ENNUI AND ITS CAUSES.

The Great Spirit of Unrest Lurks Everywhere.

Ennui is the great axle of life around which everything revolves. Agnes Repplier, that easiest and most artistic rippler of essays, has spun out long, delightful pages with this delicate subject as theme, faultlessly, in her own quaint style, wording over the subtle pivot of action, but in the end she does not "arrive," as the French would put it. The reader has been entertained for an hour with the charms of a string of pearls, yet lays aside the book murmuring to the world, as did the King of France, "Vien laisses nous enouyer ensemble."

This fine malady of boredom is a common disease which people have without knowing it. In the cottage it is expressed every morning in the query of, "Well, what we got ter do ter-day?" It may be scrubbing, it may be house-cleaning, assorting scraps, running next door for a bit of gossip, but it will be something.

The great spirit of unrest lurks about the dish rag as well as the queen's lace handkerchief.

In the mansion the daily question is, "What's on the tapis? and what's going on for to-day?" The very children come with the eternal cry of "Mamma, what shall we do to amuse ourselves?" And it is this pitiful plaint that drives the crowd on, that sends the women down town to rant the dusty streets simply because the hour was empty and they could not fill it from their own brains.

It is the whip of boredom that forces the men to nightly haunt the clubs, the cardrooms, the glary Bohemian places of rendezvous—anything— everything rather than stay at home and draw happiness from the cultivation of their own souls. Ennui is the great clique maker of society, the great fad maker and club organizer, to all of which men and women may fly in desperation singing the song of the King of France. It is this subtle unrest that fills the world's beautiful temples of fine endeavors with busy fools, whose jangling bells would drown the music of the masters. Oh, ennui, under thy spur, what donkeys prance and gallop around the mighty coliseum; what precious hours, like jewels, are cast to the wind!

Caught empty-handed in an idle hour with only self as a companion, the first impulse is to get out of the house and run away, to be up and on the go and leave the leaden ghosts behind. When there is no definite place or pastime in view, the streets are the last resort. Look at the dozens of men loafing around the crowded shopping corners, the dozens of women walking aimlessly from one store to another. What do they do it for? Because their brains are empty, they cannot fill the vacant golden settings of time from the store of their own resources, but must go out on the highways and pack and gorm themselves with the quick, tinsel, trash excitement of the streets.—New Orleans Times-Democrat.

Old Pennsylvania Woodsmen

One of the most interesting and picturesque types known to backwoods life, the old-time lumberman and woodchopper of the Alleghanies, is now almost a thing of the past. At the present day the number of men engaged in that healthful but arduous occupation is small compared with the thousands that labored in the fine forests of a quarter of a century ago. The fine forests of Pennsylvania are themselves only a memory.

The genuine old-time woodsman of the Alleghany spread of waters cannot be mistaken. He will be seen in midwinter always wearing a fur cap, which is, more than likely, some long-preserved trophy of his own rifle or trap. He wears no coat or waistcoat, his body and chest being covered by a heavy flannel or woollen shirt—not the gorgeously colored garments of the later day lumbermen, but good, old-fashioned stuff, such as his father used to wear. Trousers of some warm woollen goods cover his legs. The new order of woodsmen wear their trousers tucked into a long pair of stockings. These stockings are often as gorgeous in varied color as the shirt or jacket he affects, and their tops are drawn snug to the leg by a puckering string, the ends of the string sometimes ending in fancy tassels. They wear "gum" shoes. The old-time woodsman's father wore cowhide boots, well greased with tallow and with no stockings between their leather and his feet; so his sons, or the most of them, wear cowhide boots, greased with tallow, and no stockings, and declare that thus clad their feet are kept warmer than by the bundling of heavy stockings. The old-timer will defy any one to remember an instance of any one's feet ever having been frosted when dressed on the cowhide boot, no stocking plan. These fast disappearing specimens of the days "when lumberin' was lumberin' and not playin' circus" also scorn suspenders, or "galluses," as they call them.

