# FLAWS IN BIG GUNS.

## INTERNAL DAMAGE CAUSED BY SUCCESSIVE DISCHARGES.

**The "Erosive Action of Inflamed Gases" Causes the First Serious Injury—How the Projectile Helps to Kill the Gun.**

The larger a cannon the more extensive are the injuries it receives with each successive discharge. All damage done to a gun is internal. The separate action of the powder and the projectile damages the piece every time it is aimed and fired. Obviously the amount of the damage depends upon the material and workmanship of the gun. Men who make big guns describe the harm done their pets with many intricate and puzzling terms of a scientific turn. In one case a gun is damaged because the part of the bore which contains the powder is enlarged. This happens when the metal is compressed, and it is more dangerous and more plainly seen if the gunners have been using wads between their explosive and their projectile.

Then, again, cavities are produced by the melting away of a part of the metal by the heat of combustion of the charge. Cracks come from the tearing asunder of the particles of the metal at the surface of the bore. When it is first made, a crack of this particular kind is barely perceptible, but it increases each time the gun is fired. Gradually it extends completely through the side of the piece. The crack usually begins at the junction of the chamber with the bore, simply because, as guns now are, this part is not so well supported as the others.

Edward S. Farrow, U. S. A., is authority on damage to guns, although, like all others who have studied the question, he does not agree with very many authorities on all the points to consider in the life of a cannon. He contends that furrowing or scoring produced by the erosive action of inflamed gases is the great disease which attacks the very big guns first. This particular injury is most apparent where the current of the gas is most rapid or at the interior orifice of the vent and on the surface of the bore, directly over the seat of the projectile. This scoring begins very early in the life of a very large gun, but it is conceded that it does not become very important until the piece has been discharged considerably. Lieutenant Farrow describes this scoring as resembling the bark of an aged elm tree, the metal being eaten away into irregular furrows and ridges. In extreme cases, however, scoring has not killed the gun, although in some cases it has acted like a wedge and split the bore at the place attacked.

Where the action of the projectile has ruined the gun the damage has been done around the projectile and in front of it. The elasticity of the metal and the crowding up of portions of it in front of the shot cause a rebounding process. The projectile, carried forward by the force of the charge, strikes against the upper part of the bore; then it is sent against the bottom and again bounds to the top, and so on until it emerges from the piece. The effect of this bounding motion is to raise and depress the gun in its trunnion holes. The accuracy of fire is diminished, and, of course, the gun is unfit for service. Bronze guns are the worst sufferers in this way. Mortars—short and dumpy—are not affected.

To stop the bounding of the projectile gunners wrap the shell in cloth or paper or else shift the base of the mass to be hurled. This last process is considered the best and is done by reducing the diameter of the cartridge and adding to its length. Projectile injury is also caused by furrows or scratches made by rough shells or case shot. Small fragments, too, break away very often from the shells and give the bore a grinding and cutting process, productive of great damage.

Enlargement of the muzzle is another serious injury produced by the projectile. This is caused by a process which seems unavoidable. As the shell leaves the piece it strikes against one portion of the bore. The resistance at the mouth being less than at any other point, the metal naturally yields, and the muzzle of the cannon is elongated in a vertical direction.

Some men who ought to know say that 150 shots is the life of a very big gun—a 12 or 13 inch weapon. Others place the number of shots at 400 or 500. As a matter of fact, it is all guesswork. The great Krupp gun shown at the World's fair and conceded to be perfect—or supposed to be so—has been discharged less than ten times, and it is now believed to have reached its limit. On the other hand, the big guns of the American battleships have passed the time allotted them by wise men who know guns and apparently are as good as when tested. How soon they may yield, however, is not in the books.

