WARS CAUSED BY TRIFLES

England and Her Allies Drifted Into the Crimean Troubles.

Many wars have had trifling causes. A dispatch altered in one or two points by Bismarck brought on the Franco-German conflict. Palmerston said facetiously that only three men in Europe ever knew what the Schleswig-Holstein troubles which led to two wars were about, and two of them died before the conflicts began, while he, the third man, had forgotten. A slighting reference by Frederick the Great of Prussia to Mme. Pompadour of France was said to have been one of the causes of the Seven Years' War, sometimes called the "war of three petticoats," from the fact that the France of Pompadour and the Russia of Catherine II. joined the Austria of Maria Theresa against Frederick.

According to John Bright, England and her allies drifted into the Crimean War without realizing it until after they got in, and they did not know what they fought for even after they started while it is certain that everything which was supposed to have been fixed by that conflict was disturbed afterward. The results of the quarter of a century of wars beginning with the commencement of the French Revolution and ending with Waterloo, "pleased nobody and settled nothing," according to Sheridan. The average person who lived in those days knew as little about the causes of the slaughter as old Kaspar did about the battle of Blenheim when questioned by little Peterkin.

Quail.

Pliny was much more accurate as to the habits of migrating quails than most observers of his day. He mentions that when crossing the sea they were sometimes blown out of their course and drowned. He was also aware that they migrate by night, and makes the curious statement that when the multitudes were nearing land they were dangerous to small boats, on whose sails and rigging they settled, "often by night," and overset them. Tens of thousands are taken on the coast of the Pontine marshes, and in Sicily one hundred thousand are said to have been captured in one day. In the islands of the Greek Archipelago they are caught and cured just like sprats or pilchards, with the difference that they are netted on the land instead of in the sea. The heads are cut off, the bodies cleaned, and then salted and packed in tubs. Further East one of the greatest of the annual quail catches takes place on the Bosporus. The main body of these quail are looked for on the return migration in autumn, not in the spring. It is then that the birds hatched during the summer on the plains of Poland, of Turkey of Rumania, and South Russia are on their way South, and pass in myriads over the straits and along the Asiatic shore. But in old days there were often years of respite for the birds.

War on the Bosporus, or in Greece and the Archipelago, or in Egypt or Spain or Italy, might at any moment give the birds an "open door" for a series of years; and population not only failed to increase, but often receded; and there were no railways or steamships. The demand was a local one; and as in the days of Moses people tired even of quail. Now the populations of Paris, London and Berlin are added to the eaters of spring quails. The birds are caught lean and are forwarded alive to be fattened. The demand increases, population is everywhere growing, engines for their capture are better devised, and the demand is clearly overtaking the supply.

Oyster Shell Windows

Among the various and curious objects brought from Manila by some of our returning soldiers none excite more interest than the delicate plate-like shells called conchas ;not only because they belong to the usually unattractive and rough-shelled oyster family, but from the fact that shells serve as windows in may of the buildings of the Philippines.

The shell is nearly round, about four inches in diameter, compressed, and so thin that it is nearly transparent. In appearance the interior of the shell resembles isinglass, with opalescent tints, the interior being lightly rough. The animal is so exceedingly flat that when the valves are closed they apparently touch. This is probably the same species of mollusk which is known in China as the Chinese window oyster, and which is used for windows, lanterns and similar purposes. These ingenious people also powder the shells, which they use for silver in their water colors.

The better class of houses in Manila have window frames which slide in grooves, so as to be opened or closed, as desired, and in these are set the conchas, which soften the bright tropical sun rays. As a further protection against light and heat ,blinds are used which run in the grooves with the windows. The Governor's Palace, which was rebuilt about two hundred years ago, has for windows the same sliding frames set with many panes of the window oyster.

