THE RETIRED BURGLAR.

His Difficulties on Once More Taking Up The Ordinary Ways of Life.

"For a long time after I had given up business," said he retired burglar, "I had great difficulty in accommodating myself to the ordinary conditions of life.

"There were some curious things about this that might never occur to you at all. For instance, in those days, if I come home late at night, that is, at the hour at which formerly I had gone into other people's houses, I never went in at my own front door; I used to go in at a cellar window. And then I made it easy for myself, too. When I locked up the cellar nights I used to leave a cellar window unfastened so that it was perfectly easy for me to get in.

"But one night, or one morning rather, about 2 o'clock, when I got around to that window, I found it fastened, and I knew well enough what had happened. My wife had a perfect horror of burglars, and I knew she must have been around the cellar after me and seen the window unfastened and turned the buttons. But that was no impediment to me; it made me laugh to myself to think how easy it was, and I opened the window and slid in as usual.

"Besides having a horror of burglars my wife was great on pickles and preserves and jellies and that sort of thing, which she used to put up herself and keep down cellar on a hanging shelf, consisting of a nice broad plank suspended by side pieces nailed to the floor beams overhead. I don't know how I did it—as a general thing we never do know how we come to do things—but when I slid in that night I got turned in some way so that I was in danger of faling, and I threw out my arm instinctively to save myself and my hand touched the end of that shelf—and naturally enough it closed over the board. And the sport of it was that I yanked that end of the shelf free from its support and pulled it down, and the bottles and jars went slam—scattering down on the cellar bottom—and I went down among 'em.

The upshot of that experience was that I stayed in the house six weeks to repair damages, and as a matter of fact that did more to bring me back to the ways of other people than anything else. I was half helpless at first, and I gradually became accustomed to the habits of the house. By the time I was able to go out again, indeed, I had quite fallen into the ordinary ways and hours of living. I got up when other people did and came in early nights, and came in with a night key instead of a jimmy, just as natural as could be."

Snails Are in Favor in France.

The stories about the Frenchmen eating snails are believed by many people to have no foundation in fact, but snails are eaten and to a very considerable extent in France. Nearly 100,000 pounds weight of snails are sold daily in Paris markets to be eaten by dwellers in that city. They are carefully reared for the purpose in extensive snail gardens in the provinces and fed on aromatic herbs to give them a fine flavor. One such garden in Dijon is said to bring in to its proprietor several thousand francs a year.

Many Swiss cantons also contain large snail gardens, where they are reared with great pains. They are not only regarded as a great delicacy, but are considered very nutritous. Hygienists state that they contain 17 per cent. nitrogenous matter and that they are equal to oysters in nutritive properties.

Snails are also extensively used as an article of food in Australia, Spain, Italy and Egypt and the countries on the African side of the Mediterranean. Indeed, the habit of snails as food has existed in various parts of Europe for many centuries.

Diseases of the Memory.

Writing of diseases of the memory, a Russian doctor gives an interesting account of some of the eccentricities of his patients. In the case of a literary man, some time previous to his seeking advice he had been troubled with an absolute failure of memory.

He could remember exactly everything he had done more than a year ago, but occurrences of later date he had entirely forgotten. When attacked by the disease he was engaged in writing a novel, which he had half finished. He remembered the first half, but could not tell how he had intended to finish it. He was at last unable to remember whether he had dined.

In another case the patient tells of his travels, but reports the tales a dozen times an hour, with the same phrases. He would play a game of cards carefully and well; five minutes afterward he would mention that he had not played for weeks. He would say "Good morning," when the doctor made his first visit of the day, but did not remember the visit three minutes later, if the doctor again looked in.

Popular Beliefs.

The research into popular beliefs is an absorbing and not a profitless study. Scarcely a day passes that we do not run across some piece of superstition that dates, in one form or another, from a far antiquity. Salt is spilled at table, and we jest with our neighbor over the prospect of a quarrel, half believing in the sign, though we may not know that the Romans did the same. A dog howls at night, and we recall the widespread belief that the howling of the dog foretells death, but forget that our early Aryan ancestors assigned to the dog the officer of messenger from the world of spirits.