Lieutenant Farrow says that a very large gun should not be expected to stand more than 400 or 500 shots before it will be necessary to open a new vent, closing the old one at its interior orifice. When the gun dies—bursts—the lines of fracture are photographed. Specimens of the metal are saved. Tests are made and conclusions drawn. And Uncle Sam has figured out so many things in this same connection that his guns nowadays are conceded to be better than those of any other maker. They live longer than the wise ones say they should.—Chicago Times-Herald.

### Everybody Warned.

An Arizona rancher has posted the following notice on a cottonwood tree near his place: "My wife Sarrah has left my ranch when I didn't Doo a Thing Too her and I want it distinkly understood that any Man as takes her in and Keers for her on my account will get himself Pumped so Full of Led that some tenderfoot will locate him for a mineral claim. A word to the wise is sufficient and orter work on fools."—Denver Times.

## AN ANCIENT CHESS KING.

Haply some rajah first in the ages gone
Amid his languid ladies fingered thee,
While a black nightingale, sun swart as he,
Sang his one wife love's passionate oraison;
Haply thou mayst have pleased Old Prester John
Among his pastures when full royally
He sat in tent, grave shepherds at his knee,
While lamps of balsam winked and glimmered on.
What dost thou here? Thy masters are all dead,
My heart is full of ruth and yearning pain
At sight of thee, O king, that hast a crown
Outlasting theirs, and feast of greatness fled
Through cloud hung nights of unabated ring
And murmurs of the dark majestic town.
—Jean Ingelow.

## "A SAD NIGHT."

**How Carlyle and Leigh Hunt Differed Even About the Sky.**

Leigh Hunt and Carlyle were once present at a small party of equally well known men. It happened that the conversation rested with these two, and the others sat, well pleased to listen. Leigh Hunt talked on in his bright and hopeful way, when Carlyle would drop some heavy tree trunk across his pleasant stream and bank it up with philosophical doubts and objections at every interval, but Hunt never ceased his joyous anticipations nor saturnine Carlyle his infinite demurs. The listeners laughed and applauded by turns, and now fairly pitted them against each other as the philosophers of hopefulness and unhopefulness. The contest continued with ready wit, philosophy, pleasantry and profundity and extensive knowledge of books and character.

The opponents were so well matched that it was quite clear that the contest would last indefinitely, but night was far advanced, and the party now broke up. They all sallied forth, and, leaving the close room, the candles and the arguments behind them, found themselves under a most brilliant and starlight sky. They looked up. Carlyle can have no answer to this, thought Hunt, and shouted: "There! Look at that glorious harmony that sings with infinite voices an eternal song of hope in the soul of man!"

Carlyle looked up. They all remained silent to hear what he would say. They began to think he was silenced at last, but out of the silence came a few low toned words in a broad Scotch accent:

"Eh, it's a sad night!"

They all laughed and then looked thoughtful. There might be some reason for sadness, too—that brilliant firmament perhaps contained infinite worlds, each full of struggling and suffering beings.

### Unrecognized.

Perhaps when one makes that conversational blunder which is known as a "break" it is best to say nothing whatever about it. Extenuation only renders a bad matter worse.

Not long ago a lady was visiting the studio of a portrait painter and trying to make herself as agreeable as possible in return for a welcome and afternoon tea. She enjoyed the pictures, although in each case they seemed to her much idealized, and she went from one to another, civilly expressing her approbation.

"Ah," she said to her hostess, "you must tell me all about them! Who is this?"

"Mrs. Lorraine."

"I don't know her; charming, but of course I can't speak for the likeness."

"I try to be faithful," said the artist humbly.

"Oh, I know! I know! And who is the very pretty lady in brown?"

"That," said the other, with some frigidity, "is myself!"—Youth's Companion.

### Below Decks During a Fight.

The position of the men below decks on a modern vessel of war, they being isolated by the watertight hatches and doors, has been frequently commented upon, but their position is not always so hard as has been supposed. On the Brooklyn, during the fight before Santiago, Admiral Schley sent orderlies among the men behind casemates and below decks telling them the effects of the shots and how the fight was going. When the chase of the Colon began, the orderlies went down to the stoke holes and engine room and told the men there that the race had begun and everything depended upon them. The wisdom of the action was partly shown in the outcome.—Argonaut.