A Curio

A resident of Bristol, Pa., owns a curiosity in the shape of a copper button, the kind said to have been worn by the servants of George Washington when the latter was President of the United States. The button is about one and one-half inches in diameter, and is quite elaborately engraved. Around the edge are the words: "Long live our President." In the centre is a monogram, "G. W." There are said to be only about three of these buttons now in existence, and two of them belong to members of the Washington family.

East Indian famines have had some comic features. In Aurungabad the priests were paid to pray for rain and did so, day after day, but the rain failed to appear, though very costly processions were organized. At last the people became angry, threw the gods into the rubbish heaps and blocked up the entrance to the temples with masses of thorns as a penalty for keeping the fields dry. It is just as well for a Hindoo god to attend to business if he wants to keep his job.

A North Carolina woman has invented an appliance for keeping poultices warm, a receptacle for hot water having a face in which the sack containing the poultice is inserted, with an opening in the receptacle for changing the water as it cools.

HOW TO DEVELOP MUSCLES.

What Is Necessary to the Maintenance of a Correct Poise.

It is well-trained muscles that give one a graceful carriage. If one is to walk in a becoming manner his legs must be strong enough in every part to carry the body with ease and keep it in correct poise. If one has an unsteady, wabbling gait it is certain that some of his leg muscles are flabby and undeveloped. He may be strong as an



EXERCISE FOR LEG MUSCLES.

ox from foot to thigh, but that may mean uneven development, and while he may be able to carry a heavy burden many muscles that might serve him in the matter of gracefulness have gone to waste. An excellent exercise for the development of muscles that maintain body balance will be found in putting one foot well ahead of the other and, suporting a part of the weight on the toe of the rear foot, let the body fall and rise so that the knee comes as nerr as possible to the carpet without touching it on every downward movement. One will find after half a minute of it that he has discovered a new pain. That means nothing more than an unused muscle, however, and every one of those he can reclaim would be worth their weight in gold if he were going to buy gracefulness.

What Wives Should Remember.

That Adam was made first.
That "he pays the freight."
That nine men in ten detest gossip.
That all angels are not of your sex.
That confidence begets confidence.
That men sometimes have "nerves."
That there should be no place like home.
That it takes two to prolong a family jar.
That the least said is the soonest mended.
That with all his faults you love him still.
That you should have no secrets from him.
That husbands have troubles of their own.
That "he's all right" when you know him.
That womans' best weapon is her weakness.
That home is more than half what you make it.
That he is just as anxious to get rich as you are.
That wives are unusually favored in this country.
That you can't keep books, and there is no use trying.
That he likes to hear that the baby is his dead image.
That six pairs of slippers are enough for any man.
That a man likes neatness in your attire at all times.
That candy in excess is worse than rum in moderation.
That you should not run up bills without his knowledge.
That "a baby in the house is a well-spring of pleasure."
That she who puts on the gloves should know how to spar.
That he is not in love with every woman he glances at.
That it is a policy to let him believe he is "lord and master."
That your relationship is closer to him than to your mother.
That a prompt and pointed answer does not turn away wrath.
That he does not get sleepy the same moment that you do.
That there are letter drop-boxes on the nearest corners.
That you should not expect him to light the fire in the morning.
That his typewriter cannot help it if she is pretty.
That he expects you to look your best when you go out with him.
That it does not improve his razor to use it for chiropodical purposes.
That house bunting is not reckoned by the average man as a pleasure.
That 8 p. m. is sixty minutes past 7 o'clock, not fifteen minutes past 9.—(Boston Globe.)

The Mistress's Touch.

"Oh," sighed a weary woman, "most of the work that I do is like washing one's face! One receives no credit for doing it, and yet it shows and is a disgrace if it is not done."

She might have added that only the lady and house mother would think of doing just the things she does. It is the trained eye of the mistress that notes the fingermarks on the edge of the door, where it, instead of the knob, has been seized by Bridget's or Norah's not over-clean hand. It is never Bridget or Norah who thinks to wash out the soap cups in the various bedrooms, or who remembers every few days to scald out the water pitchers, lest they acquire a musty odor. And it is the mistress who dusts the upper back rungs of the chair after Norah has given the drawing-room "a thorough cleaning." Only the mistress discerns these things and sets them right. It is the lady housewife's touch and supervision that mark the difference between eye service and love service and makes of an ordinary house a true home. Since her little touches that she feels do not show, bring about such results, may she not be satisfied'

CHESTNUTS AS FOOD.

