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A TOUCH OF NATURE.

A little maid upon my knee
Sighs wearily, sighs wearily;
"I'm tired out of dressin' dolls
And having stories read," says she.

"There is a book, if I could see,
I should be happy, pufflickly!
My mamma keeps it on a shelf—
'But that you cannot have,' says she!"

"But here's your 'Old Man of the Sea,'
And 'Jack the Giant'!" (Lovingly
I tried the little maid to soothe).
"The interestin' one," says she,

"Is that high up one!—seems to me
The fings you want just has to be
Someting you hasn't got; and that's
The interestin' one!" says she.
—Annie F. Burnham in St. Nicholas.

Subjugated.

The word subjugated is of Latin origin—sub jugum, under the yoke. Although oftenest used in a figurative sense, it might have been applied in all literalness to a certain Maine boy, whose singular experiment with a calf, as described by The Lewiston Journal, may recall to our readers the recently published story of "Bub and Broad."

This farmer lad had always taken a special interest in oxen, and delighted to brandish the goad stick over his father's good natured pair. His great ambition was to own for himself a pair of steers.

Last summer he became the proud possessor of half a pair; in other words, his father gave him a young calf. Of course the steer could not be yoked up by itself. What did the youthful Cincinnatus do, therefore, but place one end of the yoke round his own neck and fasten it there.

The result may be imagined. The other half of the team started, and pretty soon a passing neighbor heard a shrill outcry:

"Stop us, Mr. Smith, stop us! We're running away!"

The neighbor came to the rescue, and was attempting to unyoke the boy, when he called out:

"T'other one, Mr. Smith, t'other one! I'll stand!"—Youth's Companion.

An Aggravation.

Charles R. Thorne, the elder, was always a great traveler, and in their early days his three boys traveled with him. The family went all over the world. Once they were coming to America from China on a Pacific Mail steamer, and the ice on board ship practically gave out. What could be saved was carefully put aside for the sick people aboard and the well passengers were compelled to drink the brackish, warm water on hand. Any one of them would have given $10 for a swig of cold water. One night when the cabin was full Charlie Thorne left his stateroom with a covered tin pail. Pretty soon he walked back through the cabin. He had filled his pail with the warm water, put a tumbler inside and covered it up. The rattling of the tumbler suggested ice, and the parched tongues of the passengers hung out further than ever at the sound. "Where did you get the ice?" asked a particularly miserable party. "It's for a sick friend of mine," he said, and he disappeared in his stateroom. During the evening he made four of these trips through the crowded cabin, and when he finally quit the deception he had made at least twenty men willing to commit murder for a glass of ice water.—Chicago Herald.

What It Takes to Make a Boy.

Dave Evans has a 4-year-old boy who is an inveterate gum chewer. The boy's name is John, and he thinks it is a great hardship to put aside his gum when he goes to bed at night. He is inclined very much to rebel against such discipline. A few Sundays ago he went to the cemetery with his parents. Passing a pasture along the track, little John saw a cow lying down and chewing her cud. He at once exhibited wild alarm and excitedly exclaimed: "Oh, ma, look there! That cow has gone to bed chewing her gum, and you won't let little John do that." One evening John's elder brother and sister were discussing anatomy and looking over a physiological work. John was particularly interested in the pictures of sections of the human being. After they had got through he took the book, and, pointing to the lungs, heart, liver, an arm, a leg and other dissevered members of the human frame, he inquired: "Does it take all these to make a boy?"—Chicago Herald.

A Dog's Friends.

Did the reader ever see a dog perform the ceremony of introducing a human friend? The writer has himself seen the thing done in a way, but never, perhaps, so plainly and prettily as a friend of his has lately witnessed it, the friend himself being the introduced "party." His friend—call him Mr. J.—lives in Roxbury. For a near neighbor he has a man who keeps a carriage and also a fine setter dog. Mr. J. does not enjoy the acquaintance of the neighbor, but he has come to be on excellent terms of friendship with the dog.

Every day Mr. J—— sallies forth at about the same hour. Every day he meets the dog whose salutations have gradually passed from mere friendly formalities to affectionate greetings. Yesterday as Mr. J—— came out of his house, he found the dog—who always, when the carriage starts, goes circling about the horse's head, barking with joy—waiting for him. The carriage, with the horses attached, stood waiting for its occupant. The dog at once came bounding up to J——, and then went bounding back to the horse. He licked the horse on the nose, and came back to J—— again, and again returned to the horse, evidently laboring under the stress of something that he wanted to say or do.