### People of Stone Age.

"The stone age" is not, properly speaking, an expression of time. It refers to a stage in civilization which passed long ago in Europe and Asia, but still lingers in some out of the way corners of the world. A report of La Plata museum in Paraguay describes the Quayoquis, a small tribe of 500 or 600 living near the headwaters of the Acaray river, as a true stone age people. They are timid, harmless folks, desperately afraid of the whites, and with reason, as they have been shamefully abused by them. They have no weapons for defense save bows, lances and stone tomahawks. They are undersized and round headed.

### Impressing the Neighbors.

Mr. Wigsby—See here, my love, there is some mistake. The baggage delivery man has left seven trunks on our front porch.

Mrs. Wigsby (who has just returned from the mountains)—Imbecile! Don't you understand? He's coming back after dark for the extra five.—Cleveland Plain Dealer.

### Hot Business.

"Fightin's hot business," said Willie as he read about the regiments. "First thing, they got peppered at by the enemy, an they they get mustard out by their own gov'ment."—Harper's Bazar.

It takes 72,000 tons of paper to make the post cards used in England each year.

In Ptolemy's time any one who killed a cat was put to death.

# A SERIOUS PROBLEM.

## THE COMPASS AND THE GROWING USE OF ELECTRICITY.

**A Danger That the Magnetic Needle May Be Rendered Practically Useless to the Mariner and the Surveyor—A Curious Discovery.**

Although the invention and introduction of the trolley system of street railways have been of inestimable value to civilization it has incidentally wrought some harm here and there. Emphasis was laid on one of these drawbacks to electric traction in the address delivered by Professor A. W. Rucker at a recent meeting of the British Association For the Advancement of Science.

In various parts of the world observatories have been established for the purpose of keeping track of the changes in the direction in which the magnetic needle points. It was long ago discovered not only that the compass does not aim directly at the north pole, but that the amount of variation in its indications from true north undergoes slow alterations. Hence it is necessary to make fresh charts, showing the variation for different parts of the globe every few years. But in order to get the data for such corrections—of the highest importance to the surveyor and mariner—it is requisite that careful observations be made continuously at a number of widely separated points.

Two of the most famous and hitherto useful institutions of this class are situated in Washington, in the grounds of the naval observatory and in Toronto. The interference of the electric currents that run through the earth and the track of trolley lines which have been constructed near these observatories interfere so much with the behavior of the instruments of both places that the records now obtained are practically worthless. And the experts are greatly puzzled by the problem of escaping from this vexatious interruption of their work.

So delicate are the influences which the magnets in such an observatory are intended to investigate that they can be perceived only when the apparatus is most scrupulously guarded. The room in which they are mounted is underground. Visitors are never admitted except under unusual circumstances and are required to deposit their jackknives, keys and all other metallic objects about their persons before entering the apartment. The magnets, generally bars of steel not over six inches long, are poised above a scale that is graduated to the most minute fractions, and a telescope, on an adjacent pillar, is used to read the fluctuations, which are too small to be discernible by the unassisted eye. A tiny mirror, as big as a dime, catches a beam of light more slender than the lead in a pencil and reflects it away to a sheet of slowly moving photographic paper, on which a permanent record is made. The arrangement of the apparatus is such that the movement of the magnet is magnified many times in the record, in order to render the changes perceptible.

There are three sets of instruments on duty in such an observatory. One swings horizontally, like a mariner's compass. Another dips up and down. A third is designed to measure the intensity of the earth's magnetism, which is a separate thing from the direction in which it acts. And so sensitive are they that their readings are apt to be interfered with by exceedingly trivial causes. It is customary for the superintendent to inscribe on the scroll "Visitors admitted," whenever such a breach of the regulations is permitted, so that if any abnormal fluctuation is detected in the motion of the magnets a suspicion of its meaning will be excited in the mind of the scientist who afterward examines the photographic trace.