The every-day custom is as old as humanity; the nursery jingle may be traced back to an origin in the world's babyhood; the familiar fairy tale which delights nineteenth century children is found in varying forms in all countries, pointing to a common origin in a remote age, embodying old Aryan myths, and giving us interesting information of the conceptions of our ancestors regarding nature and human life.

Eggs For Albumen Paper.

More than 3,000,000 eggs are used every year in this country for making the albumen paper that is used in photographs.

NAVAL NAVIGATORS.

THEY HAVE MANY VERY SERIOUS DUTIES TO PERFORM.

Besides a Thorough Nautical Training the Officer Who Navigates a Man-of-war Must Be Possessed of a Vast Fund of Technical Scientific Knowledge.

It is doubtful if any office in the navy, aside from an absolute command, involves so vast a responsibility as that of navigator of a man-of-war. The duties of this important station in former years fell to officers of the rank of master, but with the abolition of that grade its affairs devolved upon the lieutenants holding the highest numbers on the list. Upon the navigator of a warship depends not only the task of shaping the vessel's course for any point across the seas to which her destinies may direct her, but also the responsibility of piloting her in and out of harbor and of selecting a safe anchorage for her in every port visited during the period of her cruise. Hence, it follows that, combined with a thorough nautical training, the competent navigator must be possessed of a vast fund of geographical, meteorological and hydrographical knowledge. While at sea, he must know the vessel's position to a degree, which necessitates his taking frequent observations of the celestial bodies and making solutions of intricate problems in geometry and trigonometry, such as constantly arise through deviations, brought about by innumerable causes, from her given course.

Unquestionably the most important element in navigation, because of its infallibility under ordinary conditions, in determining the latitude, longitude and error in the ship's compass, is what is known in maritime phraseology as "nautical astronomy." With the aid of a sextant or quadrant for measuring the altitude of the heavenly bodies above the horizon or their distance from each other, a timepiece to mark the instant of an observation, a chronometer to show the time at the first meridian, a nautical almanac and an azimuth compass, the navigator can readily determine his position with the utmost exactitude.

The average voyage is more or less characterized by erroneous estimates in distances sailed, in varying currents, careless steering, deviation in the compass and numerous other obstacles, and upon the navigator rests the responsibility of adjusting such errors. In long passages across the open sea the navigator is governed by a rather complex combination of motives, which may be summed up as follows: To cover the required distance in the shortest space of time with the smallest expenditure of fuel and the least wear and tear of the vessel that is possible.

With these objects in view the navigator must prior to sailing superintend personally the stowing of the hold, the arrangement of ballast, water, provisions, stores, etc., and the inspection and adjustment of the motive appliances of the ship, all of which features, severally and collectively, greatly affect her speed and seaworthiness.

If his vessel possesses the facilities for making sail, he must while at sea exercise the keenest judgment and foresight as to utilizing the same, for sail used to good advantage is a great saver of coal, while otherwise, if used indiscriminately, it may entail much loss of time. The expert navigator draws the line with exceeding fineness between a high fair wind and a gale, making the most of the former as long as his vessel is not jeopardized, heaving her to at just the proper period and getting under way again at the first sign of moderation in the weather. The commander of a warship reposes the utmost confidence in a skilled and careful navigator and rarely interferes with his plans. Another of the numerous details coming under the navigator's supervision is the keeping of the ship's log. This is commenced by him at the time the vessel is placed in commission, and its pages record the events of each succeeding day. There is absolutely nothing which transpires officially on board of a man-of-war that is not written in the log, and each day the navigator must carry it to the commanding officer for his inspection. At the expiration of every six months the ship's log must be closed and forwarded to the navy department at Washington, where it is placed among the records.

The navigator is provided with a large and varied assortment of instruments and appliances designed to facilitate his work. While in port he is often detailed to make surveys of portions of the coast line which may be defective upon the charts or to determine the exact location of rocks or shoals which hitherto have not been marked with sufficient accuracy.

The navigator has charge of all the various weather indicators of the vessel and must render quarterly reports of all meteorological observations. These are taken at regular intervals by the quartermaster of the watch and fully entered upon the ship's log. The navigator must regularly inspect the steering gear, compasses, anchors and chain cables of the ship and daily report their condition to the commanding officer. He must also keep a separate book in which are recorded all calculations relating to the navigation of the vessel and in which no erasures are permitted to be made. At the expiration of the cruise this book is forwarded to the bureau of navigation.