It was quite plain, in fact, that he wanted his human friend to take notice of his equine friend; he was doing his best to introduce the man to the horse, and make them friends too. So J——, whose big heart can include horses as well as dogs, yielded to the dog's earnest solicitations; he went up to the horse and patted its head and rubbed its nose. And then the dog's satisfaction and gayety were simply inexpressible. He gyrated about until it seemed as if he were in danger of swallowing his own tail; and his affection, both for the man and for the horse, was plainly greatly increased by the consciousness that they now knew each other.—Boston Transcript.

Concerning Pork Chops.

Mr. Gladstone writes thus on the subject of pork chops in Nineteenth Century: Although the question respecting the keeping of swine and the use of pork is by no means disposed of, either by the authorities quoted in the text or by Wilkinson, I venture at this stage to offer the following conjectures as somewhat probable in themselves and not inconsistent with the evidence as a whole: 1. That in the warm climates of Egypt and Phœnicia the use of pork was, on sanitary grounds, repressed by prohibitions or restricted to particular occasions. 2. That the great thrift resulting from the rearing and consumption of the animal may have kept the practice extensively alive, notwithstanding restrictive laws, especially among the classes to whom thrift was an important object. 3. That as the pig is useless to man during life, it is very difficult to account for its being bred and kept, as it evidently was, except upon the supposition that it was wanted for food. 4. That if the animal as domesticated was brought into Greece by Phœnician ships, its consumption for food may have spread there, in a cooler climate and a society free from sumptuary restraints, and yet in Homer's day may not have wholly ceased to be a distinct mark of southeastern origin and associations. 5. That the sialos, the carefully and delicately fatted pig, was served as a luxury at the tables of the rich, while the use of common pork was reserved, as in the cottage of Eumaios, for the poorer class. Such is the evidence of the "Odyssey."

WILLS OF MILLIONAIRES.

ONLY A FEW OF THEM HAVE ESCAPED BEING CONTESTED.

Relatives Are Almost Invariably Dissatisfied and Try to Get a Bigger Share of the Money of the Dead—Some Cases Taken from New York Records.

Within the last dozen years very few wills made by wealthy people dying in New York city have been left uncontested. There are, however, two shining examples where the bequests of the dead millionaires have been carried out. One was the case of William H. Vanderbilt and the other that of Miss Catherine L. Wolfe. Vanderbilt had the experience which he had gathered years before in the great fight which was made over his own father's will, and which brought the Vanderbilt family and its early history so conspicuously into public notice. Miss Wolfe was happy in the fact that the wealth already enjoyed by her legal heirs made the alienation of her millions a matter of comparatively small moment. She, however, like Mr. Vanderbilt, spared no pains to make the terms of her testamentary instrument so brass bound and iron clad that a contest before the surrogate would prove unremunerative.

When Surrogate Rollins retired from office the statement of the business done during his incumbency showed that nearly 400 wills had been the subjects of contest before him, many of which had entailed long and expensive litigation, and had in some instances almost beggared the estate. One of the great and controlling causes which tend toward the contesting of wills is the provision in the laws of this state which assures to the lawyers in the case large fees and allowances and pay them out of the property whether they win or lose.

SAMUEL J. TILDEN'S GREAT BEQUEST.

It is a fact that very few persons of large wealth succeed in disposing of their property by will in a manner that meets the requirements of the laws, or that will stand the keen scrutiny of the legal advisers of dissatisfied relatives. It is true that most of the contests made, especially by the heirs of wealthy men and women, are based upon the flimsiest pretexts, and solely with the hope that grabbing for the whole or the greater part they may secure for themselves a few thousands by compromise. That the causes for contest are usually of a character which unfits them for close judicial consideration is made evident from the fact that of the 400 contests begun before Surrogate Rollins scarcely 50 were sustained.

Enterprising lawyers laugh at men and women who sit down and, in words devoid of legal technicalities, write their own wills in their own way. Yet the records show that this sort of will is the very hardest to break. The lawyers themselves are not infallible in will making—not even the greatest of them. In his long and successful career as a business lawyer, Samuel J. Tilden drew the wills of scores of his clients, and it is not on record that any of them ever was upset. When he was to make his own he called to his assistance a counselor no less eminent than himself—Mr. James C. Carter. Together they prepared the document, which, besides other provisions, was to provide $4,000,000 absolutely for the endowment of a great free library. Well, the case will in all probability furnish the most conspicuous example of failure to carry out one's intentions.

OTHER FAMOUS RECENT CONTESTS.

When James Stokes died a few years ago he left an estate estimated to be worth at least $10,000,000. He was scarcely in his grave when the fight over the property began, and it went on with wearisome details for months. By and by there was an adjournment, and the matter was substantially settled out of court. The lawyers must have had a good million amongst them after the battle was ended.

