FIFTY

Sewing Machines For Sale,

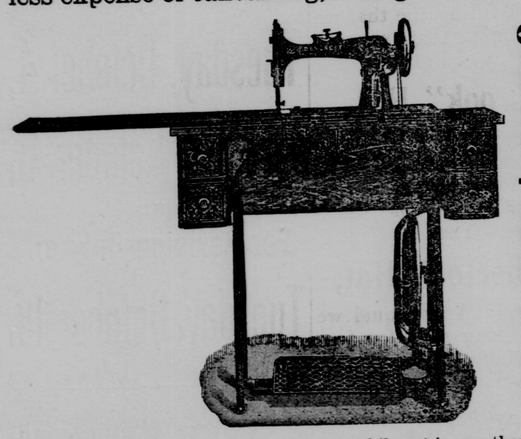
And Many More, too, if Needed.

The Demorest Sewing Machine Company uses this method to announce to the many readers of the Easton Gazette that they sell to the customer direct and make the

Best Sewing Machine in the World,

And Fully Guarantee it for Ten Years.

The reason we can sell so low is that our manufacturing facilities are the largest and best in the world, and because we cut off the immense and useless expense of canvassing, selling on time, etc.



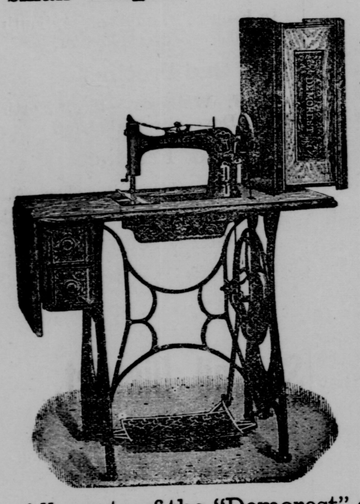
SOMETHING NEW.

OUR NO. 4 DROP HEAD.

The head drops down out of the way while not in use, thereby giving you an extra piece of furniture in the shape of a beautiful table. The wood work is elegantly finished in dark oak. Price, $23.50.

WE SELL FOR CASH ONLY.

therefore have no losses, and can afford to sell on small margins.



The old way of selling sewing machines, canvassing from one house to another, is almost as expensive as the manufacture of the machines.

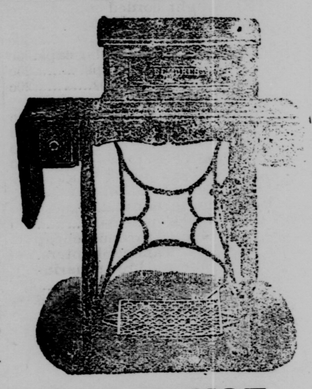
Our No. 3.

A perfect machine, with many thousands of admirers to advance its sale. In Talbot county alone there are very many of them in use, sold through the advertisement of the GAZETTE. You may have your choice of Light or Dark Oak or Walnut. Always ready to work, never out of order, makes no noise, and runs so easy.

Price, $19.50 cash.

All parts of the "Demorest" are made interchangeable so that if any piece or part wears out, it can be replaced by any one without mechanical skill.

It stands alone in the Sewing machine field, the cheapest, the best, the most popular machine on the market.



No. 3 1-2.

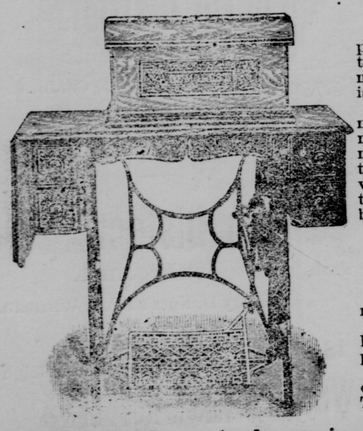
Exquisite, durable, quiet and reliable. Finished in light or dark oak or walnut. Price, $19.50.