Used Through France as a Popular Article of Diet.

The absence of Indian corn as an article of diet among the poorer classes in France is, writes Commercial Agent Griffin at Limoges, to a certain extent replaced by the popular chestnut. Throughout the center of this country, from the Bay of Biscay to Switzerland, there are large plantations, and almost forests, of chestnut trees. These nuts differ very much from the ordinary species indigenous to the United States; they are broad, large, and resemble the American horse-chestnut or buckeye, and are extensively eaten by human beings and animals. Great care is taken in harvesting this nut before the severe frosts touch it, as freezing hastens fermentation.

The poor people, during the fall and winter, often make two meals daily from chestnuts. The ordinary way of cooking them is to remove the outside shell, blanch them, then a wet cloth is placed in an earthen pot, which is almost filled with raw chestnuts; they are covered with a second wet cloth, and put on the fire to steam; they are eaten with salt or milk. Hot steamed chestnuts are carried around the city streets in baskets or pails; the majority of the working people, who usually have no fire early in the morning, eat them for their first breakfast, with or without milk. Physicians say that as an article of food, chestnuts are wholesome, hearty, nutritious and fattening. These nuts are often used as a vegetable and are exceedingly popular, being found on the table of the well-to-do and wealthy. They are served not only boiled, but roasted, steamed, pureed, and as dressings for poultry and meats.

Chestnuts are made into bread by the mountain peasantry. After the nuts have been blanched, they are dried and ground. From this flour a sweet, heavy, flat cake is made. It resembles the oaten cakes so popular among Scotch peasants. They are extensively employed for fattening animals, especially hogs. The nuts are boiled without shelling; only small, inferior fruit is thus used.

In good seasons, chestnuts sell as low as 1 cent a pound retail, and wholesale at $1.50 per two hundred-weights.

The Origin of Confetti

"Confetti" was invented by accident. A big printing house in Paris used to turn out millions of almanacs yearly, each with a small hole punched in the corner to receive a metallic eyelet. An enormous quantity of the tiny paper circles accumulated. These were sent to the paper makers, and would be so disposed of still had not chance and the smart proprietor turned them to profit. According to the "Family Doctor," it happens that two of the workmen were having a little dispute. Suddenly one of them caught up a handful of the paper circles and threw them in the other's face.

The other workmen joined in, and in the midst of the engagement the proprietor appeared. Far from getting angry, he told one of the men to fill a paper bag with the circles and take them to his house. That night he engaged a seat in the gallery at the opera, and during the dances showered the paper down on the heads of the people below. The idea caught on immensely, and he invented special machines for manufacturing the confetti. One has only to walk through Paris or Brussels during carnival to get an idea of the quantity of these little circles used. In Paris alone during the three days' carnival of the Boeuf Gras there were 200 tons of the confetti used.

Making Brass Instruments

The bell of a brass band instrument, which is the big end, extending back to the bow or first bend, is made of a single piece of metal which was originally flat. The pattern by which the metal is cut is of the shape that a bell would have if it were slit straight down the side from end to end and then flattened out. When the flat piece of metal from which a bell is formed has been cut out by such a pattern, it is bent by hand over a rod until the edges meet. The seam is brazed, and the piece of metal now has its trumpet-shaped form, but with many little more or less uneven places in the thin metal.

The bell is then placed upon a wooden mandrel, a form which fills the interior of the bell from end to end and is of the size and shape to which the bell is to be conformed. The inequalities in the surface of the metal are then worked out of it by hand with wooden hammers, the bell being repeatedly driven down upon the mandrel. When the bell has at last been brought in this manner substantially to its true form it is finished and brought to its perfect smoothness of surface in a spinning machine.

