A DIPLOMATIC TRICK.

AN INCIDENT THAT PROVED THE CUNNING OF BISMARCK.

The Roundabout Manner In Which He Secured the Safe Transmission of His Official Correspondence to the Foreign Office.

Stepping to the counter, Herr von Bismarck asked a grinning young shopboy in shirt sleeves, a blue linen apron, not of maiden freshness, and blessed with a pair of large, red, greasy paws, engaged in weighing some Dutch cheese, to oblige him with a sheet of writing paper, some sealing wax and a pen to direct a letter

On the boy producing the needful with the traditional "What else, sir?" Bismarck said: "My hands are rather d You had better do it for me." And handed the boy a couple of letters wrapped in the sheet of bluish paper forming an envelope, for in those days made up envelopes were still unknown in Germany Evidently flattered by the request of such an imposing looking client, for Herr von Bismarck's tall hat was almost touching the ceiling of the squalid little shop, the greasy handed youth took the parcel, and, having closed it skillfully with some brown sealing wax and indorsed it with the initials of the firm, he returned it to its owner to write the address

"Sorry, my friend, to give you more trouble," said the future chancellor in his jovial way, "but I can't manage to write with my gloves on, so just address it for me" And he handed him a penciled slip with the name of Herr Fritz Piepenbrink or some such name, oil and colonial warehouseman, No. 000 Friedrichs strasse, Berlin.

"Thank you, young man, that'll do capitally," and paying for the paper, etc., with a small tip to the oily boy with the stereotyped grin, he pocketed his letter, and we left the place to continue our walk.

"I dare say you are wondering why I treat my correspondents to such greasy, evil smelling missives?" And he showed me the cheesy finger marks of the boy on both sides of the improvised envelope. "I'll tell you a secret, and teach you a useful lesson for future times You may some day thank me for the hint," exclaimed Herr von Bismarck, laughing heartily

"You know we are blessed here in Frankfort, as throughout all south Germany, with the Thurn and Taxis postal administration, a mine of wealth to that fortunate family, but the most wretchedly managed concern under the sun As you may imagine, it is under the thumb of Austria, hence slow and the triumph of red tape, with a pronounced weakness for diving into other people's business and skimming, of course, the correspondence of all German and foreign envoys, accredited to the diet, with a preference for mine, the ever suspected Prussian culprit and traitor

"They have established a regular black cabinet in the princely postoffice, where specially trained imperial and royal wiseacres peruse our prose with critical eye, transmitting copies of extracts of all 'treasonable matter, or particularly interesting reports, to the august Ballplatz, where Gentand and after him Klindworth have established a lynx eyed system of political espionage (politisches schnuffeln) extending all over Europe, and comprising eo ipso all German courts and chancelleries.

"Not being particularly anxious to gratify the morbid curiosity of our Austrian ally, I have thought it advisable to send important reports to the Berlin foreign office, as well as all my letters to the king, to Herr von Manteufel, and to my sister and some particular friends, under cover to some mercantile firm in Berlin, changing frequently and usually asking a counter jumper in a cheesemonger's or oilman's shop to address them for me—and you can easily understand that the imperial and royal sniffers (schnuffler) don't manage to guess the correspondent of the Prussian representative under a greasy, ill smelling cover, such as you have seen.

"It stands to reason that the smell of cheese or herring and the scribbling of a shopboy must deceive sharper men than the Thurn and Taxis post officials and the specially delegated Austrian postoffice clerks. The only precaution I have to take is to go to different shops in quarters of the town where I am not known and to vary the Berlin address from time to time Thus I'm perfectly safe

"Le tour est joue, and I snap my fingers at the Ballplatz It is simple enough, as you have seen, yet it wouldn't do to send everything through that channel, as they would otherwise get suspicious, so I treat my Austrian friends at least once a week to some of my diplomatic prose unimportant stuff, and occasionally something I want them to know—or to believe," and he indulged in a boisterous laugh.—Baron de Malortie in Cornhill Magazine

A Close Shave.

A circus paid a flying visit to a small country town, and the price of admission was sixpence, children under 10 years of age half price It was Edith's tenth birthday, and her brother Tom, aged 13, took her in the afternoon to see the show Arrived at the door, he put down ninepence and asked for two front seats.

"How old is the little girl?" asked the money taker doubtfully

"Well," replied Master Tom, "this is her tenth birthday, but she was not born until rather late in the afternoon."

