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 Word,

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.



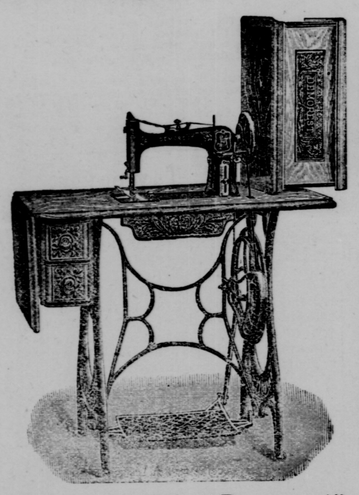
SOMETHING NEW.

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.

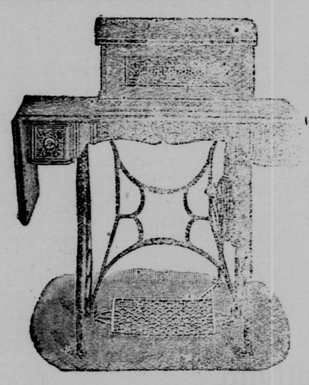
Our No. 3.

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. 31-2.

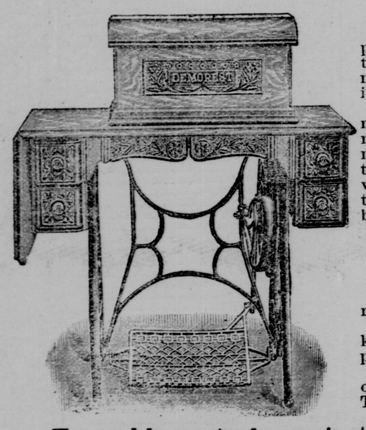
Exquisite, durable, quiet and reliable. Finished in light or dark oak or walnut. Price, $19.50.

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.

England With the Heavy Hand.

England has inflicted far greater land disasters on her redoubtable neighbor, France, than all the military monarchies of Europe put together. English armies for 120 years ravaged France, while England has not seen the fires of a French camp since the battle of Hastings. English troops have twice taken the French capital, an English king was crowned at Paris, a French king rode captive through London, a French emperor died in English captivity and his remains were surrendered by English generosity. Twice the Englisir horse marched from Calais to the Pyrenees, once from the Pyrenees to Calais; the monuments of Napoleon in the French capital at this moment owe their preservation from German revenge to an English general.

All the great disasters and days of mourning for France since the battle of Hastings—Tenchebray, Cressy, Poitiers, Agincourt, Verneuil, Crevant, Blenheim, Oudenarde, Ramillies, Malplaquet, Minden, Dettingen, Quebec, Egypt, Talavera, Salamanca, Vittoria, the Pyrenees, Orthes, Waterloo—were gained by English generals, and won, for the most part, by English soldiers. Even at Fontenoy, the greatest victory of which France can boast since Hastings, every regiment in the French army was on their own admission routed by the terrible English column, and victory was snatched from its grasp solely from want of support on the part of the Dutch and Austrians.—Alison's "Life of Marlborough."

Crushed by Beecher.

Henry Ward Beecher was once approached by a young man who considered himself very clever.

"Do you know, Mr. Beecher," said he, "I've been thinking that I would settle down, behave myself and join your church. Now, I like your preaching, but when I go to your church and see such men as old S. and others, grasping skinflints and hypocrites to the core, sitting there in full membership, why, the thing is just a little too much for me, and really," he added, "I cannot join."

"Well, you're right," said Mr. Beecher. "Every church has such men, and I fancy Plymouth is not free from them, and until you spoke I have always wondered why the good Lord permitted it. Now I understand."

"Ah," gurgled the young fellow, "I am glad I have thrown light on the question! What strikes you as the reason, Mr. Beecher?"

"Well," replied the great preacher, "it is permitted in order to keep just such fools as you out of the churches."

The Peasant and His Son.

One day a peasant carried a basket of potatoes to the field and dug holes in the soil and planted them. His young son watched operations for a time and then inquired:

"Daddy, why do you put those taters in the ground?"

"By so doing each one will bring me back ten, my son," replied the father.

The boy went away, and when his father came up to dinner he found him digging in the yard and asked:

"Sonny, what are you seeking?"

"Why, daddy, I have planted the clock, two umbrellas, the teapot, your Sunday hat, ma's boots and a tablecloth, and each one will bring me back ten."

"You young idiot, come here and be skelped!" shouted the father, and he tanned the boy up and down, crossways and sideways, until he was tired.

"Daddy planted taters to get back ten," mused the boy as he sat down under the cow shed to think. "But I planted clocks and hats and boots to get a licking. It must be the difference in the soil."—Pearson's Weekly.

The Little Curate.

Some years ago the English prime minister received the following letter from a workingman:

SIR—Doubtless you do not often get a letter from a workingman on the subject of clerical appointments, but, as I here you have got to find a minister for to fill Mr. Boyd Carpenter's place, allow me to ask you to just go some Sunday afternoon and here our little curate, Mr. ——, at St. Matthew's church—he is a good, Earnest little man and a genuine little Fellow; got no humbug about him, but a sound Churchman, is an extempor Preacher and deserves promotion. Nobody knows I am writing to you, and it is not a matter of kiss and go by favor, but simply asking you to take a run over and here him and then put him a stept higher—he deserves it. I know Mr. Sullivan will give him a good character, and so will Mr. Alcroft, the Patron. Now do go over and here him before you make a choice. We workingmen will be sorry to loose him, but we think he ought not to be missed promotion as is a good fellow. Your obedient servant,

—.