English Tramps

While some vagabounds remain in the country during the winter, there is none the less a general exodus from the road in the autumn. In the South the professional wayfarer's last chance of obtaining work in the fields is at "hopping"; in the North, at "tater scratching." Thousands of vagrants rely on one or the other industry to get a winter's stock or keep, or, at least, something with which to tide them over the beginning of the town season. Comparatively seldom, however, do they reach their winter quarters with much money.

Incredible as it may seem, it is yet a fact that every autumn a number of London's wastrels tramp into Kent for no other purpose than that of "going through"—of robbing—poor "hoppers"; and vagrants, notwithstanding that they are versed in the ways of the sneak thief, and hide their money more regularly than they wash themselves, are victimized as readily as are toiling East Enders. Other tramps squander their money before they reach town.—Good Words.

Three miles from the village of Krisuvik, in the great volcanic district of Iceland, there is a whole mountain composed of eruptive clays and pure white sulphur. A beautiful grotto penetrates the western slope to an unknown depth.

She—Look at those old fashion plates. How could women ever have worn such hats?
He—I thought you said they were fashion plates.—Brooklyn Life.

SOME QUEER APPETITES.

Ostriches and Gnats Are Not Alone in the Possession of Them.

The novel operation mentioned recently of the removal of over inches of hatpin from the neck of a kitten is not altogether without precedent.

Kittens and puppies, and cats and dogs, it was stated, are frequent sufferers from a lack of discrimination in swallowing things never intended for consumption. Hatpins, meat-skewers, knitting needles, and ordinary needles and pins are among the articles they have been known to swallow. Only recently a tiny fox terrier was submitted for professional examination on what was supposed to be an abscess on the side. The surgeon, however, decided that a foreign body was present, and nothing could of course be done without the merciful aid of chloroform, for it is both interesting and gratifying to know that even the least painful operation is never attempted until the animal to be operated upon is placed temporarily beyond the reach of pain. The results of this operation disclosed the presence of a wooden meat-skewer in the terrier's stomach, with the point projecting between its ribs. The obstacle was successfully removed and today the tiny pet is as frisky as ever it was.

Another small spaniel paid the penalty of its avariciousness with its life, mainly owing to the fact that its owner was a comparatively poor man. One morning the dog entered the bedroom, and bouncing upon the dressing table, lapped up a diamond stud worth five or six guineas. Ordinary emetics had no effect, and unfortunately under chloroform on the operating table the surgeon was unsuccessful in dislodging the stud. At the wish of the owner a further supply of the drug was given, and a post-mortem revealed the missing gem.

It is attributed to some cats that they show an intemperate inclination for wine corks, and frequently swallow them. Others swallow needles, which gradually work out through their skin, and there is a case on record of an omnivorous goat that swallowed a packet of small needles, and for some months afterward, owing to its porcupine exterior, was a terror to the small boys who attempted to take a seat on its back.

Whale Butchery.

The progress of our age has played havoc with many time-honored industries, but on the other hand has caused new ones to spring up and take their places. Whaling in bygone times was a dangerous business. Sailing vessels fitted out for the purpose had to take along not only a crew of hardy whale hunters, but also men skilled in cutting the lard from the leviathan's sides, cooking it and placing the blubber into oil barrels, carried along for the purpose. A large quantity of fat and other materials was always wasted, no matter how careful the captain and crew went to work. To-day whaling is carried on differently. Steamers fitted with all the modern appliances and covering ten times the ground of a sailing vessel are out after the great cetaceans. When they catch a whale within a couple hundred knots from North Cape they do not stop to cut up the big fish at sea, but tow the animal to Vardoe or Vadsot, where enterprising Norwegians have started a quite novel business—a whale butchery. They work on a partnership arrangement, paying the ship-owner pro rata of the whale oil rendered and the amount of whale bone secured. Because of their improved facilities they obtain more than twice as much oil, and since the meat of the whale makes a splendid fertilizer and they derive another large source of income by selling whale hides and skeletons for museums to dealers in curios, they are doing very well. They employ at the present 120 men, most of them in former years sailors on board of the whalers.—Philadelphia Record.