The money taker accepted the statement and handed him the tickets. But it was a close shave.—London Tit-Bits.

The cod fisheries of Newfoundland have been followed for nearly 400 years. They greatly exceed those of any other country in the world. The average export of cod is about 1,850,000 cwt. per annum.

NOT AFRAID OF MAN.

Remarkable Tameness of Animals In the Yellowstone Park.

The slaughter of birds has almost entirely removed one of the delightful accompaniments of life in the rural east—the music of the feathered songsters. Apropos of this, it may be said that one of the most pleasant features of the drive through the Yellowstone National park is the apparent intimacy between man and the animal and bird life in the park. Thanks to the wise and stringent regulations, no shooting is allowed within its boundaries.

"The result," says an English tourist, "is positively charming. Hundreds of little chipmunks, with their gaudy striped backs, scampered impudently about or peered at the passing coach from the roadside The squirrel did not bolt for the nearest tree, but nodded a welcome. All bird life treated us likewise. Even the lordly eagle hovered near, and the wild turkey stalked unconcernedly through the rank grass We were fortunate enough to see a fine specimen of the wolf tribe. He stood, a beautiful creature, and watched us out of sight, showing only curiosity, not fear. Another time were perceived a doe and fawn grazing by the road. Not until we were within a few feet did they seek the shelter of the woods, yet not to fly They simply moved aside. Here at least mankind was regarded as a friend—one who could be trusted. The only animal who ran away was a brown bear He turned tail at the sight of a coaching party, yet it was quite a common thing for bears to approach close to the hotels at evening to feed on the refuse thrown out. It was an after dinner relaxation for the guests to watch them feeding. They munched and disputed the choicest morsels, for the most part indifferent to the company. Only when we became inquisitive and approached too near did they retire, and these animals were perfectly free and unfettered in their movements. It may read like a fairy tale, but it is solid fact."—Troy Times.

MEN OF GENIUS.

Nature Likes Them Not and Invariably Crushes the Breed.

Through all time men of genius have scoffed at and have ridiculed the attempts of purse proud old "richesse" to create superior orders of manhood Nor is this a matter for wonder. They were and are ridiculous. Yet these attempts are repeated every hour. Considering them one would suppose that wealth, titles, dignities, are talismans which insure virtue and honor and personal worth and beauty in those to whom they descend. Talismans are ridiculous, and so are titles.

Nobility is of blood and not of garters, royal sponsors and christening robes Pedigrees, portraits and family history when truthful tell us a great deal about the nobility of a race. Titles, quarterings and patents are worthless, and the production of a great genius is in general as bad a sign as the production of a great profligate Races that produce geniuses should be avoided. The best is the second best—the normal.

Genius, as some one (Victor Hugo, I think) has finely said, is a promontory stretching out into the ocean of the infinite Look for the descendants of Shakespeare, Bacon, Macaulay, Wellington, Nelson, Gibbon, Swift, Voltaire, Carlyle, Bonaparte, Goldsmith, Spencer, Milton, Cromwell, Disraeli—to take a few names at random—and you will find that they are not, for the genius is always a transgressor of the normal—a "sport." He is never symmetrical Such a one nature likes not, and she makes provision for the extinction of his race.—Humanitarian

Illuminated Buoys.

Another form of beacon for mariners of smaller dimensions, but hardly less important, is the illuminated buoy. These floating lamp holders, placed in an estuary where the available channel is often only a narrow one, bounded by mud or sand banks only a few feet below the surface of the water, are invaluable to shipping. Hitherto the illuminant chiefly employed has been compressed gas, necessitating a high pressure reservoir and compressing machinery.

Mr. Wigham, whose name has long been known in connection with lighthouse apparatus, has introduced a mineral oil lamp which can be fitted to any existing buoy and will burn for a long period at very small cost. The maintenance of one form of lamp can be kept up at a cost of one penny for 24 hours, and as no compressing machinery is required this is the only expense plus the original cost of the lamp. The approach to port—such as that of Liverpool, for instance, where a ship has to enter through a long avenue of buoys—could by this invention be almost as well lighted as a city street.—Chambers' Journal.

The extremes of outdoor temperature in England vary more than 123 degrees. The greatest heat probably on record was registered in the valley of the Medway on July 22, 1868, when the thermometer at Tonbridge stood in the shade at 100½ degrees F. Eleven years later, in December, 1879, 55 degrees of frost were recorded at Blackadder, in Berwickshire—i. e., 23 degrees below zero F. More remarkable, however, than the heat in summer were the hot winters of 1748 and 1857 and the warm Januarys of 1877, 1884 and 1898.—Notes and Queries.