Don't allow high priced agents to talk you into the notion that our machine is anything but the best.

False statements from them cost you too much, and you will find are very expensive.

No one has yet attempted to excel the "Demorest."

250,000 ARE NOW IN USE.



The "Demorest" has no competitors, for their is no incentive to competition when the most that can be accomplished is to equal it.

All ordinary repairs free. Do not trade off your old Demorest machine, no matter how old it may be, a small investment in the way of repairs will most invariably put it in good order so that it will last you for a number of years longer.

OUR NO. 4.

Light or Dark Oak or Walnut. Price, $22.50.

We do not make the poor kinds—neither do we ask big prices for our good ones.

Write us for particulars, but orders received only through THE GAZETTE.

To enable us to know just what this advertisement is doing all orders must pass through the GAZETTE and a list of persons who have bought the machines in Talbot will be cheerfully furnished.

Address, GAZETTE, Easton, Md.

A Great Naval Duel.

Henceforward—to use Nelson's words about his own most desperate acotion—"there was no maneuvering, there was only downright fighting," and great as was Jones' unquestionable merit as a handler of ships it was downright fighting endurance of the most extreme and individual character that won this battle. When thus in contact, the superiority of the British eighteens over the American twelves, though less than at a distance, was still great, but a far heavier disparity lay in the fabrics of the two enemies. The Richard was a very old ship, rotten, never meant for naval use. The Serapis was new, on her first commission. The fight hitherto having engaged the port guns of the latter, the starboard lower gunports were still closed, and from the ships touching could not be opened. They were therefore blown off, and the fight went on.

"A novelty in naval combats was now presented to many witnesses, but to few admirers," quaintly wrote Lieutenant Dale, who was in the midst of the scene below decks. "The rammers were run into the respective ships to enable the men to load"—that is, the staves of the rammers of one ship entered the ports of the other as the guns were being loaded. "We became so close fore and aft," reported Pearson, "that the muzzles of our guns touched each other's sides," and even so, by the testimony of the lieutenant on the lower gun deck of the Serapis, her guns could not be fully run out owing to the nearness of the vessels.—Captain Mahan in Scribner's.

An Anecdote of the Revolution.

Senator Bate of Tennessee told the following anecdote of Colonel Tom Sumter: Sumter was a great big giant of a fellow, with a voice like a fog horn. It is said his "holler" could be heard for miles. On one occasion when he was off on a foray the Tories came and captured his wife, Molly, and stripped the plantation of everything. When "Old Tom" came home and found Molly gone, his rage knew no bounds. Gathering together such forces as he could he put after the Tories. He overtook them on the third day and hung about until midnight. Then he deployed his forces around the camp and told them to await his orders to fire. He was afraid of Molly being shot in the melee. So when he got everything ready he opened his big mouth and let out a yell that fairly made the earth tremble: "Lay down, Molly! Lay down, Molly!" and Molly, recognizing those stentorian tones, fell prone on her face, and after the last "Lay down, Molly!" came the command fire and charge. Molly was recaptured without hurt.

Must Have Been a Boston Man.

"Here is a story," says the Kennebec (Me.) Journal, "they are telling on a trolley conductor in the employ of an eastern Maine company. There being a slight wait, a certain member of the sex which is not considered eligible for enlistment and may therefore be sat on with impunity got the benefit of his ruling passion. Here is their conversation:

"The Woman—Are you going to the Bangor House?

"The Conductor—No, madam.

"The Woman—Is this car going to the Bangor House then?

"The Conductor—No, madam.

"The Woman—Well—er—er—is this the car to take to go to the Bangor House?

"The Conductor—It is, madam. It passes the door.

"She clambered in, and the villain smiled on."

Fortunes From Bananas.