A Day Ahead of the Almanac

An interesting circumstance incident to Magellan's circumnavigation of the globe and discovery of the Philippines is that every degree Magellan sailed westward added four minutes to his day, until, when he reached the Philippines, the difference in time amounted to sixteen hours. Curiously enough, this escaped the notice of all. Elcano, the only Captain who made the entire circuit, was not aware, "when he returned to the longitude of his departure, that his ship's logbook" was about a day behind "the time of the port his long-continued westward course had brought him back to. The error remained unnoticed also in the Philippines till 1844, when it was decided to pass over New Year's Day for once altogether." Thus it appeared that the Philippines, instead of lying far to the west of Spain, the direction in which the discoverers had sailed, might more properly be spoken of as lying about eight hours east of Spain. When it is noon in Madrid it is about 8:20 in the evening in Manila, and about 7:10 in the morning at Washington.

Wells That Breathe

Blowing or breathing wells are strange phenomena which exist at Sauk City, Prairie du Sac and Merrimack, Wisconsin.

At those places wells have been put down to depths varying from 60 to 130 feet, and, strange to relate, they exhale the air for a period of 24 hours and then inhale for a like period. In cold weather water is frozen at a depth of over 100 feet, causing the pump pipes to burst in many cases. Recently, Charles Stoddard put some light boards over his well and during the night the exhalation blew part of the boards off.

One man covered his well, except a round hole through one of the boards, and when a hat, folded newspaper or other similar obect was placed over the hole, it would be blown off. The air seems to come from a stratum of very coarse gravel, in which there is no sand or other substance, except a little soaplike matter.

Slate is produced in France to a very large extent and is taken from both open and closed quarries. The best of these quarries are located in the neighborhood of Anger, Department of Maine et Loire. The slate extracted is principally used for roofing tiles; from certain quarries, for large slabs, billiard tables and public toilet rooms.

Baltimore, Chesapeake & Atlantic Railway Company.

RAILWAY DIVISION.

Passenger Train Service, in effect 1 A. M., Thursday, June 29th, 1899.

EAST-BOUND.