The Kaiser's Latest.

The German emperor has devised a new scheme for the encouragement of vocal music in the German empire. It will be put into operation in 1899, and it consists of a singing competition to be held in a different town every year. Cassel has been selected for the first competition, the chief condition of which is that each choir taking part will receive an unpublished musical composition about an hour before the contest takes place. There will be no accompaniment.

The kaiser's prize is a valuable jewel, and the president of the winning choir will be allowed to wear it for a year, the name of each singer being engraved upon it.

Chalk as a Coal Saver.

To make half a ton of coal go as 15 hundredweight place a quantity of chalk in the grates. Once heated this is practically inexhaustible from combustion and gives out great heat. Place the chalk at the back of each of your fires in nearly equal proportions with the coal. Full satisfaction will be felt both as to the cheerfulness and as to the warmth of the fire, and the saving throughout the winter will be at the rate of 25 per cent.—Exchange.

Make use of time while it is present with you. It depends upon your will and not upon the number of days to have a sufficient length of life.—Montaigne.

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	Exprs 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	f 7.40	f 9.49	.....McDaniel.....	f9.41	f 5 36	f3.16
f8.00	f6.34	f7.44	f 9.53	.....Harper.....	f9.37	f 5.32	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	f 5.22	f2.40
f8.28	f6 48	f7.58	f10.05	.....Royal Oak.....	f9.23	f 5.18	f2.35
f8.33	f6.52	f8.02	f10.09	.....Kirkham.....	f9.19	f 5 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	f 4.49	1.37
9.45	f7.28	f8.38	f10.44	.....Preston.....	f8.48	f 4.42	1.25
f9.49	f7.30	f8.40	f10.46	.....Linchester.....	f8.45	f 4.39	f1.15
10.00	f7.32	f 8 42	f10.48	.....Ellwood.....	f8.43	f 4.37	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	f 7 52	f9.02	f11.08	.....Reid's Grove.....	f8 20	f 4.14	f10.29
1.10	f 7.59	f9.09	f11.15	.....Vienna.....	f8.15	f 4 07	10.19
1.25	f 8.07	f9.17	f11.23	.....Mardela Springs.....	f8.06	f 3.58	10.05
1.40	f 8 15	f9.25	f11.31	.....Hebron.....	f7.57	f 3.49	9.47
f1.46	f 8.18	f9.28	f11.34	.....Rock-a-Walkin.....	f7.53	f 3.45	f9.30
2 55	8.30	9.40	11.46	.....Sallsbury.....	7.46	3.37	9.17
f3.07	f 8.38	f9 48	f11.54	.....Walston's.....	f7.32	f 3.23	f8.10
3.19	f 8.42	f9 52	f11.58	.....Parsonsburg.....	f7.29	f 3.19	8.05
3.35	f 8 48	f9.58	f12.04	.....Pittsville.....	f7.24	f 3 12	7.50
f3.45	f 8.53	f10 03	f12.09	.....Willards.....	f7.16	f 3.04	f7.33
f3.50	f 8 55	f10 05	f12.11	.....New Hope.....	f7.14	f 3.02	f7.28
3 58	f 8.58	f10 08	f12.13	.....Whaleyville.....	f7.11	f 2.59	7 23
f4.08	f 9.03	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	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	7.0.30 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 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 25	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 58	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, 7.35, 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, 7.05, 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 90r 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	f6 59	10 27
Tuckahoe	f 9 26	f 7 02	.....
Denton	9 35	7 07	10 34
Hobbs	9 55	7 16	10 43
Hickman	10 05	7 23	10 50
Adamsville	f 10 10	f 7 27	.....
Blanchard	f 10 16	f 7 31	.....
Greenwood	B 10 26	7 37	11 03
Owens	f 10 44	f 7 44	.....
Banning	f 10 48	f 7 47	.....
Ellendale	C 11 00	7 58	11 24
Wolfe	f 11 24	f8 06	.....
Milton	11 30	8 11	11 37
Whitesboro	f 11 38	f 8 19	.....
Overbrook	f 11 41	f 8 22	f 11 48
Greenhill	f 11 45	f 8 26	.....
Lewes	11 50	8 30	11 55
Rehoboth		8 45	12 10
	A. M.	P. M.	P. M.

WEST-BOUND TRAINS.

STATIONS.	‡2	*4	§12	†24
	A. M.	P.M.	A. M.	P. M.
Rehoboth	5 30	.....	6 00	5 00
Lewes	5 45	3 00	6 15	5 15
Greenhill	f 5 49	f 3 05	f 6 19	.....
Overbrook	f 5 53	f 3 09	f 6 23	f 5 22
Whitesboro	f 5 56	f 3 12	f 6 26	.....
Milton	6 05	3 20	6 35	5 33
Wolfe	f 6 10	f 3 30	f 6 40	.....
Ellendale	6 21	C 3 43	6 51	5 46
Banning	f 6 29	f 3 53	f 6 59	.....
Owens	f 6 33	f 3 57	f 7 03	.....
Greenwood	6 40	B 4 20	7 10	6 07
Blanchard	f 6 46	f 4 28	f 7 16	.....
Adamsville	f 6 50	f 4 33	f 7 20	.....
Hickman	6 54	4 39	7 24	6 20
Hobbs	7 01	4 50	7 31	6 27
Denton	7 12	5 05	7 42	6 38
Tuckahoe	f 7 19	f 5 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, 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.

*4.58 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.

x11.25 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

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
Saps, $5.00 Hearts, $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.