The duties of a navigating officer are more than sufficient to fully occupy his time, but, notwithstanding this fact, he frequently stands his watch at sea. While in port he is ex officio the executive officer during the latter's absence from the vessel.

The illustrious Dewey was, during the earlier period of his career, an acknowledged expert as a navigator, and to his excellent ability in maneuvering may be largely accredited his splendid victory at Manila.—Philadelphia Times.

THE FIRST PHOTOGRAPHS.

Professor Draper's Sister Sat Thirty Minutes For Her Portrait.

Elizabeth Flint Wade has an illustrated paper on "Photography—Its Marvels" in St. Nicholas. The author says:

The first accounts of this great discovery are very entertaining reading. Professor Morse, the inventor of the telegraph, was in Paris when the news was published, and at once went to see Daguerre's wonderful pictures. In describing them afterward he said that moving objects made no impression on the plate, for a picture taken of a crowded boulevard showed it as if entirely deserted, with the exception of a man having his shoes polished. The man's feet, he said, were well defined, because they were kept stationary, but he was without head or body, for these were in motion.

To America belongs the honor of making the first photographic portrait, the artist being Professor John Draper, a professor and afterward the president of the University of New York. His victim was his sister, Miss Catherine Draper. He powdered her face, that the likeness might be more quickly impressed on the sensitive plate, and for 30 minutes Miss Draper sat—or, at least, tried to sit—as immovable as a statue.

The first class in photography was formed in Boston in the spring of 1840 by Daguerre's agent, Gourad of Paris. The Rev. Edward Everett Hale, then a student in Harvard, became an enthusiastic member of the class. In his diary, under date of April 1, 1840, is this entry: "On my way home I stopped at the shop and got my daguerreotype thermometer. There seems to be a great demand; there were three or four others there."

THE RICH RUSSIAN.

He Has a Weakness For an Army of Family Servants.

We were a family of 8, occasionally of 10 or 12 says Prince Kropotkin in The Atlantic, but 50 servants at Moscow, and half as many more in the country, were considered not one too many. Four coachmen to attend a dozen horses, three cooks for the masters and two more for the servants, a dozen men to wait upon us at dinner time—one man, plate in hand, standing behind each person seated at the table—and girls innumerable in the maidservants' room, but how could any one do with less than this?

Besides, the ambition of every landed proprietor was that everything required for his household should be made at home by his "own" men.

"How nicely your piano is always tuned. I suppose Herr Schimmel must be your tuner?" one of the visitors would remark.

To be able to answer, "I have my own piano tuner," was in those times the correct thing.

"What beautiful pastry!" the guests would exclaim when a work of art, composed of ices and pastry, appeared toward the end of the dinner. "Confess, prince, that it comes from Tremble" (the fashionable pastry cook).

"It is my own confectioner, a pupil of Tremble, whom I have allowed to show what he can do," was the reply which elicited general admiration.

To have embroideries, harnesses, furniture—in fact everything—made by one's "own" men was the ideal of the rich and respected landed proprietor.

Bismarck as Dr. Jekyll.

No greater contrast could possibly be imagined than that which existed between the Bismarck of private life and the Bismarck of politics. "In the home circle," writes a correspondent who knew him well, "he was perfectly charming, easy going and good natured. He was passionately fond of children, and I have seen him over and over again have a game with the little ones of his gardener, who were very familiar with him and would not hesitate to climb upon his knee.

"Once when his gardener's little girl died the great statesman went to condole with him. He was dreadfully upset and while holding the poor father's hand burst into tears, for he was very fond of the child. He kissed the little corpse and himself placed a bunch of roses in its hand. He was always eager to assist his poorer neighbors and enjoyed chatting with them on all subjects but politics. These he never mentioned."—London Chronicle.

The Professor's Wisdom.

The stern professor of the feminine preparatory school sat at his desk trying to unravel a knotty problem when a fluffy haired miss of 16 approached.

"Please, sir," she began in a tremulous voice, "will you grant me permission to go out riding with my brother this afternoon?"

Now, the old man had not forgotten the days of his youth, neither was he a fool, and looking over his spectacles he slowly said:

"So you want to go riding with your brother, do you? By the way, is this brother of yours any relation to you?"—Chicago News

Servian Marriages.