In spite of the delicacy of the apparatus, it may seem surprising to the lay mind that the passage of trolley currents at a distance of many rods from the observatory should be able to affect the instruments within. But they do, and it is impossible to separate in the record the variations produced by genuine changes in terrestrial magnetism from those which are caused by the trolley. Professor Rucker said a few days ago: "From all parts of the world we hear of observatories ruined or threatened by the invasion of the electrical engineer. Toronto and Washington have already succumbed, Potsdam, Parc St. Maur, Greenwich and Kew are besieged, and the issue largely depends upon whether these great national observatories can or cannot make good their defense."

Although the practical service to mankind which is rendered by institutions of this class is alone sufficient to justify their maintenance and to warrant alarm as to their future, there are other questions involved which possess profound interest for the philosopher. We know that the earth is a magnet, but as yet no one is able to say what makes it so. The fundamental secret of terrestrial magnetism has not been solved. Then, too, there are various changes in direction which mark the behavior of the needle that remain to be explained. What influence is it that makes the needle swing to and fro to a microscopic extent every day? Why is it that the diurnal swing is greater in years of sun spot abundance than at the minimum stage of solar activity? Why do the indications of the needle differ in summer from those of winter? What is the key to the mystery of the long period movement that makes it necessary to rechart the situation? What causes the convulsive behavior of the magnets for a few hours or days when there is a great outbreak of sun spots? And is there any relation between the weather and the fluctuations in the earth's magnetism? There are theories on these subjects, but no generally accepted doctrines, and the human mind is so constituted that it will not rest until further light is obtained.—New York Tribune.






## PHILOSOPHY THAT PHILOSOPHIZE.

### Purloined Paragraphs Worthy a Niche in Memory's Hall.

Be cheerful, but don't get gay.

A woman doesn't swear: she thinks.

A bad man does a good deed when he dies.

The surest way to get there is to make a start.

Marriage is merely arranging poetry into prose.

You are either benefiting or injuring your town.

People without will power frequently ues wind power.

Too many people use their mouth for kicking purposes.

If a man ever gets a snap he is ruined for all time to come.

A smart man is one who knows how to use his knowledge.

Bad luck ought to prove to you that meanness doesn't pay.

The less work a girl does the more often she falls in love.

It is quite a common thing to hang the jury and free the prisoner.

If at first you don't succeed, howl because the other fellow succeeds.

The butcher is the only man who can put out roasts without offending people.

Every time populism has attempted to write a line in history it has blotched the page written upon.

The beautiful Christmas present fad often drives men with families to financial ruin. It injures every man some.

You call them "niggers" if you never intend to run for office. If you expect to run for office they are negroes and colored people.

A good many people who imagine they are blockading the devil's ports are really bargaining for a coaling station for the Old Boy.

If you were justified in lying to your children about Christmas, they will be justified in lying to you about other things.

Every great general meets his Waterloo if he keeps fighting, and every plain man meets his lightning rod agent in some form or other.

The man who works and pays his own way through a Keeley institute will be benefited. The fellow who is sent by rich admiring friends will fall by the wayside again.

ardly to tell your neighbors of their wrong deeds, go to a newspaper office and have the editor to roast them, but not to mention your name in connection with the roast.

People celebrate with their stomachs, not with their minds. Every day of festivities is a day of gluttony. All holidays is a time for stuffing. All people who could afford it, consumed more food on Christmas than was good for them. No one thinks of studying or improving the mind on Christmas. The stomach takes first place.

### Of Course He Said So.

A gentleman from Washington made this remark as he got out of Harry Towers' barber chair: "A good shave is one great comfort in a man's life, and I will not miss the Moreland Block Shaving Parlors if I ever come to Easton again." You have the very best of service and a free shoe shine. A trial will convince you. I want 100 2-ounce vaseline bottles, for which I will pay 1 cent each.

ss H. A. TOWERS.


