'll do a real good job, but Cy, if he hasn't got what he needs, he'll make his own tools and say nothing about it.

"If I was casted on a desert island and wanted a box opened, I should know there'd be no use asking Ed to do it without I could point him out a hammer.

"But Cy!" added the old carpenter, with a snap of his fingers. "The lack of a hammer wouldn't stump that boy. He'd have something rigged up and that box opened if there was any open to it. I expect Cy's going to march ahead of Ed all his life."

Twenty years have proved the truth of the words, for while the boy who "made his own tools" is rich his brother is still an ordinary workman.—Youth's Companion.

The Southern Cross.

After you have known the Southern Cross for awhile and get on speaking terms with it your respect for it grows. When we first met it, writes E. W. Harden to the Chicago Post, we were at sea and were keeping good hours. By 9 o'clock all of us would have turned in. When the Southern Cross first comes above the horizon, it lies over on its side, and it is not straight in the heavens until midnight. Of course none of us would sit up three hours to see the cross right itself in the heavens, and so we did not see it as it should be seen until one night in Colombo.

We had been out to dinner and did not go on board our ship until midnight. The moon had set, and we were rowed out from the landing wharf in one of those ethnological exhibit boats which the Ceylonese had at the World's fair, the outrigger kind. A big Peninsular and Oriental passenger ship was weighing its anchors as we passed, and as we got on the quarter deck of our ship the liner went by with hundreds of electric lights gleaming over the water. When it passed out of sight, we caught sight of the Southern Cross, high in the heavens, standing straight with our horizon, and it was as brilliant and as beautiful as we had been led to expect.

"All Hands Abandon Ship!"

A naval officer thus describes the realistic "All hands abandon ship" drill: "Two minutes after the word has been passed every ship's boat has swung from its davits into the water, and a minute later every boat is thoroughly provisioned and watered. Within four minutes, and often in much quicker time, every man of the ship's company, from the commanding officer down, is occupying the station in the boat called for by his ship's number, and then the command 'Sheer off!' is given. The boats are hauled away a couple of hundred feet from the deserted vessel, and she rides without a human soul aboard her, often, when the drill is gone through in midocean, in a sea that the landsman would account terrific.

"Then the word 'Board!' is passed, and within eight minutes at the most all hands are not only on board again, but every boat has been relashed to the davits, all of the provisions, water, instruments and other gear have been removed, and the ship's company is in a fair way to get to sleep again."

Some Hard Sense.

Life is not a picnic. Of course, there can be lots of fun crowded into it, in a proper way, but on the whole it is a matter of hard and earnest work.

The men who work the hardest are the happiest.

Those who are happiest in their work are the most successful.

Every lick you put in now will be of benefit hereafter. No matter what your pay may be do the best that is within you.

We can't all get rich by lying on flowery beds of ease while other's fight to win the prize or sail through each day with colors at the masthead and every yard of canvas set. Work is the most healthful, invigorating tonic that poor human nature can help itself to.

Remember that if you are well and busy you must, as a result, be happy —Hardware.

He Complied.

Mr. Transcient—Is this all the butter you have in the house, Mrs. Caterer?

Mrs. Caterer—It is, Mr. Transcient, and I wish you would try to make it go as far as you can.

Mr. Transcient—With pleasure, Mrs. Caterer (opens window and throws butter against back fence) There! If it hadn't been for that fence, I could have made it go a little farther yet.—Boston Courier.

Not Unique.

"Madam," said the smooth spoken tramp, "I am not an ordinary hobo!"

"Oh, I don't know," said the lynx eyed housekeeper, as she leisurely took down her husband's gun from the wall, "you're about the same as the rest of 'em. You can work, but you won't. Git." And he gat.—Vim.

In Peking, China, so runneth the tale, a mandarin of wealth and taste presented a luminary of the stage with a pack of cards made of human skin, 400 years old, and originally captured from a pirate of the most blood curdling sort.

The king of Greece, when conversing with the members of his family, never employs any but the English language. He seldom speaks French and only uses Greek when compelled to do so.



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.

MODERN SHRAPNEL.

DEADLY EFFECT OF THIS FEARFUL IMPLEMENT OF WAR.

What Happens When a Single Projectile Suddenly Bursts Into Two Hundred Separate Messengers of Death—Shells and Solid Shot.

The improvements in modern guns have embraced all calibers, from that of the small arm firing a projectile only one-third of an inch in diameter to the monster which sends a solid piece of steel 12 inches through and weighing over half a ton. Not only have the guns improved, but also all their accessories, especially powder and projectiles. The smokeless powder of the present has changed the conditions of war almost as much as modern armament.

Keeping step with these advances have been those made in the various classes of projectiles. Even the smallest of these, with its case hardened bullet, is far ahead of the old fashioned lead bullet used in the small arms of 30 years ago.