Stations.	Distance	daily ex. Sun.	daily ex. Sat & Sun.	daily	Sat. only.	Sat. only	Sun. only.
		A. M.	P. M.	A. M.	P. M.	P.M.	A. M.
Baltimore, lv..	0.00	7 00	4 10	.....	2 30	2 30	7 30
Claiborne.....	44.00	10 20	7 35	7 00	6 00	5 50	10 50
McDaniel's.....	45.34	s10 24	t 7 40	f 7 04	t 6 05	.....	.....
Harper's.....	46.64	j10 27	j 7 44	f 7 08	j 6 09	.....	.....
St. Michaels...	48.72	10 32	7 50	7 13	6 15	.....	j11 00
Riverside.....	50.46	j10 35	j 7 53	f 7 16	j 6 18	.....	.....
Royal Oak.....	52.58	s10 39	t 7 58	f 7 20	t 6 23	.....	j11 08
Kirkham	54.43	j10 43	j 8 02	f 7 24	j 6 27	.....	.....
Bloomfield.....	56.51	j10 47	j 8 07	f 7 28	j 6 32	.....	.....
Easton.....	59.05	10 55	8 16	7 37	6 41	6 14	11 22
Turner's.....	62.69	.....	.....	.....	.....	.....	.....
Bethlehem	66.21	j11 09	z 8 31	f 7 52	z 6 56	.....	.....
Preston.....	69.31	j11 14	z 8 38	f 7 59	z 7 03	.....	.....
Linchester.....	70.49	j11 16	j 8 40	f 8 01	j 7 05		.....
Ellwood.....	71.37	j11 18	z 8 42	f 8 03	z 7 07		.....
Hurlock's.....	75.22	11 25	8 50	8 11	7 15	Chair Car.	.....
Ennalls.....	77.11	.....	.....	f 8 15	.....		.....
Rhodesdale	79.44	j11 31	t 8 57	f 8 18	t 7 22		.....
Reed's Grove..	82.55	j11 35	j 9 02	f 8 24	j 7 27		.....
Vienna	86.00	j11 41	z 9 09	f 8 31	z 7 34	.....	.....
MardelaSpri'gs	89.90	j11 48	z 9 17	8 41	z 7 42	.....	.....
Hebron.....	94.96	j11 56	z 9 25	f 8 50	z 7 50	.....	.....
Rockawalkin...	96.63	j11 59	j 9 28	f 8 54	j 7 53	.....	.....
Salisbury.....	100.98	12 10	9 40	9 10	8 05	7 19	12 31
Walston's	105.95	j12 18	j 9 48	f 9 18	j 8 13	.....	.....
Parsonsburg...	108.02	j12 22	z 9 52	f 9 23	z 8 17	.....	.....
Pittsville.....	111.09	j12 28	z 9 58	f 9 31	z 8 23	.....	.....
Willards.....	114.50	j12 33	j10 03	f 9 37	j 8 28	.....	.....
New Hope.....	115.60	j12 35	j10 05	f 9 40	j 8 30	.....	.....
Whaleyville....	117.09	j12 37	z10 08	f 9 44	z 8 33	.....	.....
St. Martin's...	120.56	j12 42	j10 13	f 9 51	j 8 38	.....	.....
Berlin	123.82	12 50	10 23	10 02	8 48	.....	.....
Ocean City.....	131.06	1 00	10 35	10 15	9 00	8 00	1 15
		P.M.	P.M.	A.M.	P.M.	P.M.	P.M.

WEST-BOUND.

Stations	Distance	daily ex. Sun.	daily ex. Sat & Sun.	daily	Sat. only.	Sun. only.	Sun. only.
		A. M.	P.M.	P.M.	P.M.	P.M.	P.M.
Ocean City, leave.....	0.00	7 20	4 50	5 00	2 50	4 10	4 55
Berlin.....	7.24	7 34	j 5 04	5 14	3 04	4 24	.....
St. Martin's.....	10.50	t 7 30	j 5 09	f 5 20	t 3 09	j 4 29	.....
Whaleyville.....	13.97	t 7 46	j 5 15	f 5 27	t 3 16	j 4 35	.....
New Hope.....	15.46	j 7 49	j 5 18	f 5 30	j 3 19	j 4 38	.....
Willards.....	16.56	t 7 51	j 5 20	f 5 32	t 3 21	j 4 40	.....
Pittsville.....	19.97	t 7 59	j 5 25	5 40	t 3 29	t 4 46	.....
Parsonsburg.....	23.04	t 8 04	j 5 30	f 5 46	t 3 34	t 4 51	.....
Walstons..	25.11	j 8 07	j 5 33	f 5 49	j 3 37	j 4 54	.....
Salisbury.....	30.08	8 21	5 45	6 03	3 51	5 07	.....
Rockawalkin	34.43	j 8 28	j 5 52	f 6 10	j 3 58	j 5 14	.....
Hebron.....	36.40	z 8 32	j 5 55	f 6 14	z 4 02	j 5 18	.....
Mardela Spring,.....	41.16	z 8 41	j 6 03	f 6 23	z 4 11	j 5 27	.....
Vienna	45.06	z 8 50	j 6 11	f 6 32	z 4 20	j 5 35	.....
Reed's Grove.....	48.51	j 8 55	j 6 15	f 6 37	j 4 25	j 5 40	.....
Rhodesdale..	51.62	t 9 02	j 6 21	f 6 44	t 4 32	j 5 45	.....
Ennals.....	53.29	.....	.....	f 6 47	.....	.....	.....
Hurlocks	55.84	9 11	t 6 30	6 56	4 41	5 54	.....
Ellwood.....	59.69	t 9 18	j 6 36	f 7 07	t 4 48	j 6 01	.....
Linchester.....	60.57	j 9 20	j 6 38	f 7 09	j 4 50	j 6 03	.....
Preston.....	61.75	z 9 23	j 6 40	f 7 12	z 4 53	t 6 06	.....
Bethlehem	64.85	t 9 29	j 6 45	f 7 19	t 4 59	j 6 11	.....
Turner's.....	68.37	.....	.....	.....	.....	.....	.....
Easton.....	72.01	9 45	7 01	7 37	5 15	6 27	.....
Bloomfield	74.55	j 9 50	j 7 06	f 7 42	t 5 20	t 6 32	.....
Kirkham.....	76.63	j 9 54	j 7 10	f 7 47	t 5 24	t 6 36	.....
Royal Oak.....	78.48	t 9 58	j 7 14	f 7 51	t 5 28	t 6 41	.....
Riverside.....	80.60	j10 01	j 7 17	f 8 01	j 5 31	j 6 44	.....
St. Michaels.....	82.34	10 08	7 23	8 08	5 38	6 52	.....
Harper's.....	84.42	j10 12	j 7 27	f 8 12	t 5 42	t 6 56	.....
McDaniel's.....	85.72	j10 16	j 7 31	f 8 16	t 5 46	t 7 01	.....
Claiborne.....	87.06	10 30	7 45	8 20	6 10	7 15	7 15
Baltimore, arrive....	131 06	1 45	11 00	.....	9 25	10 30	10 30
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Makes no stops. Chair Car.