"A feller can't have his shoulders all clawed up if he wants to swing an axe or pull a raft oar," is the rule of these forest craftsmen.

Clad thus the woodsman is ready for a shooting match, a dogfight, a bear hunt, a log chopping, or a mourner meeting. The mourner meeting is the backwoods revival, conducted usually by some strapping, lusty-lunged preacher, and generally at the district school-house. Everybody within a circuit of five or six miles attends the mourner meetings, and frequently a majority of the congregation join the mourners before the revival is over. But the steadfastness of the backwoods convert is evidently not to be depended upon, for mourners of one winter are to a great extent the mourners of the next. This doesn't seem to be looked upon as anything to be unfavorably commented upon; on the contrary some regard it as a very commendable action, as witness the boast of one old-time woodsman:

"I stand high in this here deestrict, and I ought to. I been a mourner ev'ry winter at the mourner meetin's fer better'n forty year."

As a rule these untutored woodsmen are honest and generous, although always boisterous, and it is to be regretted that they are being replaced by an element so different in all respects, for to their sturdy and aggressive character is due, more than to any one thing, the place western Pennsylvania enjoys in the estimation of the entire country.

IRISH MOHAMMEDAN.

HENRY MOORE, ARRESTED AS A VAGRANT, TELLS A QUEER STORY.

Became a Dervish and Traveled for Years Through India, Persia and Afghanistan—Exalted to the Position of Mualum Makahsus.

There is a living curiosity at the City Prison in the person of Henry Moore, a self-styled Irish Mohammedan, who tells a story of his adventures in Oriental lands scarcely less wonderful than any "Arabian Nights" tale. Moore was arrested Sunday night on Montgomery street for begging, and appeared yesterday in Police Judge Mogan's court to answer to a charge of vagrancy. He is 74 years of age and wears overalls, a frayed and faded coat of broadcloth and a silk hat, also much the worse for wear.

In 1862, according to his narrative, Moore left County Clare, Ireland, and settled with his parents in Maine. He migrated to this State in 1849, cleaned up some dust, and three years later took ship for Australia, where he mined in the Forest Creek diggings, eighty miles out of Melbourne. After a stay of four and a half years Moore set out for a trip around the world, going by way of Ceylon to India. He had £25,000 to his credit then.

Arriving in Hindostan, Moore says, a spirit of adventure prompted him to join the Mohammedan faith and become a dervish. In this guise he wandered all over India, made his way into Afghanistan through the Khyber Pass, and finally visited Teheran, Persia. The journey consumed several years, during which time Moore learned the languages of the lands through which he had passed and familiarized himself with the duties and manners of a dervish. After a short stay in Teheran adventures as well as good fortune were fairly poured upon the Celtic follower of Mohammed.

Being the only European dervish ever seen in the kingdom of the Shah, Moore's fame soon reached the royal palace. He was sent for by the favorite wife of the Persian ruler, who talked with him and then recommended to the Shah that he be engaged as Mualum Makahsus, or chief tutor to the royal family. This exalted job, Henry Moore says, he held for a period of five years. He was also given the title of Sertib, or Colonel, in the Persian army, and other favors were heaped upon him by the Shah.

One day, upon finding that the young Princess could read and write English, the Shah gave Sertib Moore an order on his Minister, instructing that officer to confer upon the white man an estate and a pension for life. The Minister refused to give him either estate or pension, and Moore told one of his royal pupils about his reception, whereupon the young Prince told his father. The haughty Minister, Moore declares, was packed off at once to a remote part of Persia under sealed orders to drink hemlock when he reached his destination.

Enemies then sprang up about Moore, seeking his life, he says. He obtained permission to go on a pilgrimage to Mecca as a substitute for the Shah, and having converted his wealth into £38,000 worth of diamonds, he set out on the trip, intending never to return to Teheran. From Mecca he made his way back to the United States in 1882, and soon lost most of his money in Rocky Mountain mining. Then he tried Australia again, met with more bad luck, and turned up here a year ago, old and with but little cash. He has none now. Moore seems to believe his own story.—San Francisco Chronicle.

