WOMEN'S REALM

A Beautiful Costume.

A princesse effect is suggested by this closely-fitted, clinging tunic and seamless, belted round waist, with its elaborately arranged insertion and embroidery decorations, down the entire front; the underskirt is plain and demi-trained, the tunic very long and deeply pointed, the insertion in differ-



A PRINCESSE EFFECT.

ent widths introduced giving great cachet to this handsome overdress; striped and flowered taffeta, satin foulard, fancy albatross, summer silks in various styles and colorings, grenadine and silk canvas can all be used in copying this model with equally stylish results.

Imitation Jewels.

A leading prima donna wears in one role a beautiful parure of diamonds, and she horrified another singer in the company by telling her that they were French imitations that had not cost one-fifth what they seemed to have cost. The other woman was distressed because all of hers were real and the thought of the money invested in them was too much for her. Imitation jewels have come to be so finely made that detection is almost impossible. Even for ordinary wear they are accounted beautiful, and it is only the knowledge of their falsity which makes them unpopular. For every ordinary purpose they are as useful as the genuine pieces. The last jewels to be imitated with wonderful success are rubies, and they happen to be a fashionable stone just now. The manufactory which has these imitation rubies on the market is situated in London, and it has already been said there that the price of real rubies will certainly fall in consequence of the discovery of these wonderful imitations. The profits of the company making the rubies are said to be $185,000 a year. Sapphires are also manufactured, but they are not considered so successful as the other stones. Artificial rubies weighing forty carats can be produced, but are not, as there would be no sale for stones of that size. An authority has said that there is no way known to him by which these stones can be told from the genuine ones. The stones, although made in England, and in some instances cut by well-known jewelers, are sold only on the Continent. There are several companies manufacturing them, although the best are the product of one firm. A London jeweler questioned as to the possible results of these good and cheap imitations said that the stones impossible to imitate might become the most valuable and the most fashionable eventually.

About the Complexion.

Next to the bath, daily friction is the most powerful auxiliary in maintaining the skin in a healthy condition. A woman who learns where the muscles of the skin are located and will daily practice kneading and rubbing these muscles, will find a wonderful improvement, not only in the texture of the skin, but in the contour of the face, if she persists and keeps up the practice. The Easterners are noted for their fine, smooth skins, and diseases arising from defective circulation and cutaneous difficulties are always unknown to them. They attribute this desirable condition to their general practice of massage both of the face and the entire body.

A Cup Board.

A cupboard—or, to be more specific, a board upon which to hang cups—is a pretty conceit for a dining-room. It is easily made, being simply a board stained and varnished, into which brass cup screws are driven. There may be shelves above, as ornamental as desired, to place the saucers upon, or these, too, may be placed on the board, each supported by two screws. If shelves are used, screws may be driven in the underneath side of them and odd cups, cream pitcher and tiny teapots hung from them with very pretty result. But to keep the entire board and shelves for one's collection of cups and saucers is far more original and effective.

In the grand spring cleaning, when nails and screws refuse to fasten securely in the plaster, and life looks dark and dread by reason of their obstinacy, look up and try this simple remedy, given by a professional picture hanger. Enlarge the hole made by the screw, says this genius, and thoroughly moisten the edges of the plaster with water. Then fill the space with plaster of paris and press the screw in the soft plaster. When it hardens the screw will be found to hold firmly.

CHILDRENS CORNER

WHAT'S IN A NAME.

Little girl 'at lives next door
  Never plays wive me,
'Cause she says 'at I don't move
  In society.

She wears jes' the finest clothes—
  Cost a lot, I guess—
While the bestest gown I has
  Is a gingham dress.

She has the most b'u'ful hats—
  My! but they is fine;
An' her shoes—I guess they cost
  A dollar more than mine.

She has ponies 'at she drives
  Almost ev'y day;
An' they goes so fast—oo—oo—ooh!
  Takes your bref away.

She is rich, but I jes' bet
  'At she envies me,
'Cause her name is Maggie Smif
  An' mine is Althea Penelope d'Arcy
    Lee.—Louis B. Cooley.

JEWELS OF ALUM.

How to Make Them for Charades and Amateur Theatricals.

A very pretty and amusing way of making jewelry to be used in the production of charades or in juvenile amateur theatricals is here shown. Dissolve a pound of alum in a quart of hot water and suspend in the saturated solution a crown or some other shaped form made of wire and covered with strips of flannel or wound with woolen threads. In order to obtain the very best results it is necessary to select a vessel of glass with an even, highly polished inside surface, which must remain undisturbed for twenty-four hours in a quiet place after the solution of alum has been poured in and the article to be covered with crystals has been suspended so as to hang free in the solution without touching on any side. A cool room is preferable, for the crystals covering the wire will then be larger and more brilliant.

After remaining twenty-four hours in the solution the article, now covered with crystals, can be withdrawn, and will keep indefinitely in a dry place. The addition of some chemicals will result in very fine color effects; thus the use of iron alum will bring forth very fine blue crystals, and chromo alum equally fine yellow ones. The simplest additions for coloring the crystals, while not bringing about fine results, are a few drops of ordinary olue-black writing ink or of a solution of litimus, which can easily be obtained in any drug store.