Immense fortunes have been made out of the banana business. Revenues do not accrue alone from the sale of the fruit, for the leaves are used for packing; the juice, being strong in tannin, makes an indelible ink and shoe blacking; the wax found on the underside of the leaves is a valuable article of commerce; manilla hemp is made from the stems, and of this hemp are made mats, plaited work and lace handkerchiefs of the finest texture. Moreover, the banana is ground into banana flour. The fruit to be sold for dessert is ripened by the dry warmth of flaring gas jets in the storage places in which it is kept, and immense care has to be taken to prevent softening or overripening. The island of Jamaica yields great crops of this useful and money making fruit.

A Stone That Grows.

A West Gouldsboro (Me.) man tells a queer story about a stone that grows. It is an egg shaped, flinty looking rock, which he picked up in a cove near his home over 30 years ago. Then it weighed about 12 pounds and from its odd shape was kept in the house and on the doorstep as a curiosity. As the years passed the stone increased in size. Six years ago it weighed 40 pounds, and now it tips the scale at 65 pounds. The owner swears it is the same stone, and tells a likely story, with numerous witnesses to back him up.—Exchange.

Drunk on Smoking.

Moslems are forbidden to drink wines or spirits, but in Tunis they contrive to reach the same ends by smoking preparations of hemp flowers. The milder kind is called kif, and if used in moderation has no more effect than wine, but the concentrated essence, known as chira, produces intoxication as quickly as raw spirits and leads to delirium tremens.

Well Located.

He—Phrenologists locate benevolence exactly at the top of the head.

She—Yes, as far from the pocketbook as possible.—Up to Date.

Worst Suffering of All.

Johnny—What's a hypochondriac?

Papa—He's a man who suffers terribly from things that don't ail him.—San Francisco Examiner.

BALTIMORE, CHESAPEAKE & ATLANTIC RAILWAY.

Schedule in Effect Monday, Sept. 19, 1898.

EASTBOUND,—Read Down. WESTBOUND—Read Up.

Daily except Sunday.*	Leave Saturday only.	Daily ex. Sat. Sun	Expr daily ex Sunday	STATIONS.	Daily ex. Sunday.	Daily ex. Sunday.	Daily* ex. Sunday.
A. M.	P. M.	P. M.	A. M.		P. M.	P. M.	P. M.
	3.00	4.10		Lv.....Baltimore.....Ar.	1.10		
7.45	6.25	7.35	9.45	.....Clayborne.....	9.55	5.40	3.20
7.54	f6.30	f7.40	f 9.49	.....McDaniel.....	f9.41	f5.36	f3.16
18.00	f6.34	f7.44	f 9.53	.....Harper.....	f9.37	f5.32	f3.07
8.15	6.40	7.50	9.58	.....St. Michaels.....	9.33	5.28	3.00
f8.20	f6 43	f7.53	f10.01	.....Riverside.....	f9,26	f5.22	f2.40
18.28	f6.48	f7.58	f10.05	.....Royal Oak.....	f9.23	f5.18	f2.35
f8.33	f6.52	f8.02	f10.09	.....Kirkham.....	f9.19	f5.14	f2.23
f8.39	f6 57	f8.07	f10.13	.....Bloomfield.....	f9.15	f 5.10	f2.18
9.10	7.06	8.16	10.22	.....Easton.....	9.10	5.05	2.10
9.30	f7.21	f8.31	f10.37	.....Bethlehem.....	f8.54	f4.49	1.37
9.45	f7.28	f8.38	f10.44	.....Preston.....	f8.48	f4.42	1.25
f9.49	f7.30	f8.40	f10.46	.....Linchester.....	f8.45	f4.39	f1.15
10.00	f7.32	f8.42	f10.48	.....Ellwood.....	f8.43	f4.37	1.12
12.30	7.40	8.50	10.56	.....Hurlock.....	8.36	4.30	1.00
f12.36			f10.58	.....Ennalls.....		f 4.24	f10.45
12.46	f7.47	f8.57	f11.03	.....Rhodesdale.....	f8.27	f 4.21	10.41
f12.56	f7.52	f9.02	f11.08	.....Reid's Grove.....	f8.20	f 4.14	f10.29
1.10	f7.59	f9.09	f11.15	.....Vienna.....	f8.15	f 4.07	10.19
1.25	f8.07	f9.17	f11.23	..... Mardela Springs.....	f8.06	f 3.58	10.05
1.40	f8.15	f9.25	f11.31	.....Hebron.....	f7.57	f 3.49	9.47
f1.46	f8.18	f9.28	f11.34	.....Rock-a-Walkin.....	f7.53	f 3.45	f9.30
2 55	8.30	9.40	11.46	.....Salisbury.....	7.46	3.37	9.17
f3.07	f8.38	f9.48	f11.54	.....Walston's.....	f7.32	f 3.23	f8.10
3.19	f8.42	f9 52	f11.58	.....Parsonsburg.....	f7.29	f 3.19	8.05
3.35	f8 48	f9.58	f12.04	.....Pittsville.....	f7.24	f 3.12	7.50
f3.45	f8.53	f10 03	f12.09	.....Willards.....	f7.16	f 3.04	f7.33
f3.50	f8.55	f10 05	f12.11	.....New Hope.....	f7.14	f 3.02	f7.28
3.58	f8.58	f10 08	f12.13	.....Whaleyville.....	f7.11	f 2.59	7.23
f4.08	f9.03	f10 13	f12.18	.....St. Martins.....	f7.04	f 2.52	f7.12
4.45	9.13	10 23	12.27	.....Berlin.....	6.59	2.45	7.04
5.05	9.25	10.35	12.45	Ar.....Ocean City.....Lv	6.40	2.25	6.20
P. M.	P. M.	P. M.	P. M.		A.M.	P. M.	A.M.