How to Wear Whiskers.

"The first thing a young man should do in starting out in life," said an old timer, oracularly, "is to decide how he wants to wear his whiskers. Then he can choose his vocation accordingly. The matter may be reduced to an exact science," he continued, "taking the mustache as a basis. A mustache is essentially romantic and convival, and is important to any calling in which good fellowship cuts a figure. If very heavy and drooping it lends an air of sagacity to its owner. I knew a railroad manager whose mustache draws $20,000 a year; he never does anything himself, and an idea would kill him dead.

"The addition of side whiskers tempers the mustache with a solid suggestion of business acumen, and if gray and well kept proclaim their wearer an old-school gentleman whose palate may be trusted on the question of vintages. A mustache and imperial are ensigns of determination and are valuable for lawyers and doctors. They inspire confidence. Up to middle age small side-whiskers of the mutton-chop brand are chiefly useful as indicating seriousness of purpose.

"When they begin to whiten they are indispensable to financial magnates of the first class—symbols, so to speak, of austerity and haughty reserve. The theory might be expanded indefinitely, but I am sure you catch its drift. I ought to add, by the way, that long chin whiskers are an excellent stimulant to thought. A friend of mine has an immensely long goatee, without which he would be as helpless as a babe.

"Ordinarily his brain is in a state of complete repose, and when asked a question he responds with a fishy stare. Then his hand steals slowly up to his goatee and he gives it a slight tug. That tug releases some sort of a catch in his mental machinery, and it proceeds to grind out one think, whereupon he immediately gives you an intelligent answer. If his chin whiskers were shaved off he would be reduced to a condition approaching coma."—New Orleans Times-Democrat.

An Extreme Limit.

Two shop girls were overheard talking together several days ago.

"Say, did you know Mame was settin' up for an invalid?" inquired the girl with the long feather in her sailor hat.

"Is she?" queried the other girl. "She looks well enough."

"That's what I think. And she sleeps well, too."

"Can she eat?"

"Eat!" cried the other girl. "I should say she could eat! Why, at lunch today she got away with 24 cents' worth!"

And then their voices died away.

FINE HORSEMANSHIP

Made Horse Stand on Hind Legs to Let Car Pass.

A very thrilling exhibition of superb horsemanship and brute sagacity was witnessed on the Brightwood road near Washington. A young farmer from Montgomery county was driving home from the city, the horse attached to his buggy being a magnificent animal, about three years old. When about opposite the car sheds at Brightwood one of the old wornout cars came down the track and reached the spot at the same time. There was a flat wheel attached to the car and it made almost as much noise as a locomotive, added to which was the humming of the motor. The fine young thoroughbred pranced and pawed the earth as the car approached, but refused to advance.

Just at the instant the car was passing the driving outfit the now thoroughly frightened animal wheeled around on the track and directly in front of the car. At the same instant the horse made a dash for the track the young man handling the reins gave a mighty pull on the reins and almost instantly drew the frightened animal straight up on his hind legs. There he stood pawing the air, not more than a foot from the car, and in that position he remained until the grinding conveyance, crowded with shrieking women and astonished men, swept by. During these thrilling seconds the driver in the buggy kept his seat, and in the most matter-of-fact way allowed the horse to place his forefeet upon the earth when all danger was past.

Had the driver wavered for an instant and allowed the animal to be hit by the car, it would have thrown the magnificent brute off his hind legs and undoubtedly smashed the buggy and more probably killed the horse.

An assistant Chief of the Fire Department and several of the men attached to the Brightwood Engine House witnessed the incident, and were loud in the praise of both driver and animal. Several of the passengers in the front of the car were badly scared as they realized the importance of the horse staying in the air and not descending upon them with his forefeet.