One of the most effective of modern projectiles is the shrapnel. It is one of the forms of case shot. The others were the old fashioned grape and canister. A case shot may be said to be a collection of missiles in a case, which breaks up either in the gun or at some point in flight, thus setting free its death dealing particles.

As soon as the case is broken each of these particles goes on a separate path, and it's a sorry day for the man struck by one of them. All of these falling upon a piece of level ground would mark out an irregular oval, whose area varies with differing conditions. It has been found that the best point to burst the shrapnel is about six yards above and 50 in front of the enemy.

Colonel Shrapnel of the British service first invented shrapnel in 1803. This early form consisted simply of a spherical shell filled with bullets and a bursting charge of powder in the spaces between. This was a crude invention, which scattered the fragments too much and was liable to go off when not expected and not do so when desired. This form was improved upon during our civil war, and the modern shrapnel can be considered the most dangerous of all life destroying projectiles. It consists of three parts—the tube, the base and the head. The powder charge is in the base, which is firmly attached to the body either by electric welding or by screwing. Leading from the base through the center of the body is a tube which is also filled with powder, which is ignited by the fuse at the point of the shrapnel and carries the fire to the main charge. Between 200 and 300 bullets rest upon a diaphragm just over the powder charge. These are held in place by a matrix of rosin which is melted and poured upon the bullets when in place. A skeleton case of cast iron containing receptacles for each bullet is sometimes used instead of the rosin.

The head is put on in the same manner as the base, and when the fuse is inserted the projectile is ready for use. Some shrapnels have the bursting charge in the head instead of the base. The fuse used is rather complicated, but the United States has as good a one as there is. It is a time fuse and in actual test has shown its reliability.

It can readily be seen that one great objection to the shrapnel is its high cost. The fuse alone costs about $2.50. The same gun is usually supplied with three styles of ammunition—the solid shot, the shell and the shrapnel. Some batteries are also supplied with canister for use at close quarters. The bullets in the canister have a wider dispersion, because the case breaks up in the gun. Canister was used to repel the famous charge led by the Confederate general Pickett at Gettysburg. A perfect hail of missiles swept the slope leading up to Cemetery Hill, against whose destructive effects human valor was of no avail.

The shell is used to destroy inanimate objects as well as animate ones. It consists of a hollow cast iron shell, with a fuse and bursting charge of powder. The famous shot fired during the cutting of the cables at Cienfuegos is a good example of its use. The Spaniards having taken refuge in and behind a lighthouse, a shell was fired by one of our ships, which, striking it fairly, burst and utterly destroyed the structure, killing many of the soldiers.

But against men in battle formation the shrapnel is the more effective. It sends a perfect shower of missiles which, falling in the midst of a company, would almost annihilate it. Many tests have been made to show this.

Shrapnels fired from a gun a mile away in one instance and a mile and two-thirds in the other were made to strike a board target one inch thick. The fuses were set off by the contact and burst the projectile into 200 or 300 parts, each of which was capable of dealing death to any living thing in its path. Screens were placed at indicated distances behind the target. These may be considered as representing a battalion of infantry in column of companies. From the number of hits upon all of them the efficiency of shrapnel fire against close order formation may be judged.

In one shot 152 hits were made by a single shrapnel. In another 215 hits are recorded, but these are not so well scattered. Imagine, then, the effect of a well placed shrapnel upon a group of men such as is here represented.

The reader can readily understand why wars are now waged at greater distances and why hand to hand conflicts are almost unheard of.—New York Herald.

His Mistake.

"That politician is a 'has been,' isn't he?" remarked the observer.

"No," replied the captious friend, "he isn't even that. He's merely a 'used to think he was.'"—Washington Star.

BLTIMORE, CHESAPEAKE & ATLANTIC RAILWAY.

Schedule in Effect Thursday, June 30, 1898.

EASTBOUND.—Read Down. WESTBOUND—Read Up.

Sunday only	Leave Saturday only.	Daily.	Daily ex. Sa'y, Sun	Express daily exc Sunday.	STATIONS.	Express 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	.....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.....	b1001	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	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.....	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	
.....	b7.23	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 5.33	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	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	9.30P.M
Windy Hill		Oxford	10.30PM
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.	294 Mix
P. M.	A.M.			A.M.	P. M
3 00	8 25		....Baltimore....	11 15	6 55
3 46	7 25		.. Philadelphia..	10 46	5 42
5 47	9 38	....	Lv..Clayton..Ar	8 45	3 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	....Slaughters....	f 8 24	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 56
7 47	11 53	54.19	Ar..Oxford..Lv	6 45	1 46
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, 12.55 (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 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 53	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 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	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 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.....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.

§3:35 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.—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 ..

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