f—Stops on Signal.
j—Stops on Signal to take on or let off Baltimore Passengers only.
t—Stops on Signal to take on or let off Passengers for Regular Stops or Baltimore.
s—Stops on Signal to let off Baltimore Passengers or take on Passengers for Easton or Ocean City.
z—Stops on Signal to take on or let off Passengers for other z stops, regular stops or Baltimore.
Connection made with Steamer Lines at Easton, Vienna and Salisbury.

T. A. JOYNES, General Superintendent. A. J. BENJAMIN. Superintendent Ry. Div. T. MURDOCH, General Passenger Agent.

Philadelphia, Wilmington & Baltimore RAILROAD.

Schedule in Effect May 21st, 1899.

Delaware & Chesapeake Railway.

SOUTHWARD 291 Pass	SOUTHWARD 285 Mix.	Distance	Stations.	NORTHWARD 290 Mix.	NORTHWARD 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	o 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 23	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	Greensborouga	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 06	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.

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, 11.43 a. m., 12.00m., 12.35 (Lim. *1.00 and *4.22 p. m.), 1.43, *2.30, 3.20, 3.30, 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.

Express for Boston, without change, 11.01 a. m. week-days and 8.10 p. m. daily.

*Dining Car.

For tickets and other information apply to Ticket Agent.

J. B. HUTCHINSON, General Manager. I. R. WOOD, G. P. A.

Balto. Chesapeake & Atlantic

Choptank River Route.

CHOPTANK RIVER LINE.

Baltimore-Choptank-Third Haven River Route

For Baltimore—The magnificent side-wheel iron steamers **Avalon** and **Joppa** leave alternately daily, weather permitting, except Saturday, for Baltimore, from landings as follows:

Denton	12 M	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.....		Believne	
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.....		Tilghmnn's.....	11.30 P.M

Arriving in Baltimore at 5.00 o'clock following morning. Returning the steamers leave Baltimore from Pier 4 Light st Wharf at 6 o'clock p. m. daily, except Sunday, for all points named and arriving at Easton about 3.00 a. m. Oxford 3.45, Cambridge 6.00, East New Market 7.00 and Denton 11 a.m. Connections at Easton, Oxford and Cambridge with railroads for all points.