Jesse Hoyt had gathered a big fortune before he himself was gathered to his fathers. He died worth about $12,000,000, and the monument that was to mark his resting place was unbuilt for years, as the heirs were too busy contesting the provisions of his will, and trying, each of them, to get a bigger share of the money than the dead man had decided they should have.

Louis Hammersley's $3,500,000 and the way in which he left it by will was another fruitful source for litigation. The legal twists and tumbles that characterize the case made it one of the most interesting on record, and the end is not yet. Every now and then his widow, at present the Duchess of Marlborough, applies to the courts for more money out of the estate, and though she sometimes receives what she asks, she is occasionally refused.

There was Mrs. Sarah Burr, who, when she departed from earthly realms, was obliged to leave all of her $5,000,000 behind her. She doubtless thought she had fixed everything in her will so that no contest could arise, yet the grass was not green on her grave before a crowd of her friends and relatives were fighting over her property. In this case, as in nearly all the others, the testimony developed stories about the inner family life of the dead that the world would never have heard and never have laughed over but for the fight over the millions.—New York News.

To Prepare Liquid Glue.

Liquid glue possessing great resisting power, and particularly recommended for wood and iron, is prepared, according to Hesz, as follows: Clear gelatine, 100 parts; cabinet maker's glue, 100 parts; alcohol, 25 parts; alum, 2 parts, the whole mixed with 200 parts of 20 per cent. acetic acid and heated on a water bath for six hours. An ordinary liquid glue, also well adapted for wood and iron, is made by boiling together for several hours 100 parts of glue, 260 parts of water and sixteen parts of nitric acid.—Philadelphia Record.

Moon Myths.

In southern seas sailors warn intrepid "land lubbers," who persist in sleeping in open air, to always woo the dreamy god under an awning; otherwise what might have been a refreshing sleep may terminate in temporary loss of sight. I say "temporary" for the reason that it has never turned out to be a permanent calamity, although it frequently causes much trouble, and gives the victim a scare he remembers the remainder of his life.

In regard to the way the moon affects the weather many curious facts are recorded. It is an old saying that "one Saturday moon change is enough for seven years." The nearer the time of the moon's change to midnight, says an old saw, the fairer will the weather be the seven days following.

The nearer to midday the phases of the moon happen the more foul the weather may be expected. The space for these calculations, according to the "weather wise," is two hours before and two hours after midnight and noon. If the new moon stands on its point, "so that the strap of a powder horn would not catch on its 'horn,'" there will be much wet weather. If the new moon lies flat on "its back" it will hold all dampness and a dry spell may be expected. Farmers who plant and reap "in the moon" always plant those vegetables whose roots are used as food in the decline or last quarter.—John W. Wright in St. Louis Republic.

LADIES
Needing a tonic, or children that want building up, should take
BROWN'S IRON BITTERS.
It is pleasant to take, cures Malaria, Indigestion, and Biliousness. All dealers keep it.

THE BOYS OF CONGRESS.

THE PAGES AT THE CAPITOL AND WHAT THEY HAVE TO DO.

Precocious Youths Who Know a Great Deal About Politics—Their Pay and Their Perquisites—"Tipping" in Large Figures. Pages Who Have Risen.

The pages of the senate and house are a sort of understudy to the statesmen. Each has some senator or member whom he admires and imitates, and it is not beyond the range of his ambition that he may some day occupy a seat in congress himself. They have a sort of fellow feeling for Senator Gorman and other statesmen who have risen from a seat on the steps by the vice president's desk to a chair in the legislative body. All the pages are statesmen in their way, and are up in politics. Their fate is dependent upon the welfare of their members, and they rise and fall with their party. In a Republican senate the boys are all Republicans, and in the house they come and go as the majorities shift.

The senate pages have a more secure tenure and hold themselves to be of a little more importance than the boys who wait on the representatives. But the latter profess contempt for a class of young individuals who don't take the chances of politics at every election, and pride themselves upon their own close alliance to their party's vicissitudes. They look upon the knee breeched attaches of the senate as old fogies without knowledge of wire pulling. They are themselves au fait on all matters political.

They are the "legs" of the congressmen, but they have heads of their own that are crowded with schemes to their full capacity. They are not usually well up in book learning, but are well up on affairs of state. They enter public life at the mature age of 10 or 11 years, upon a salary of $2.50 a day and such perquisites as fall into their hands, and, if their political fortunes are good, remain in service until they are no longer boys. Then they go out into the world to become politicians, drummers, railroad presidents or congressmen, or else take a downward turn. They usually enter the field of politics, as they are familiar with all its branches. They are fully equipped for the position of senator or representative, but deficient in almost all other useful knowledge.