Penalty of Curiosity

Among the inflictions of a higher civilization that have been introduced into one of the native battalions of the Egyptian army is a brass band. It was required recently at the funeral of a comrade, and it took leave of the departed one to the inexpressibly touching anthem of "We drew his club money this morning."

Some years ago Queen Victoria was at Buckingham Palace and, as is its merry wont, the guards' band solaced Her Majesty with a matutinal dose of dreamy melody. One tune especially pleased the aged monarch, and she asked it be played again, and afterward requested its name for future use. Sir Henry Ponsonby was gone a long time, and when he returned wore a somewhat preplexed countenance. His royal mistress fretfully remarked, "Surely they knew what they were playing," and Sir Henry deferentially coughed behind his hand and replied, "It is entitled 'Come Where the—er—Booze Is Cheaper."

New Vehicle Wheel.

The success of the bicycle and the automobile has led many inventors to attempt a resilient vehicle wheel, simpler than those in use. A promising improvement is described in an English journal. It consists essentially of two concentric shells at the hub, connected by radial webs which extend the breadth of the hub. Between each two webs is inserted a piece of India rubber, exactly fitting the sector-shaped space. The outer and inner sides of the hub are covered by circular plates, into the centre of which is fitted the axle bearing. Bolts pass from the outer plate to the inner plate through the India rubber sectors. The sectors, therefore, are interposed between the carriage, supported on the axle, and the wheel, and all vibration is effectually prevented.

Queer Nomenclature.

The British navy draws upon the animal world for many of its names, and the following list is compiled from the last navy list, issued by the Admiralty: Barracouta, Buzzard, Cockatrice, Basilisk, Dragon, Fox, Goldfinch, Griffon, Lapwing, Linnet, Magpie, Mosquito, Peacock, Penguin, Pheasant, Phoenix, Pigeon, Plover, Porpoise, Quail, Raccoon, Rattlesnake, Redbreast, Redpole, Ringdove, Salamander, Sparrow, Sparrowhawk, Sphinx Stork, Swallow, Thrush, Whiting Widgeon, Albacore, Eagle, Sheldrake, Triton, Unicorn, Beagle. Their navy list is also rich in names taken from mythology, many of them, however, being repetitions of names brought from early historical times in the British navy.

Pasteboard Shingles in Japan.

A new paper product is the result of the enterprise of one of the Japanese paper companies . It is a substitute for ordinary shingles, made of thick, tarred pasteboard. The paper shingles have met with a quick and large demand, selling for about one-half the price of wooden shingles and being much easier to manipulate. They economize the labor of mechanics, and are said to be as proof against rain and fire as the ordinary articles. Paper shingles have been adopted for the sub-roofing of the new Tokio Chamber of Commerce and Imperial Tokio University buildings.

Freight Trolley Cars.

Two cars, carrying local freight, are now in use on the Consolidated Traction lines of Pittsburg. Although freight stations have been established for the present, it is intended to ultimately make house-to-house deliveries —employing more cars as the service expands. It is said the United Traction lines will shortly begin a like service.

Our Opinion of Ourselves.

"Think well of yourself always," said Mr. Staybolt, "or nobody else will. People may not always take the man who thinks well of himself quite at his own valuation, and, then, again, they may rate him higher than he does himself; but they never fail to agree with the man who thinks of himself poorly."—New York Sun.

CARICATURING CHOATE

Presumable Jokes of Our Ambassador —Embarrassed By His Own Wit.

(We understand that an enterprising London publisher has just issued a Choate Jest Book, in honor of the witty American Ambassador. We have not as yet seen a copy, but from the fashion in which certain famous people are at times compelled to assume the responsibility for others' jests, we imagine the volume contains the following:)

I.

It was while traveling in Bermuda that Mr. Choate was introduced to Gen. Sir William Wintergreen of her Majesty's Blues. Having heard of Mr Choate's fame as a master of repartee Gen. Sir William resolved to put it to the test before a large company gathered in his honor.