A Scientific Puzzle.

The problem is to see how many coins can be dropped into a wine glass filled quite to the brim with water without making the water overflow. Were you to be told that the glass will hold as many as twenty quarters or shillings after it is quite full of water you would all shout, "Impossible;" however, a trial will prove to you the truth of this surprising statement. Wipe the glass dry so that not a vestige of moisture clings to it either inside or out; then, with a vessel having a spout, fill it slowly and carefully with water to the exact brim. Now with steady hand very gently drop in the coins, holding them edgewise. As soon as the coin touches the water let it fall, so that as little disturbance as possible will be made. As each coin goes in the water rises a trifle above the brim until its elevation is readily perceptible to the eye. Of course, there comes a time when just one more coin will make it overflow, but you can stop just before this occurs. The scientific explanation of this interesting experiment is that the "attraction of gravity" is not so great as the "cohesive attraction" of the water—that is to say, up to a certain point. Some day this will be made clearer to you, but just now you can amuse yourself with the fact.

Forcing an Egg Into a Bottle.

Atmospheric pressure furnishes some interesting facts, some of the experiments being enough like magic to find a place in a parlor entertainment. Take an ordinary decanter and a hard-boiled egg. Take the shell off the egg. Then push a piece of paper down into the decanter and light it and let it burn. As soon as you see that the paper is nearly consumed, put the egg on the mouth of the decanter like a cork, small end down. In a few min-

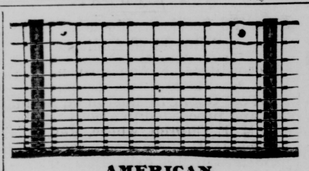


FORCING AN EGG INTO A DECANTER.

utes the air outside presses the egg through the neck of the bottle down inside. The egg being at least twice as large as the mouth of the decanter is requires force enough to make it grow long and narrow. The vacuum inside made by the burning paper and the atmospheric pressure get the egg through and it falls to the bottom and regains its own shape. We will not discuss the question of getting the egg out again.

Reminding Him.

Helen and her father and mother were dining in a hotel, and Helen, who was six years old, had never before dined in a public place. The waiter was so attentive and courteous that Helen's mother said he must be tipped at the end of the meal. The word "tipped" was one Helen had never heard used except in connection with a dumpcart on her father's premises. When they got up to leave the dining room she said: "Oh, papa, papa! You forgot to dump the waiter!"

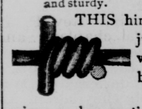


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THIS hinge-joint makes an adjustable fence and prevents stay wires from bending—



THAT

crimp makes as tight a fence in summer as in winter, and prevents stay wire from being displaced.

There's no fence that excels it; and few, if any, as good.

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SEND ONE DOLLAR cut this ad out and send to us and if you live East of the Rocky Mountains we will send this HIGH-GRADE TOP BUGGY to you by freight C. O. D. subject to examination, you can examine it at your freight depot and if you find it EQUAL TO ANY $100.00 TOP BUGGY you ever saw, perfectly satisfactory and the GRANDEST BARGAIN YOU HAVE EVER SEEN OR HEARD OF, pay the railroad agent OUR SPECIAL OFFER PRICE $55.00 and freight charges, less the One Dollar sent with order.

$16.50 TO $90.00 BUGGIES AND SURREYS.



ACME QUEEN. (OUR OWN MAKE.)

BUILT IN OUR OWN FACTORY IN CHICAGO, on honor from the best material money can buy. While in our Free Buggy Catalogue we show Top Buggies made by other makers at $21.50, $26.75 and $34.75 the exact same buggy that are sold by machinery dealers, at $45.00 to $75.00 and are being widely advertised by many at $35.00 to $60.00.

OUR ACME QUEEN AT $55.00 is the most wonderful value ever offered. THE LOWEST PRICE EVER QUOTED ON THE BEST BUGGY THAT CAN BE BUILT. We maintain our own five story buggy factory for the sole purpose of building and selling a BETTER BUGGY THAN WE CAN BUY ELSEWHERE and to SAVE OUR CUSTOMERS MANUFACTURER'S PROFIT.

Every Buggy We Make is Guaranteed Five Years and They Will out wear Five Ordinary Factory Rigs.

THE MATERIAL AND LABOR IN OUR ACME QUEEN cost more than double that in the ordinary factory buggy. We use a $2.50 cushion cloth, some use 90 cent; we use a $1.50 head lining, some use 40 cent; we use 28 cent leather, some use 9 cent; we use $8.50 colors and varnishes, some use 75 cent and $1.00. WE PAY ALMOST DOUBLE the price most makers pay for Wheels, Axles, Springs, Dashes and Sockets, because WE WANT THE BEST. Our wheels, gear and bodies are Water Rubbed and the Material and Labor in Painting OUR ACME QUEEN, would paint three cheap buggies.

$55.00 BARELY COVERS COST of material and labor, leaving us the smallest profit imaginable, but we are building 70 buggies a day and to advertise our buggy factory we are willing to SELL THEM ON $1.00 PROFIT EACH. We know $70.00 daily profit on 70 buggies will satisfy us, advertise us everywhere and build up the LARGEST BUGGY BUSINESS IN THE WORLD.