The average page of 14 or 15 years old counts in his wardrobe a beaver hat, a pair of knee breeches, a cigar case, a Lord Chumley overcoat and a horn handled cane. Many of these have a brilliant career during their tender years and have gone through all excesses of mature manhood before they are old enough to vote at any well regulated election.

On the house side there are thirty pages, fifteen who sit on the right of the speaker to wait on the Democrats and fifteen on the other side to respond to the call of the Republicans. They are under the command of two chief pages, who have been promoted from the ranks, and a one armed captain, who is chief in command.

The chief page of the senate side is almost as old as the senate itself and is custodian of the snuff box and all the antiquities and reminiscences of that body; while the pages who are under command of Capt. Bassett are usually very small boys.

When a senator claps his hands half a dozen small boys rush out from different directions, coming to collision in the center aisle, and the one who sustains the shock and picks himself up quickest holds the secret conference with the senator and then with a pompous air starts off on a private mission—to the document room for a bill or to the library for a book.

It takes almost as much political influence to be a senate page in congress as to get a foreign mission. The usual age is from 10 to 15, and very few remain after they are 18.

Some of them, after outgrowing their positions, have done well in the world, but many have acquired dissipated habits which have ended their career disastrously at an early age. Familiar conspicuous examples of success are those of Senator Gorman, ex-Representative Scott, of Erie, and the late Representative Townshend, of Illinois, who became eminent in public life. Others have been quite as successful in business or professional life, though not as well known.

Pages usually make considerable money and make it easily, and they spend it with freedom. Besides their salaries they turn a good many honest dollars. They complain in these days that they have not the opportunities they used to have for making extra money. Rich and liberal members often pay them large sums for small services. In the house each page has to file the records for ten members.

This is part of the duty for which they are paid by the government, but each member, at the end of the session, usually gives the page who tends to his file from $5 to $10. If a member sends a page off to buy a theatre ticket or make some small purchase he often gives him a $5 or $10 bill and lets him keep the change of the transaction. Some of the rich representatives and senators are in the habit of making presents of money to the pages at Christmas time and at the end of the session.

THE AUTOGRAPH BUSINESS.

The autograph business used to be very profitable. Every morning the pages would go around from member to member as they reached the hall and solicit their signatures in big autograph books. A book containing all the names was worth from $5 to $10 to the page who had it. They found a ready sale for these books as fast as they could fill them, and it did not take long to get all the signatures. One of the regular duties of a member was to sign his name about thirty times each morning. An autograph book is seldom seen in either the house or senate now. The fact is that there are not now as many chances for the pages to make money as there used to be. The new member is the game hunted by the page.

On his first appearance in congress the member is liberal, if he ever intends to be so at all. The young men rush to wait on him then, and if he does not respond quickly they know that he is not going to be a paying investment for them, and they are less assiduous in their attention afterward. As a member grows older in service he discovers so many ways of increasing his expenses above the limit of his salary without giving away money just to impress these little men that he gradually gets out of the habit of "tipping." The pages, too, have suffered through the graceless conduct of Silcott. The members at the opening of this session did not feel that they could afford to be quite as liberal as usual.

Another source of revenue for the boys is from the distribution of circulars and pamphlets through the house. Nearly every great project that is brought to the attention of congress from the outside is supported, and generally opposed, too, by the circulation among the members of pamphlets and various documents. These are left with the doorkeeper to be placed on the desks of the members. If they are merely left with the request that they be distributed they do not appear on the desks. If the interested party comes back and leaves a considerable fee for the pages he will find the desks piled up with his circulars the next morning.—Washington Star.

Among the resolutions passed by the Liberal Federation at its recent Manchester meeting was one demanding a popular vote on the question of disestablishing the Church of England.

CANCELED STAMPS.

If Any One Has Three or Four Millions He Can Find a Good Market for Them.

Has any one 1,000,000 stamps or 500,000 or 100,000? The man who has long been wanted by people who have saved up stamps and who have jealously guarded them for years has been found. He actually buys canceled stamps by the million or hundred thousand. This cheerful news is given for the benefit of those who have cried out for information from time to time. But the man who buys them does not expect to see them redeemed, nor is he trying to relieve the sufferings of those who have carefully hoarded the "green 'uns," the three cent stamp and the five cent stamp and the stamp of all kinds.

But the seekers of wealth by stamp selling are not likely to acquire great fortunes in this way. If they have only collected a few thousand, or even 100,000, they would better become discouraged and give it up, for the wholesale market price of canceled postage stamps (unless for some particular reason they are extrinsically more valuable) is $100 a million. And that is $10 a hundred thousand.

"Why do I buy postage stamps?" said G. B. Calman, of No. 229 Pearl street, to a Tribune reporter. "Why, to sell them, of course."