His Only Alternative.

Little Dot was very fond of Bible stories, and one day after her mother had read the story of Lot's wife she asked, "Mamma, what did Mr. Lot do when his wife was turned into a pillar of salt?"

"What do you think he did?" asked mamma.

"Why," replied the practical little miss, "I s'pose he went out and hunted up a fresh one."—Chicago News.

"Detectives."

There are probably not less than a score of men walking about New Orleans today who are decorated under their lapels with large tin stars bearing the cabalistic word "detective." They are patrons of the various private agencies of the north that advertise for "shrewd men as operatives in all parts of the country," and supply the tin star and a beautifully lithographed "certificate" for the trifling sum of $5. The wearers of their insignia labor under the hallucination, as a rule, that they are vested with some special right to collar their fellow men. The same agencies do a land office business in wigs, false beards and other disguises which the amateur sleuth believes firmly are part of the necessary equipment of the profession.

Now and then one of these deluded individuals, who are to be found in all large cities, gets himself into trouble by attempting to make an arrest; but, as a rule, the mania is harmless and its victims confine themselves to prowling through side streets and looking mysterious. They find great joy also in posing in boarding house circles and hearing folks say in awed undertones, "Do you know Mr. So-and-so is a detective?" It is one of the queerest of all queer phases of city life.—New Orleans Times-Democrat.

Both Are Married.

The ordinary paragrapher in referring to a marriage nearly always says that Mr. John Smith or Mr. James Brown was married to Miss Nellie Green or Miss Fanny White. It would lead one to think that the man only was married, while the fact is both were married. The woman is as much married as the man. The man was not simply married to the woman. The woman and the man were married, and the announcement should be that Mr. So-and so and Miss So-and-so were married Rev. Dr. Sunderland wrote a series of articles on this subject some years ago which were published in this city. He laid down the general principle that he did not marry the man to the woman but that he married the man and the woman, and married one just as much as he did the other. He discountenanced the issuing of wedding cards by parents that their daughter was married to any particular person, and said he did not want to perform any marriage ceremony in which any such announcement was made.—Washington Star.

Peabody and the Boatman.

Many years ago John Bright and George Peabody, the philanthropist were fishing in a little Irish stream Late in the evening, after a hard day's work, the party arrived at the landing stage, and Bright, accosting the inevitable policeman on the bank, said:

"What is the proper price to pay these boatmen, constable?"

He replied, "Seven shillings and sixpence, yer honner, but some gintlemen give them 10 shillings."

Bright, turning to his companion said, "I have no change, Peabody; have you three half crowns?"

The millionaire produced the coins and gave them to one of the boatmen.

"Is that all ye're giving me?" asked the latter.

"That's all," said Peabody.

Holding the coins in the open palm of his hand, and slowly scratching his head with the other, the boatman said:

"And they call ye Paybody, don't they? Well, I call ye Paynobody."—New York Tribune.

Nauseous Doses.

Nauseous medicines nowadays possess none of the terrors that many of us remember when "powders" were given in jam and castor oil in hot milk, as pharmacists have invented no end of ways of giving the nastiest drugs without any flavor at all.

Castor oil, cod liver oil and things of that disagreeable kind are made up in little flexible capsules, which slip down the throat like a strawberry.

These capsules are also made in two parts, so that any one can buy them empty and put the powder or other drug in himself, sealing them and then swallowing them without knowing that the drug has a taste. Then there is the round wafer paper, in which can be inclosed any kind of bolus, pill or powder and which, when moistened, can be swallowed with ease.—New York World.

A Clever Witness.

In a recent county court case in which a man sued another for balance of wages the defendant called a witness.

Witness—I beg pardon, your honor. Before I give my evidence I want my expenses.

Judge (to defendant)—Pay him 7s 6d.

The defendant having done so, the judge said, "Now that you have had your expenses, what do you know of the case?"

Witness—Nothing at all, your honor.—London Tit-Bits.

Cautious Tennyson.

A clergyman is quoted by Sir M. E. Grant Duff in his memoirs as authority for the story that on the occasion of Hallam's going down to Richmond to be godfather to Tennyson's eldest boy the historian asked, "What is to be the child's name?" "Hallam," answered the poet. "I don't like surnames for Christian names," said the other. "Why not call him Alfred?" "What if he were to turn out a fool?" was the reply.