f Stops on signal. *Subject to delay incident to freight work. Connections made with steamer lines at Easton, Vienna and Salisbury. WILLARD THOMSON, Gen. Manager.
A. J. BENJAMIN, Supt. Ry. Div. T. MURDOCH, G. P. A. W. J. MORRIS, D. 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		Belleyne	
Dover Bridge	1.30 P.M	Double Mills	
Hog Island		Easton	9.30 P.M
Windy Hill		Oxford	10.30P.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.	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	.....Slaughters.....	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 on notice to Conductor.

PENNSYLVANIA RAILROAD

AND LEASED LINES.

On and after May 29th, 1898.

Trains leave Broad Street Station, Phila.

FOR NEW YORK.

Express, week-days, 3.20, 4.05, 4.50, 5.05, 6.50, 7.33, 8.20, 9.50, 10.21 (Dining Car), 11.00 a. m., 12.00 noon, 12.35 (Limited 1.00 and 4.22 p. m., Dining Cars), 1.40, 2.30 (Dining Car), 3.20, 3.50, 4.00, 5.00, 5.56 (Dining Car), 6.00, 7.02, 7.50 (Dining Car), 10 00 p. m., 12.01 night. Sundays, 3.20, 4.05, 4.50, 5.05, 8.20, 9.50, 10.21 (Dining Car), 11.35 a. m., 12.35, 1.05 (Dining Car), 2.30 (Dining Car), 4.00 (Limited, 4.22), (Dining Car) 5.20, 5.56 (Dining Car), 6 35, 7.02, 7.50 (Dining Car), 10.00 p. m., 12 01 night.

Express 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 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	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	f5 53	f 3 09	f 6 23	f 5 22
Whitesboro	f5 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	f5 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, Y. 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.

†4.68 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

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

We are Prepared to Quote Specially Low Prices.

GEO. F. SLOAN & BRO.

Lumber Dealers,

414 LIGHT STREET WHARF,

BALTIMORE, MD.

Good 6x20 Shingles $5.00 Heart, $6.00

Fair Yellow Pine Flooring, $15.00

Common Yellow Pine Flooring, $12.50

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.