"Who wants them?"

"If people did not want them I certainly should not buy them."

"Give one instance of a reasonable demand for them."

"Well, there is a big cigarette company which has a canceled stamp on a picture which is given away with every box of cigarettes. The company uses millions of them."

"Another."

"A certain publication gives a stamp book for so many coupons, the coupons going with the paper."

"What kind of stamps do you buy?"

"All kinds."

"But who wants common green two cent stamps? They are not rare."

"Well, they are less common in Western Bulgaria than in New York city. I buy stamps in all parts of Europe and bring them to America, and I ship American stamps to all parts of Europe."

"How many stamps do you buy a year?"

"I bought over 50,000,000 last year. For fifteen years I have averaged about 20,000,000."

"What becomes of them?"

"Think of all the shops where stamps are sold. A great many people make collections and the stamps are all gathered for them in this way."

"What do you pay for stamps?"

"One hundred dollars for 1,000,000 of any kind. I don't care what they are, I will take them. But I pay a great deal more for rare ones, of course. Sometimes people find old stamps which have been lying around for years. Frequently they are very valuable."

"Suppose you were to get an order today for 50,000,000, could you fill it?"

"Yes."

"Would you buy as many?"

"Yes."

"How do you handle them?"

"Those packing cases there are full of them. You see the stamps are assorted and put up in envelopes and boxed for shipment."

"It would not pay, would it, to count 1,000,000 two cent stamps; how do you manage that?"

"We can estimate them almost precisely by weight."

"So canceled stamps really have a market value?"

"If they did not, as I said before, I should not buy them. Bring round 1,000,000 or 2,000,000 in boxes or bales, and see for yourself. There are few things in these days that are allowed to go to waste." And he picked up a package of foreign stamps and gave them to the reporter as a nest egg.—New York Tribune.

Half Heron, Half Stork.

The Zoological gardens have just received several specimens of the umbrette, which has not been exhibited since the year 1884. It is, however, fairly common throughout the Cape colony and in other parts of Africa, and extends its range to Madagascar. It is one of those birds which has proved a difficulty to the systematist, for it does not fit accurately into any classificatory scheme. It is half a heron and half a stork, with a general appearance which is unlike that of either. On the whole, in its structure it comes nearer to the heron, and it has the rather melancholy demeanor of that bird. It lives upon fish and frogs. Curiously enough it is looked upon by some of the natives of both Africa and Madagascar as a bird of evil augury. In Africa it is held to be sacred and to possess the power of witchcraft. There is something portentous and solemn about the behavior of all these herons and bitterns which easily accounts for the origin of these legends. Occasionally the umbrette relaxes the severity of its demeanor and executes a fantastic dance with outspread wings. It is also a bird of refined and æsthetic tastes, which are not shared by its immediate kinsmen, the herons and storks. It adorns its nest with buttons, fragments of pottery, bits of glass, and any other bright looking objects which come in its way. The nest itself is enormous—nearly six feet across—and its interior divided into three chambers. This is an unheard of luxury, especially as it only lays two eggs and does not take in any lodgers, such as cuckoos.—London Daily News.

The Passionate Poet.

How very conservative Mr. Swinburne is in his daily habits. He generally takes an afternoon walk from Putney over to Wimbledon, where he "puts up" for a quarter of an hour at a house he is fond of visiting. He never carries a walking stick or an umbrella, though I have it on very good authority that he is not above lining his pockets at a confectioner's shop with sweets and biscuits, and dispensing these freely to youngsters whom he meets on the road.

The other day Wimbledon was deluged and the common especially was a place to be avoided, but when the downpour was heaviest—about 4 o'clock—I saw Mr. Swinburne marching along toward his usual resting place, and he was protected against the ungentle rain from heaven by neither umbrella nor mackintosh. He was wet through. From his large brimmed felt hat rills of rain ran down upon his garments, his face was shining as if anointed with oil, his long white cuffs were in a miserable state. The number of stories, by the way, which are told at Wimbledon about the poet, whom every child in the village knows and admires (the admiration being, no doubt, a kind of cupboard love) is quite endless.

The other day I asked the confectioner's wife whom Mr. Swinburne honors with his custom whether she knew who the gentleman was who had just left her shop. "Oh, yes," she replied at once, "that's Mr. Swinburne, a private gentleman, but he isn't quite right in his head; he is what they call a poet, I'm told." When he is walking along in his soldierly fashion, Mr. Swinburne never takes his eyes off the ground, and evidently does not see that he is the observed of all observers. The other day a charming young lady said to me, in an ecstasy of admiration: "If I only dared, wouldn't I like to have the honor of shaking hands with him? But he looks too stern." The sternness, however, vanishes altogether when, on their playground on the common, he sees the children at play or being wheeled about in their perambulators.—Pall Mall Gazette.