Freight taken at low rates and carefully handled. Grain bags furnished and grain delivered at Elevators. Further information supplied by

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∴ FOR RENT. ∴

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QUEEN ANNE'S RAILROAD.

Schedule in Effect June 18, 1899.

Steamer connections between Pier 9½ Light Street Wharf, Baltimore, and Railroad Division at Queenstown.

EAST-BOUND TRAINS.

STATIONS.	*1	*3	†11
	A. M.	P. M.	A. M.
Baltimore.....Lv	6 25	3 40	7 00
Queenstown	9 07	6 25	9 35
Bloomingdale	f 9 12	f 6 30	.....
Wye Mills.....	f 9 19	f 6 36	f 9 47
Willoughby	f 9 25	f 6 41	f 9 52
D. & C. Junction.....	.....	A 6 48	.....
Queen Anne.....	9 34	6 50	f 10 01
Downes	9 40	6 56	f 10 07
Tuckahoe	f 9 43	f 6 59	.....
Denton.....	9 48	7 03	10 15
Hobbs	9 57	7 11	f 10 22
Hickman.....	10 04	7 18	f 10 30
Adamsville	f 10 08	f 7 22	.....
Blanchard.....	f 10 13	f 7 26	f 10 37
Greenwood	B 10 20	B 7 32	10 43
Owens.....	f 10 27	f 7 39	f 10 50
Oakley.....	f 10 32	f 7 44	.....
Ellendale.....	C 10 41	7 53	f 11 02
Wolfe.....	f 10 49	f 8 00	f 11 09
Milton.....	10 54	8 05	11 14
Whitesboro.....	f 11 02	f 8 12	.....
Overbrook.....	f 11 06	f 8 16	f 11 25
Greenhill	f 11 10	f 8 20	.....
Lewes	11 14	8 23	11 32
Rehoboth .....Ar	11 30	8 40	11 50
	A. M.	P. M.	A. M.

WEST-BOUND TRAINS.

STATIONS.	*2	*4	†
	A. M.	P. M.	P. M.
Rehoboth.....Lv	6 48	5 30	5 30
Lewes.....	6 57	5 47	5 47
Greenhill.....	f 7 00	f 5 50	.....
Overbrook.....	f 7 04	f 5 54	f 5 54
Whitesboro.....	f 7 07	f 5 57	.....
Milton.....	7 14	6 04	6 04
Wolfe	f 7 19	f 6 09	f 6 09
Ellendale.....	C 7 33	6 16	f 6 16
Oakley.....	f 7 40	f 6 25	.....
Owens.....	f 7 44	f 6 29	f 6 29
Greenwood	B 7 52	B 6 37	6 37
Blanchard.....	f 7 58	f 6 43	f 6 43
Adamsville	f 8 02	f 6 48	.....
Hickman.....	8 06	6 52	f 6 52
Hobbs	8 13	6 58	f 6 58
Denton.....	8 22	7 10	7 10
Tuckahoe.....	f 8 28	f 7 15	.....
Downes.....	8 31	7 18	f 7 18
Queen Anne.....	8 37	7 24	f 7 24
D. & C. Junction.....	A 8 38	.....	.....
Willoughby.....	f 8 45	f 7 33	f 7 33
Wye Mills.....	f 8 50	f 7 38	f 7 38
Bloomingdale.....	f 8 57	f 7 45	.....
Queenstown.....	9 10	8 00	8 00
Baltimore.....Ar	11 40	10 30	10 30
	A. M.	P. M.	P. M.

Sundays, steamer leaves Queenstown at 9.45 A. M., arriving in Baltimore at 12.15 P. M. Leaves Baltimore at 3.40 P. M., reaching Queenstown at 6.10 P. M.

CONNECTIONS.

"A" connects at D. & C. Junction for points on Delaware & Chesapeake Railway—Easton and Oxford.

"B" connects at Greenwood with the Delaware Division of the Philadelphia, Wilmington & Baltimore Railroad, from points south.

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

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

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

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