George IV's Wit.

Mrs. Byrne, in her "Social Hours With Celebrities," tells this anecdote of George IV's wit: "I remember one of the Rev. Mr. Wagner's stories concerned some nobleman who had enjoyed an unenviable reputation for assininity. It had been suggested to the king to confer on him an order of the Thistle, which had become vacant. 'Give the Thistle to ——!' exclaimed the king 'Why, he'd eat it!'"

BALTIMORE, CHESAPEAKE & ATLANTIC RAILWAY.

Schedule in Effect Monday, Sept. 19, 1898.

EASTBOUND.—Read Down. WESTBOUND—Read Up.

Daily except Sunday.	Leave Salisbury.	Daily ex. Sat.	Accm'dation, Sunday.	STATIONS.	Daily ex. Sunday.	Daily Sunday.	Daily except Sunday.
A. M.	P. M.	P. M.	A. M.		P. M.	P. M.	P. M.
	3.00	10		Lv ..... Baltimore ..... Ar.	1 10		
7 45	6.25	55	9.45	..... Clayborne	9 55	5.40	3.20
7 54	f6.30	f 40	f 9.49	..... McDaniel	10 01	f 5 36	f3.16
18 00	f6.31	f 44	f 9.53	..... Harper	19.37	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	17.58	f10 01	..... Riverside	19.26	f 5.22	f2 40
f8.28	f6 48	17.58	f10.05	..... Royal Oak	19.23	f 5.18	f2 35
f8 33	f6.52	f8 05	f10 09	..... Kirkham	19.19	f 5 14	f2 29
f8 38	f6 57	f8.05	f10.13	..... Bloomfield	19.15	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
19.49	f7.30	f8.40	f10 46	..... Linchester	f8 45	f 4.39	f1 15
10.00	f7.32	f8 4	f10 48	..... Ellwood	f8 43	f4 37	1 12
12.30	7.40	8.50	10 56	..... Hurlock	8.36	4 30	1 00
12.36			f10.58	..... Ennalls		f 4.24	f10.45
12.46	f7.47	f8.55	f11.03	..... Rhodesdale	f8 27	f 4.21	10.41
12 56	f7 52	f9.02	f11 08	..... Reid's Grove	f8 24	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
f3.17	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	f3 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
5.00	00	00	12 45	Ar ..... Ocean City Lv	6.20	2 25	6 20
M	P. M.	P. M.	P. M.		A.M.	P. M.	A. M.

† Stops on signal. *Subject to delay incident to freight work. ‡Run through to Ocean City for Baltimore passengers only. 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 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
Tyford's		O Shell Point	
Williston		Cambridge	6 P. M
Two Johns		Kirby's	
Turkey Creek		Oxford	7 P. M
Kingston		Bellevue	
Dover Bridge	1.30 P. M	Double Mills	
Hog Island		Easton	9.30 P. M
Windy Hill		Oxford	9.30 P. M
Choptank		Corner's	
Wrights		Tilghman'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.

Wagner's Green House.

West Pratt St. Baltimore, Md.

J. & B. L. Wagner

This Restaurant is the old and most extensive in its accommodations of any in the city. The crowds which lunch and dine daily at this restaurant attest the public appreciation.

Philadelphia, Wilmington & Baltimore RAILROAD.

Schedule in Effect May 30th, 1898

Delaware & Chesapeake R

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 5
3 46	7 25		...Philadelphia...	10 46	5 4
5 47	9 38	....	Lv..Clayton..Ar	8 45	3 46
5 58	9 48	4.70	.....Kenton....	8 36	3 37
f 6 04	f 9 57	9.58	..... Hartley	f 8 26	f 3 27
f 6 08	f10 03	10.22	....Slaughters....	f 8 23	f 3 24
6 12	10 08	13.70	.....Marydel.....	8 17	3 18
f 6 19	f10 18	16.76	....Henderson....	f 8 10	f
f 6 26	f10 24	19.54	..Goldsborough..	f 8 05	f
6 36	10 34	23.88	Greensboro ga	7 52	2 43
6 46	10 44	28.08	..... Ridgely	7 42	2 34
6 55	10 51	32.36	..Queen Anne..	7 31	2 23
f 7 02	f11 01	36.16	.....Cordova....	f 7 24	f 2 24
f 7 08	f11 12	39.03	.....Chapel.....	f 7 18	2 17
7 20	11 21	44.16	.....Easton.....	7 08	2 07
f 7 37	f11 42	50.49	.....Trappe.....	f 6 55	1 58
7 47	11 53	54.19	Ar..Oxford..Lv	6 45	1 4
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, 2.40 (Dining Car), 3 20, 3.50, 4 00, 5 00, 5.36 (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 50 (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, 9.00, 9.00 a. m., 2 00, 4 00, 5.00 p. m. week-days. Sundays, 8.4 and 9.45 a. m.