THE ACME QUEEN we build in narrow or wide track, cloth or leather trimmed, end springs, buffed leather quarter top, solid panel back, springs in back, leather covered Bows and Nuts, Rubber Steps, Velvet Carpet, body 24x54 inches, No. 1 Sarven's patent screwed rim wheels, painted in 16 coats, body black, gear dark green with very delicate modest striping, complete with shafts, side and back curtains, boot storm apron and anti-rattlers and shafts. Pole, Neckyoke and Whiffletrees in place of shafts, $1.75 extra. BUGGY WEIGHS 400 POUNDS and the freight will average for 200 miles, $2.00; 300 miles, $2.75; 400 miles, $3.25; 500 miles, $3.60; 1,000 miles, $6.00.

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PATENTS

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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.	Accom daily ex. Sunday	STATIONS.		Daily ex. Sunday.	Daily ex. Sunday.	Daily ex. Sunday
A. M.	P. M.	P. M.	A. M.			P. M.	P. M.	P. M.
	3.00	4.10		Lv. Baltimore	Ar.	1.10		
7.45	6.25	7.35	9.45	Clayborne		9.55	5.40	3.20
7.54	f6.30	f7.40	f 9.49	McDaniel		f9.41	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	f8.42	f10.48	Ellwood		f8.43	f4.37	1.12
12.30	7.40	8.50	10.56	Hurlock		8.36	4.30	1.00
f12.36			f10.58	Ennalls			f 4.24	f10.45
12.46	f7.47	f8.57	f11.03	Rhodesdale		f8.27	f 4.21	10.41
f12.56	f7.52	f9.02	f11.08	Reid's Grove		f8.20	f 4.14	f10.29
1.10	f7.59	f9.09	f11.15	Vienna		f8.15	f 4.07	10.19
1.25	f8.07	f9.17	f11.23	Mardela Springs		f8.06	f 3.58	10.05
1.40	f8.15	f9.25	f11.31	Hebron		f7.57	f 3.49	9.47
f1.46	f8.18	f9.28	f11.34	Rock-a-Walkin		f7.53	f 3.45	f9.30
2.55	8.30	9.40	11.46	Salisbury		7.46	3.37	9.17
f3.07	f8.38	f9.48	f11.54	Walston's		f7.32	f 3.23	f8.10
3.19	f8.42	f9 52	f11.58	Parsonsburg		f7.29	f 3.19	8.05
3.35	f8.48	f9.58	f12.04	Pittsville		f7.24	f 3.12	7.50
f3.45	f8.53	f10 03	f12.09	Willards		f7.16	f 3.04	f7.33
f3.50	f8.55	f10 05	f12.11	New Hope		f7.14	f 3.02	f7.28
3.58	f8.58	f10 08	f12.13	Whaleyville		f7.11	f 2.59	7.23
f4.08	f9.03	f10 13	f12.18	St. Martins		f7.04	f 2.52	f7.12
4.45	9.13	10 23	12.27	Berlin		6.59	2.45	7.04
5.05	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 May 21st, 1899.

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 43
4 27	8 13		Wilmington	9 58	4 59
5 47	9 38		Lv. Clayton Ar	8 45	3 43
5 56	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 06	f 10 00	10.22	Slaughters	f 8 28	f 3 21
6 12	10 08	13.79	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 50
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 22
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.

PENNSYLVANIA RAILROAD

AND LEASED LINES.

On and after January 16th, 1899.

Trains leave Broad Street Station, Phila.

FOR NEW YORK.

Ex., week-days, 3.20, 4.05, 4 40, 5.00, 5.15, 6.50, 7.38, 8.25, 9.50, *10.21, 11, 12.43 a. m., 12.00m., 12.35 (Lim. *1.00 and *4.22 p. m.), 1.40, *2.30, 3.20, 3.50, 4.02, 5.00, *5.56, 6.00, 7.02, *8.10, 10.00 p. m., 12.01 night. Sundays, 3.20, 4.05, 4.40, 5.00, 5.15, 8.25, 9.50 *10.21, 10.43, 11.43 a. m., *12.03, 12.35, *2.30, 4.02, (Limited, *4.22), 5.20, *5.56, 6.35, 7.02, *8.10, 10.00 p. m., 12 01 night.

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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		Bellevne	
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		Tilghmn'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.

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QUEEN ANNE'S RAILROAD.

Schedule in Effect April 5, 1899.

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 10	3 30
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 53
Downes		9 50	6 59
Tuckahoe		f 9 53	f 7 02
Denton		10 00	7 07
Hobbs		10 05	7 12
Hickman		10 23	7 23
Adamsville		10 27	f 7 27
Blanchard		f 10 32	f 7 31
Greenwood		B 10 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	f 8 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 35
Overbrook		f 7 03	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	5 04
Wye Mills		f 8 50	f 5 17
Bloomingdale		f 8 57	5 25
Queenstown		9 10	7 00
Baltimore	Ar	11 50	9 45
		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.

WM. D. UHLER, G. F. & P. A.

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.