"Mr. Choate," said he, "you have studied architecture, I presume?"

"Well," replied Mr. Choate, calmly "not deeply, General Sir William, but I know a house from an automobile and could distinguish off hand, I think between an Italian renaissance facade and a piece of pumpkin pie."

"Quite so," observed Gen. Sir William. "But, Mr. Choate, do you know when a door is not a door."

The witty American chuckled slightly to himself, and then without an instant's hesitation, replied:

"Ah, General Sir William, indeed I do. When it's ajar." (N. B.—This is new!)

II.

Mr Choate was once asked by an American newspaper reporter who was trying to find out who illustrious men would rather be if they were not themselves, who he would prefer to be if he were not Mr. Choate.

"I am sure I cannot say," returned the famous wit. "I have never not been myself."

III.

While crossing the ocean Mr. Choate was asked as to his plans upon his arrival in London.

"Well, madam," he replied, "of course, I am entirely at sea. But the first thing I shall do, I presume, will be to study the language."

IV.

Mr. Choate, when asked by Lord Iveagh, the famous brewer, why he and not Gen. Porter was sent to England, the witty American replied: "Me Lud, to send Porter to a country that makes such excellent beer would be like sending coals to Newcastle or gloom to the Isle of Man."

V.

On the appointment of his predecessor to the portfolio of State, Mr. Choate said in confidence to Mr. Depew: "I suppose the President wants to make Hay while the sun shines."

VI.

Mr. Choate is sometimes embarrassed by his own wit. An inquisitive Englishman once asked him as to Mr. Depew's rank in the United States.

"Is he a man of high station?" asked the Briton.

"He's a man of the Grand Central Station," replied Mr. Choate, with a twinkle in his eye.

"Aw!" said the Briton. "Grand Central—middle clawss, I presume?"

It took the witty lawyer four hours to explain that his joke was based upon the fact that Mr. Depew, as president of a railroad, has his office in a railway station.

VII.

It is not known whether it was in a jesting mood or because of some natural embarrassment on the Ambassador's part that caused him in his first address to her Majesty to begin with the well-known American formula, "If your honor please." In any event, Mr. Henry White, the talented secretary, tugged at his coattails warningly, and with wonderful readiness the Ambassador corrected himself by bowing low and saying, suavely: "Or, as I should have said, may it please the court."

The ice was broken at once, and the new Ambassador became, as his friends all knew he would, so distinctly a persona grata that he was invited to stay over night at the Castle and breakfast at the expense of the crown. —Harper's Bazar.

COSMICAL THEORY.

Original Nebulæ Became Condensed by Gravity Into a Globe.

The cosmical theory, which may be said to be the most generally accepted by scientists at the present time, is substantially as follows: That the original nebulae in a vast space of time became condensed by gravity and radiation into a semi-gaseous and semi-liquid globe, and, cooling, caused a solid crust to form upon the surface; steam and other gases which had been thrown off from the seething mass was precipitated in the form of water containing immense quantities of solids in solution, these solids falling to the bottom of the liquid covering of the globe, and thus in ages becoming a solid shell of primmordial rock, internal fires, still burning, heaved the weaker portion of that shell into stupendous mountains by the later actions of the waves and glaciers. Following this, as an inevitable sequence, forms of vegetable life, which could cling to rock and derive their food from the air, grew upon the barren land thus created, and higher vegetable objects grew out of their lower predecessors; after which came higher vegetable life that fed, lived and developed upon the life which preceded it.

The Retort Courteous

She—I am afraid you only know the worst side of my husband.

He—Perhaps I did—until I met you.

She—What am I to infer from that?

He—Now I know his better half.

Possibly

Mae—I wonder why Harry doesn't propose. He has been attentive to me for over two years.

Ethel—Perhaps he is afraid you would accept him.