Many Persons
Are broken down from overwork or household cares Brown's Iron Bitters
rebuilds the system, aids digestion, removes excess of bile, and cures malaria. Get the genuine.

Leads Them All
—IN—
LOW PRICES!
WE wish to announce to the general public that owing to the great depression in business and low prices of the products of the farm, we have reduced our prices to compare with the hard times, therefore it will be to your interest, when in need of a good
CARRIAGE, ROADCART
—OR—
DEARBORN
one that we can guarantee in every particular, and one that we know to be as represented, know it because it is of our own manufacture, to visit
ORRELL'S CARRIAGE MANUFACTORY
where they will find a full line of the above named articles always on hand. We make a specialty of
REPAIRING OF ALL KINDS,
which will receive prompt and special attention. We have a skillful and thoroughly competent workman at the head of this department, and can safely guarantee satisfaction in every particular. We give our personal attention to our
BLACKSMITHING AND WHEELWRIGHTING DEPARTMENTS, and guarantee all work to be satisfactory.
We Take Orders for Farm Wagons
which will be promptly furnished.
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Importers
—AND—
Tailors,
NEAL BUILDING,
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Our aim is to do work in the best style, and to please people who appreciate carefully-made garments. Our trade has constantly increased, and we rarely lose a customer who once comes to us.

FIRE! FIRE! FIRE
LIGHTNING! LIGHTNING!
INSURE YOUR HOMES!
INSURE YOUR STOCK!
—AGAINST—
FIRE and LIGHTNING
—IN THE—
ÆTNA INSURANCE CO.,
of Hartford, Connecticut.
Assets, ... $10,071,509.65
PHŒNIX INSURANCE CO.,
of Hartford, Connecticut.
Assets, ... $5,305,004.23
Losses paid on buildings damaged by lightning, whether fire ensues or not.
HARRY L. BOYD,
Fire Insurance Agent,
July 11—y. Chestertown, Md.

ESTABLISHED 1876.
E. T. COMEGYS,
DEALER IN GRAIN,
LOCUST GROVE, Maryland.
NEW CORN WANTED!
EITHER ON COB OR SHELLED,
IN ANY QUANTITY,
delivered at any point convenient to farmers. As I am buying deect for the manufacturers, I can pay more for grain than those who buy on the market.
Yours truly,
Jan. 1-89. E. T. COMEGYS

$1,000
REWARD
to any one who will contradict by proof our claim that
Acme Blacking
WILL NOT
INJURE LEATHER.
WOLFF & RANDOLPH.
To make an intelligent test of this, try the following method: Hang a strip of leather in a bottle of Acme Blacking, and leave it there for a day or a month. Take it out and hang it up to dry and examine its condition carefully. We recommend ladies to make a similar test with French Dressing, and gentlemen with any liquid solution of Paste Blacking, or with liquid blacking that comes in stone jugs.
Wolff's ACME Blacking
Makes any kind of leather
WATERPROOF, SOFT, AND DURABLE.
Its beautiful, rich, GLOSSY POLISH is unequaled. Saves labor and annoyance.
A Polish Lasts a Month for Women, and A Week for Men, and on Harness Leather even Four Months without renovating.
WOLFF & RANDOLPH, PHILADELPHIA.
Sold by Shoe Stores, Grocers, and dealers generally.

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Here We Are,
In Season Again!
HEATERS! RANGES!
And Cook Stoves
WE are still selling the SPEAR'S GOLDEN SUN HEATERS. There are none better. They are economical burners, and give satisfaction generally. Are also selling the SPLENDID FIRE-PLACE HEATERS this fall. It has been sold in this section during the past six years, and has proven quite satisfactory. Will be pleased to show these goods and give prices.
EXCELSIOR COOK STOVES!
The Excelsior Cook Stove is still to the front. It is undoubtedly the Best Cook Stove on the market. It is only to be used to be liked. Have them in all sizes. Repairs for the Excelsior kept in stock. Have plenty of other styles of Cooking Stoves and Ranges.
Heating Stoves.
In the way of Heating Stoves we have too many to mention. Have a splendid assortment. Right along with the same line of goods we will mention Coal Stoves, Coal Hods, Coal Sieves, Zinc Stove Boards, &c. Resp'y,
J. K. Aldridge & Co.