QUEEN ANNE'S RAILROAD.

Schedule in Effect Nov. 21, 1898.

Steamer connections between Pier 8½ Light Street Wharf, Baltimore, and Railroad Division at Queenstown, Md.

EAST-BOUND TRAINS.

STATIONS.		*1	*3
		A. M.	P. M.
Baltimore	Lv	6 00	3 20
Queenstown		9 10	6 25
Bloomingdale		f 9 6	f 6 31
Wye Mills		9 23	f 6 38
Willoughby		9 30	f 6 44
D & C. Junction			A 6 51
Queen Anne		9 43	6 53
Downes		9 50	6 59
Tuckahoe		f 9 53	f 7 02
Denton		10 00	7 07
Hobbs		10 15	7 16
Hickman		10 23	f 7 23
Adamsville		10 27	f 7 27
Blanchard		f 10 32	f 7 31
Greenwood		B10 40	B 7 37
Owens		f 10 55	f 7 44
Oakley		f 11 00	f 7 49
Ellendale		C 11 15	7 58
Wolfe		f 11 24	f8 06
Milton		11 30	8 11
Whitesboro		f 11 38	f 8 19
Overbrook		f 11 41	f 8 22
Greenhill		f 11 45	f 8 26
Lewes	Ar	11 50	8 30
		A. M.	P M

WEST BOUND TRAINS.

STATIONS.		*2	*4
		A. M.	P. M.
Lewes	Lv	6 55	2 30
Greenhill		f6 59	f 2 35
Overbrook		f 7 03	2 40
Whitesboro		f 7 05	f 2 43
Milton		7 12	2 51
Wolfe		f 7 15	f 2 58
Ellendale		C 7 33	3 12
Oakley		f 7 40	f 3 20
Owens		f 7 44	f 3 25
Greenwood		B 7 52	B 3 45
Blanchard		f 7 58	f 3 58
Adamsville		f8 02	f 4 02
Hickman		8 06	4 06
Hobbs		8 12	4 15
Denton		8 22	4 30
Tuckahoe		f 8 28	f 4 37
Downes		8 31	4 40
Queen Anne		8 37	4 49
D. & C. Junction		A 8 38	
Willoughby		f 8 45	5 04
Wye Mills		f 8 50	5 17
Bloomingdale		f 8 57	f 5 25
Queenstown		9 10	7 00
Baltimore	Ar	11 55	9 50
		A. M.	P. M.

Rates of Fare to Baltimore and Return.

GOOD FOR FIVE DAYS.

From Queenstown	$1 00
" Queen Anne	1 70
" Denton	2 05
" Greenwood	2 20
" Ellendale	3 00
" Lewes	3 60

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, from points south.

"C" connects at Ellendale with Delaware, Maryland & Virginia Railroad—Georgetown.

*Daily except Sunday. †Stops on signal to take on or let off passengers.

I. W. TROXEL, Gen. Mgr.
C. C. WALLER, Gen. Pass. Agt.

Western Maryland Railroad

Taking effect Oct. 2nd, 1898. 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. W. & B. 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 Shippensburg, Fredericktown, and N. & W. R.R. to Shenandoah.

‡9:50 a. m.—Accom. for Union Bridge and Hanover.

*10:1[illegible] a. m.—Accom. for Union Bridge, York, Gettysburg.

*2:25 p. m.—Accom. for Emory Grove.

‡2:25 p. m.—Accom. for Union Bridge.

*3:32 p. m.—Exp. York and B. & H. Div.

‡4:40 p. m.—Accomm. for Alesia.

*4:[illegible] p. m.—Ex. Main Line Points, also Frederick, Emmittsburg, Shippenburg and N. & W. R. R.

*5:00 p. m.—Accom. for Emory Grove.

‡6:10 p. m.—Accom. for Union Bridge.

‡10:55 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.