Servian men do not marry for love, but to secure an additional worker for the household, so very young men marry women several years older than themselves, as girls are less experienced in housework. In the lower and middle classes women are always helped last, and may not sit down unbidden in the presence of the men.

There are only 3,842 left of the Ainos of Japan—the "Indians" of that country. Nearly all of them live on the northern island of Yezo.

It has been estimated that it would take a man 3,000 years to read all the standard works.

The British postoffice makes $20,000 a year by unclaimed money orders.

THE SERFS OF RUSSIA.

Flogging Them Was One of the Duties of the Police.

Father will not be appeased, says Prince Kropotkin in The Atlantic. He calls in Makar, the piano tuner and subbutler, and reminds him of all his recent sins. He was drunk last week and must have been drunk yesterday, for he broke half a dozen plates. In fact, the breaking of these plates was the real cause of all the disturbance. Stepmother had reported the fact to father in the morning, and that was why Uliana was received with more scolding than was usually the case, why the verification of the hay was undertaken and why father continued to shout that "this progeny of Ham" deserved all the punishments on earth.

All of a sudden there is a lull in the storm. My father has taken his seat at the table and writes a note to the police station. "Take Makar with this note to the police station, and let 100 lashes with the birch rod be given to him."

Terror and absolute muteness reign in the house.

The clock strikes 4, and we all go down to dinner, but no one has any appetite, and the soup remains in the plates untouched. We are ten at table, and behind each one of us a violinist or a trombone player stands, with a clean plate in his left hand, but Makar is not among them.

"Where is Makar?" stepmother asks. "Call him in."

Makar does not appear, and the order is repeated. He enters at last, pale, with a distorted face, ashamed, his eyes cast down. Father looks into his plate, while stepmother, seeing that no one has touched the soup, tries to encourage us.

"Don't you find, children," she says, "that the soup is delicious?"

Tears suffocate me, and immediately after dinner is over I run out, catch Makar in a dark passage and try to kiss his hand, but he tears it away and says, either as a reproach or as a question, "Let me alone. And you, too, when you are grown up, will be just the same?"

"No, no; never!"

Yet father was not of the worst of landowners. On the contrary, the servants and the peasants considered him to be one of the best. What we saw in our house was going on everywhere, often in much more cruel forms. The flogging of the serfs was a regular part of the duties of the police.

LONG DISTANCE FIGHTING.

Impossible to Tell Infantry From Cavalry at Two Thousand Yards.

"Unless they have had experience," remarked an army officer, "people are very likely to have a very imperfect idea as to distances in army and field operations and as a result get things considerably mixed. When they read that armies are engaging with each other at 2,000 yards between them, they may think that they can see each other, but the reality is far different.

"At that distance, to the naked eye, a man or a horse does not look any larger than a speck. It is impossible to distinguish at that distance between a man and a horse, and at 800 yards less, 1,200 yards, especially where there is any dust, it requires the best kind of eyes to tell infantry from cavalry. At 900 yards the movements become clearer, though it is not until they get within 750 yards of each other that the heads of the columns can be made out with anything like certainty.

"Infantry can be seen in the sunlight much easier than the cavalry or artillery, for the reason that less dust is raised. Besides that, infantry can be distinguished by the glitter of their muskets. At 2,000 yards, however, everything is unsatisfactory, even with the aid of field glasses, for a marching column in dry weather raises a great deal of dust."—Washington Star.

A True Caballero.

Well in the middle of the grounds stands General Anderson's headquarters. As we went up the steps a tall man, rather shabbily dressed, preceded us. We noticed his military bearing and were told that he was the captain of one of the Spanish men-of-war which lies with projecting spars at the bottom of Cavite barbor. Following his footsteps, we of necessity overheard what he said to the general's aid:

"Senor, I borrowed, some time ago, $200 from Admiral Dewey to pay off my men. I have come to repay the debt."

He turned his profile toward us, and we noticed how thin he looked. He must have starved himself to collect the money. With a very straight back, he counted out the Spanish bills and turned to go.

"Will you not take a receipt?" asked the aid of General Anderson.

"Never from an officer," answered the gray haired old gentleman, with a courtly old fashioned bow.

Here at least is a true Spanish caballero.—Harper's Weekly.

A Gorgeous King.