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Its spirit progressive,
The illustrations are interesting and of the best.
There is not space here to give even a summary of the features to appear next year, but among other things there will be a NEW DEPARTMENT and ADDITIONAL PAGES, and groups of illustrated articles will be devoted to the following subjects:
African Exploration and Travel,
Life on a Modern War Ship (3 articles),
Homes in City, Suburb, and Country,
Providing Homes through Building Associations,
The Citizen's Rights,
Electricity in the Household,
Ericsson, the Inventor, by his Authorized Biographer,
Hunting,
Humorous Artists, American and Foreign.
There will be 3 serials.
Robert Louis Stevenson will contribute in 1890.
Each subject, and there will be a great variety this year, will be treated by writers most competent to speak with authority and with interest. Readers who are interested are urged to send for a prospectus.
Twenty-five cents a number; $1.00 for 4 months.
CHARLES SCRIBNER'S SONS,
743 Broadway, New York.

Baltimore & Delaware Bay Railroad

CHANGE OF SCHEDULE.

ON AND AFTER MONDAY, NOV. 11, 1889,
Connecting with Delaware R. R. at Clayton,
Until further notice, Sundays excepted, Trains will run as follows:

GOING EAST.

STATIONS.	Pass. & Freight No. 1, daily except Sunday.	Passenger & Freight No. 3, Thurs. only.
	Read Downwards. A. M.	P. M.
Leave Chestertown	6 25	1 25
" Worton	6 37	1 37
" Lynch's	6 43	1 43
" Still Pond	6 49	1 49
" Kennedyville	7 01	2 01
" Black's	7 13	2 13
" Lambson's	7 28	2 28
" Massey's	7 46	2 46
" Delaney's	7 58	2 58
" *Bingham's	8 10	3 10
Arrive Clayton	8 25	3 25

GOING WEST.

STATIONS.	Pass. & Ft. No. 2, daily except Monday.	Passenger & Freight No. 4, Thursday only	Passenger No. 4, Thursdays only.
	Read Upwards. P. M.	P. M.	P. M.
Arrive Chestertown	1 05	12 15	6 45
Leave Worton	12 53	12 03	6 35
" Lynch's	12 47	11 57	6 30
" Still Pond	12 41	11 51	6 25
" Kennedyville	12 29	11 39	6 15
" Black's	12 17	11 27	6 05
" Lambson's	12 02	11 12	5 55
" Massey's	11 44	10 54	5 39
" Delaney's	11 32	10 42	5 27
" *Bingham's	11 20	10 30	5 15
" Clayton	11 05	10 15	5 00
	A.M.	A.M.	P.M.

Stations marked thus (*) have no agents.
Freights for Bingham and Flatland must be prepaid.
The Morning Trains make close connection at Clayton with trains on the Delaware Railroad Going North and South.
Freight carried at low rates to all points, and must be at Stations Thirty (30) Minutes before starting time, in order to insure dispatch.
The above arrangements on Thursdays will give passengers four and a half hours in Philadelphia, three hours and twenty minutes in Baltimore and return home the same day.
Freight received for Smyrna.
J. R. FRANKLIN, Gen'l Freight Agent. E. P. STACEY, Supt.

The Sun.
FOR 1890.
Some people agree with THE SUN's opinions about men and things, and some people don't but everybody likes to get hold of the newspaper which is never dull and never afraid to speak its mind.
Democrats know that for twenty years THE SUN has fought in the front line of Democratic principles, never wavering or weakening in its loyalty to the true interests to the party it serves with fearless intelligence and disinterested vigor. At times opinions have differed as to the best means of accomplishing the common purpose; it is not the SUN's fault if it has not seen further into the millstone.
Eighteen hundred and ninety is the year that will probably determine the result of the Presidential election of 1892, and perhaps the fortunes of the Democracy for the rest of the century. Victory in 1892 is a duty, and the beginning of 1890 is the best time to start out in company with THE SUN.
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Daily, per year, ... 6 00
Sunday, per year, ... 2 00
Daily and Sunday, per year, ... 8 00
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RISING SUN
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ICE CREAM.
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It will be to the advantage of all parties giving, or in any way connected with picnics, festivals, excursion parties or other entertainments, to give me an opportunity to furnish estimates upon their ice cream or water ice supplies. All kinds and flavors of cream and water ices prepared and supplied from the Rising Sun Saloon, Chestertown, or shipped by either steamboat or railroad upon short notice.
WM. PERKINS,
Proprietor of Rising Sun Saloon,
Chestertown, Kent County, Md

BALTIMORE & OHIO RAILROAD

SCHEDULE IN EFFECT, JAN. 1, 1890.

LEAVE CAMDEN STATION.

For Chicago and Northwest, Vestibuled Limited Express daily 10.15 a. m., Express, 8.30 p. m.

For Cincinnati, St. Louis and Indianapolis, Vestibuled Limited Express daily 2.10 p. m., Express 10.25 p. m.