"All great works are written by famous men between the ages of forty and sixty."

"Yes; by that time their children are big enough to play out of doors."—Chicago Record.

"What a delicate little woman your wife is!"

"Delicate! Do you know that 47 muscles are called into play when the human voice is used?"—Chicago Record.

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	10 27	j 7 44	f 7 08	j 6 09	.....	.....
St. Michaels...	48.72	10 32	7 50	7 13	6 15	.....	11 00
Riverside.....	50.46	10 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	.....	11 08
Kirkham	54.43	10 43	j 8 02	f 7 24	j 6 27	.....	.....
Bloomfield	56.51	10 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	11 09	z 8 31	f 7 52	z 6 56	.....	.....
Preston.....	69.31	11 14	z 8 38	f 7 59	z 7 03	.....	.....
Linchester	70.49	11 16	j 8 40	f 8 01	j 7 05	.....	.....
Ellwood.....	71.37	11 18	z 8 42	f 8 03	z 7 07	.....	.....
Hurlock's.....	75.22	11 25	8 50	8 11	7 15	.....	.....
Ennalls.....	77.77	.....	.....	f 8 15	.....	.....	.....
Rhodesdale	79.44	11 31	t 8 57	f 8 18	t 7 21	.....	.....
Reed's Grove...	82.55	11 35	j 9 02	f 8 24	j 7 27	.....	.....
Vienna	86.00	11 41	z 9 09	f 8 31	z 7 34	.....	.....
MardelaSpri'gs	89.90	11 48	z 9 17	8 41	z 7 42	.....	.....
Hebron.....	94.66	11 56	z 9 25	f 8 50	z 7 50	.....	.....
Rockawalkin...	96.83	11 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	12 18	j 9 48	f 9 18	j 8 13	.....	.....
Parsonsburg...	108.02	12 22	z 9 52	f 9 23	z 8 17	.....	.....
Pittsville.....	111.09	12 28	z 9 58	9 31	z 8 23	.....	.....
Willards.....	114.50	12 33	10 03	f 9 37	j 8 28	.....	.....
New Hope.....	115.60	12 35	10 05	f 9 40	j 8 30	.....	.....
Whaleyville....	117.09	12 37	z10 08	f 9 44	z 8 33	.....	.....
St. Martin's....	120.56	12 42	10 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 30	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 39	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	f 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	Makes no stops. Chair Car.
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	t 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 58	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.

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 Pass	SOUTHWARD Mix.	Distance	Stations.	NORTHWARD Mix.	NORTHWARD 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 18		...Wilmington...	9 58	5 03
5 47	9 38	.....	Lv..Clayton..Ar	8 45	3 43
5 56	9 48	4.70	.....Kenton.....	8 36	s 34
f 6 04	f 9 57	9.58	.....Hartley	f 8 26	f 3 24
f 6 06	f10 00	10.22	.....Slaughters....	f 8 23	f 3 21
6 12	10 08	13.79	.....Marydel	8 17	3 15
f 6 19	f10 16	16.78	....Henderson....	f 8 10	f 3 08
f 6 26	f10 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	f11 04	36.16	.....Cordova	f 7 24	2 22
f 7 08	f11 12	39.05	.....Chapel.....	f 7 18	f 2 16
7 20	11 24	44.16	.....Easton.....	7 08	2 06
f 7 37	f11 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, 3.50, 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.

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

*Drawing 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	New Market	8.30P.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	6.30PM
Choptank		Corner's	
Wrights		Tilghmnn's	11.30P.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.

T. A. JOYNES, General Superintendent.

FOR RENT.

The property now occupied by the Farmers and Merchants National Bank, with dwelling attached. Also store house adjoining, now occupied by N. Tuthill & Son. Possession given January 1, 1900. Inquire of

B. F. PARLETT.

QUEEN ANNE'S RAILROAD.

Schedule in Effect June 18, 1899.

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

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 48	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	f 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 12	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