# 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. Sa't, Sun‡ | Accm daily ex. Sunday | STATIONS. | Daily ex. Sunday. | Daily ex. Sunday. | Daily* 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 | .35 | 9.45 | .....Clayborne..... | 9.55 | 5.40 | 3.20 |
| 7.54 | f6.30 | f .40 | f 9.49 | .....McDaniel..... | f9.41 | f 5 36 | f3.16 |
| f8.00 | f6.34 | f .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 | f2.29 |
| 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 | f8.42 | 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 | 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 | 00 | 00 | 12.45 | Ar.....Ocean City.....Lv | 6.30 | 2.25 | 6.20 |
| P. 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 Sailsbury. WILLARD THOMSON, Gen. Manager.

A. J. BENJAMIN, Supt. Ry. Div. T. MURDOCH, G. P. A. W. J. MORRIS, D. P. A.

# 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 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 | 11 |
| f 6 26 | f10 24 | 19.54 | ..Goldsborough.. | f 8 03 | 3 04 |
| 6 36 | 10 34 | 23.88 | Greensborough | 7 52 | 2 54 |
| 6 46 | 10 44 | 28.08 | ..... Ridgely ..... | 7 42 | 2 44 |
| 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 8 | f 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 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, 12.35 (Limited 1.00 and 4.22 p. m., Dining Cars), 1.40, 2.30 (Dining Car), 3.20, 3.55, 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., 2.30, 4.00, 5.00 p.m. week-days. Sundays, 8.45 and 9.45 a. m.

# 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.

# Diseases.

For speedy and permanent cure of tetter, salt rheum and eczema, Chamberlain's Eye and Skin Ointment is without an equal. It relieves the itching and smarting almost instantly and its continued use effects a permanent cure. It also cures itch, barber's itch, scald head, sore nipples, itching piles, chapped hands, chronic sore eyes and granulated lids.

**Dr. Cady's Condition Powders** for horses are the best tonic, blood purifier and vermifuge. Price, 25 cents. Sold by

# PAINTS, OILS, GLASS, WALL PAPER

## .·. IN COUNTLESS DESIGNS. .·.

PaperHanging, Painting, Graining, Glazing and all work carefully done. Satisfaction ganranteed Estimates cheerfully given.

E. H FURNESS & CO

# QUEEN ANNE'S RAILROAD.

**Schedule in Effect Nov. 21, 1898.**

Steamer connections between Pier 9½ 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 16 | 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 58 |
| Downes | 9 50 | 6 59 |
| Tuckahoe | f 9 58 | f 7 02 |
| Denton | 10 00 | 7 07 |
| Hobbs | 10 15 | 7 16 |
| Hickman | 10 23 | 7 23 |
| Adamsville | 10 27 | f 7 27 |
| Blanchard | f10 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 | f 6 59 | f 2 34 |
| Overbrook | f 7 03 | f 2 38 |
| Whitesboro | f 7 05 | f 2 40 |
| Milton | 7 12 | 2 51 |
| Wolfe | f7 17 | f 2 58 |
| Ellendale | C 7 30 | 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 3 58 |
| Hickman | 8 06 | 4 05 |
| 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 60 |
| " 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. f Stops on signal to take on or let off passengers.

I. W. TROXEL, Gen. Mgr.

C. C. WALLER, Gen. Pass. Agt.

# 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 | 3.30 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 | 10.30 P.M |
| Choptank | | Corner's | |
| Wrights | | Tilghmann'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.

# WM. H. WHITBY.

**Easton, Maryland.**

**CONTRACTOR BUILDER, PLUMBER AND GAS FITTER.**

Agent for the Aermotor Wind Mill. Shops on Dover Street near Edgell's Livery Stable. 1-29-98-1y