For Pittsburgh and Cleveland, Vestibuled Limited Express daily 10.15 a. m., Express, 7.30 p. m.

For Washington, week days, 5.10, 6.20, 6.30, 7.20, 7.45, 8.00, 8.30, 9.15, 10.15 and 12.00 a. m., 12.15, 1.50, 2.10, 3.00, 4.10, 4.15, 5.00, 6.00, 6.20, 7.10, 7.30, 8.30, 8.35, 10.20, 10.25 and 11.00 p. m. Sunday 6.30, 7.45, 8.30, 8.35, 9.15, 10.15, a. m., 12.00, 12.50, 1.50, 2.10, 4.15, 5.00, 6.20, 7.10, 7.30, 8.30, 8.35, 10.20, 10.25 and 11.00 p. m.

For Way Stations between Baltimore and Washington 5.10, 6.30 and 8.30 a. m., 12.15, 3.00, 5.00, 6.20 and 11.00 p. m. On Sunday, 6.30 and 8.30 a. m., 12.50, 5.00, 6.20 and 11.00 p. m.

Trains leave Washington for Baltimore, 4.00, 5.00, 6.40, 7.20, 8.30, 9.20, 9.45, 11.00 a. m., 12.00, 12.10, 2.00, 2.30, 3.15, 3.25, 4.25, 4.30, 4.35, 5.30, 6.20, 7.10, 7.45, 9.00, 10.30, 11.30 p. m. Sunday, 4.00, 7.20, 8.30, 9.20, 9.45 a. m., 12.00, 1.15, 2.00, 2.30, 3.25, 4.25, 4.35, 6.20, 7.10, 7.45, 9.00, 10.30, 11.30 p. m.

For Principal Points on Metropolitan Branch †5 16, *9 15, ‡12 00, †3 00 and †4 15 p. m.

For Annapolis, 7 20, 9 15, a. m., 12 15 and 4 15 p. m. On Sunday, 9 15 a. m. and 5 00 p. m.

For Ellicott City, Mt. Airy and way points, *4 10, †8 20, §9 30 a. m., †1 30, †a4 20, *5 25, *6 30 and *11 15 p. m. a Stops only at principal stations between Relay and Frederick Junction.

For Frederick 4 10, 8 20 a. m., 1 30, 4 20 and 5 25 p. m. On Sunday, 9 30 a. m., and 5 25 p. m.

For Virginia Midland Railroad and South via Danville, *9 15 a. m. and *7 30 p. m.

For Lexington, Staunton, 9 15 a. m. daily, except Sunday.

For Winchester, †4 10, †9 15 a. m., †4 20 p. m.

For Luray, Roanoke and all points on the Shenandoah Valley R.R., *4 10 a. m. and *7 30 p. m.

For Hagerstown, †4 10, †8 20, †10 15 a. m., †4 15 p. m.

For Curtis Bay and intermediate points, 6 35 and 10 10 a. m. and 2 20 p. m. Sundays, 8 20 a. m. and 1 40 p m. Leave Curtis Bay 7 50, 11 30 a m and 5 50 p m. Sundays, 9 00 a m and 5 00 p m.

Trains arrive from Chicago, Columbus and the Northwest, daily, 1 00 and 5 20 p m; from Pittsburg, *8 20 a m and *8 00 p m; from Cincinnati, St. Louis and the West 4 50 a m and 2 55 p m daily.

NEW YORK & PHILADELPHIA DIVISION

For New York, Trenton, Elizabeth and Newark, N J, leave *5 00, †8 35, *10 15 a m, *12 50, *3 20, *4 55 and *11 50 p m (Sleeping car open at 9 o'clock on the Night Express)

Trains leave New York for Baltimore, *8 30, †11 00 a m; *2 00, *3 20, *5 00 p m, *12 15 night.

For Atlantic City, *5 00 a m and *12 50 p m.

For Philadelphia, Newark, Wilmington and Chester, *5 00, †8 35, *10 15 a m, *12 50, *3 20, *4 55, *8 05, *11 50 p m. For way stations †7 15, §8 30 a m, *2 40 and †4 55 p m.

Express trains leave Philadelphia for Baltimore, *4 40, *8 15, *11 10 a m, ‡11 35, *3 40, *4 40, *6 05, *7 40 p m.

†Except Sunday. ‡Sunday only. *Daily.

Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at Ticket Offices.

N. W. COR. CALVERT AND BALTIMORE STS., 230 S. Broadway or Camden Station.

J. T. ODELL, Gen. Manager. CHAS. O. SCULL, Gen. Passenger Agent.

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1890.—46th YEAR.
The Foreign