Luinaka, the king of Barotse Land, says a traveler, is held in great fear and respect by his people. His court has as much etiquette and ceremonial as that of Louis XIV. His band of musicians make both day and night hideous with their performances. The music is done to drive away evil spirits. Luinaka himself is an imposing spectacle.

The king wears a long blue dressing gown trimmed with red braid, trousers and shirt, and on his head a scarlet nightcap, and above it a black terai hat.

His Idea of Luck.

"We don't have no luck at our house like they have over to Jimmy Smithers'."

"Why, what kind of luck do the Smithers have?"

"Jimmy Smithers' father has dyspepsia, an there's always a piece of pie left over an Jimmy gits it!"—Cleveland Plain Dealer.

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Schedule in Effect Monday, Sept. 19, 1898.

EASTBOUND.—Read Down. WESTBOUND—Read Up.

Daily except Sunday.*	Leave Saturday only.†	Daily ex. Sat. Sun.‡	Accm dailyexc 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	f 5 36	f4.16
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	f10.06	.....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	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.....	f7.30	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	6.20	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. ‡Run through to Ocean City for Baltimore passengers only. Connections made with steamer lines at Easton, Vienna and Salisbury.

T. A. JOYNES, Gen. Superintendent.

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

Philadelphia, Wilmington & Baltimore RAILROAD.

Schedule in Effect Nov. 21st, 1898.

Delaware & Chesapeake Railway.

SOUTHWARD		Distance	STATIONS.	NORTHWARD	
291 Pass	285 Mix.			290 Mix.	294 Mix.
§ 12 45	A.M.		....Washington....	§ 1 00	§ 8 15
3 00	§ 6 25		.....Baltimore.....	11 15	6 55
3 46	7 25		...Philadelphia...	10 46	5 3
4 27	8 13		...Wilmington...	9 58	4 59
5 47	9 38	....	Lv..Clayton..Ar	8 45	3 43
5 58	9 48	4.70	.....Kenton.....	8 36	3 34
f 6 04	f 9 57	9.58	.....Hartley.....	f 8 26	f 3 24
f 6 09	f 10 09	10.22	.....Slaughters....	f 8 24	f 3 21
6 12	10 08	13.70	.....Marydel.....	8 17	3 15
f 6 19	f 10 16	16.76	....Henderson....	f 8 10	f 3 08
f 6 26	f 10 24	19.54	..Goldsborough..	f 8 03	f 3 01
6 36	10 34	23.88	Greensborough	7 52	2 56
6 46	10 44	28.08	..... Ridgely	7 42	2 40
6 55	10 54	32.36	...Queen Anne...	7 31	2 29
f 7 02	f 11 04	36.16	.....Cordova.....	f 7 24	2 2
f 7 08	f 11 12	39.05	.....Chapel.....	f 7 18	f 2 16
7 20	11 24	44.16	.....Easton.....	7 08	2 06
f 7 37	f 11 42	50.49	.....Trappe.....	f 6 55	f 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 only on notice to Conductor or Agent, or on signal. §Daily except Sunday.

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Williston		Cambridge	6 P.M
Two Johns		Kirby's	
Turker Creek		Oxford	7 P.M
Kingston		Bellevne	
Dover Bridge	1.30 P.M	Double Mills	
Hog Island		Easton	9.30 P.M
Windy Hill		Oxford	10.30PM
Choptank		Corner's	
Wrights		Tilghman's	11.30P.M

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T. MURDOCH, Pass. Agent, J. SAWYER WILSON, JR., Frt. Agt., 111 E. Baltimore St., Baltimore, Md.

T. A. JOYNES, General Superintendent.

.. BAYNE FIELDS ..

FIRST CLASS SHAVING PARLOR

BEST SERVICE

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 [illegible]	7 14
Hickman		
Adamsville		
Blanchard		
Greenwood		
Owens		
Oakley	f 11 00	
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 56	2 30
Greenhill	f 6 59	f 2 33
Overbrook	f 7 03	f 2 40
Whitesboro	f 7 05	f 2 43
Milton	7 12	2 51
Wolfe	f 7 17	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 53
Adamsville	f 8 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	f 5 04
Wye Mills	f 8 50	f 5 17
Bloomingdale	f 8 57	5 25
Queenstown	9 10	7 00
Baltimore.....Ar	11 35	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.

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.