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Nov. 5, 1892.

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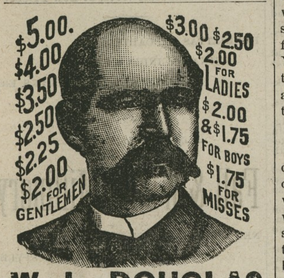

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BUOYANCY OF BODY can never be realized when the bowels do not act as nature intends they should. Instead, there is headache, weight in the stomach after eating, acidity and belching up of wind, low spirits, loss of energy, unsociability and forebodings of evil. An unhappy condition, but

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will relieve it and give health and happiness. They are worth a trial.

WHITE BLANKETS—$1.00 per pair, up. J. H. SIMPERS.

A TROUBLOUS TRIP.

Thrilling Experience of the Steamship Umbria at Sea.

NEW YORK, Dec. 11.—The tug F. W. Vosburg, having on board three *Sun* reporters, met the Umbria off the Scotland lightship at 3.15 o'clock this morning, and received from Frank Marshall White, former London correspondent of the *Sun*, one of the passengers, the following account of the accident to the ship and her experiences since it occurred:

The Cunard steamer Umbria, Captain Horatio McKay, arrived off Sandy Hook at 3.15 o'clock this morning, seven days behind time. A fracture was discovered in her shaft and her machinery was stopped south of the banks of Newfoundland, at 5.30 o'clock on the afternoon of Friday, the 23d instant.

After drifting for 12 hours in a storm she was towed 75 miles by the Bohemia, but the cable that connected the two steamers was broken in a heavy gale Saturday night, and they lost track of each other. After drifting for three days to the southeast she started again with her own machinery, which had been repaired under great difficulties, and came on in fine weather, at half speed, to her destination.

The Umbria left Liverpool about three o'clock on the afternoon of Saturday, the 17th, carrying 121 first-class passengers 128 in the second-class and 121 in the steerage, besides a crew of 277 men, comprising 54 in the sailing department, 121 in the engineer's, and 102 in the steward's and 295 sacks of mail.

She arrived at Queenstown about nine o'clock Sunday morning and waited for the "Irish Mail," which had left London at 8.20 o'clock the evening before, and which brought ten additional first-class passengers and 1049 sacks of letters, a total of 1344 sacks, making one of the largest mails that was ever carried across the Atlantic, a condition due to the circumstance that the Umbria was expected to arrive in New York the day before Christmas. Two tenders were required to bring the mails from the wharf at Queenstown to the Umbria, so that she did not get away until 2 o'clock Sunday afternoon.

That night a gale sprang up, which increased in violence until Thursday, when it became impossible for those passengers who were able to leave their staterooms to go upon the decks, and the violent pitching and rolling of the steamer almost prevented sleep at night. The Umbria's usual average per day is something like 500 miles. At Monday noon she was 405 miles from Queenstown; in the next 24 hours she made 420 miles, but the next day's run was but 390, the day after 402, and the day after that 390 again, so that the officers of the ship said on Friday that she could not, in all probability, land her passengers before christmas morning.

UNABLE TO PROCEED.

The first intimation the passengers had that there had been accident was after dinner on Friday, although the engineer had been watching the shaft with anxiety for 48 hours, and the machinery had twice been stopped during the previous night for an inspection of the flaw in the great steel casting. During dinner Friday the steamer came to a standstill, which caused some speculation among the passengers, though as the weather was rough, it was not at once perceived that the machinery was not in motion. About 7.30 in the evening, as the men in the smoking room were lighting their cigars over their coffee or drawing up their chairs to the poker tables, Capt. McKay came in.

"Gentlemen," he said, calmly addressing the entire room, "I am very sorry to inform you that we have broken our shaft and shall be unable to proceed at present. I shall, however, accept a towing offer from any vessel large enough that comes within hailing distance."

There was a momentary silence as the situation dawned upon the room, and then a plaintive voice inquired:

"Why don't you send up rockets?"

"There will be time enough for rockets when a vessel comes near enough to see them," responded the captain.

The conditions that confronted the company on the Umbria were not entirely gleeful. In the first place, the idea of reaching home by Christmas day, which so many cherished, was out of the question, and then there was the possibility of drifting out of the ocean roadway and the track of other vessels, so that it might be weeks before a port was reached. The big steamship lay disabled about 200 miles from Halifax and 500 miles from New York, with a heavy gale blowing. Nevertheless there was no actual danger, and almost every passenger on board accepted the situation cheerfully.

IN "EMINENT" DANGER.

Of course, there was an exception. It came in the person of a long-limbed biped of the masculine gender with Dundreary whiskers and an unusually large nose, which he used as a subsidiary organ of speech as well as for purposes of respiration, and who had been noticeable on board before principally because he wore his wife's fur cape when he promenaded the deck. He arose at the end of the smoking room after a startled interchange of views with some of the men about him, and said in tones at once nasal aud tearful:

"Gentlemen, we are in eminent (he is supposed to have meant imminent) danger. We are drifting in mid-ocean with every chance of a hurricane coming up at any moment to send us to the bottom, and yet the captain refuses to send up rockets. Why, in the case of a peril like ours, he should be firing rockets all night. It is plain that his idea is to economize for his company, and I do not believe he woul accept a tow if it was offered, on account of the expense. Now, we have got to act for ourselves in this matter, and I will be one of ten men to subscribe $10,000 each in order to put up a bond to indemnify the captain on condition that he engage a steamer at once to tow us to the nearest port."

A burst of laughter and hisses greeted this oration, mingled, however, with applause from a few timorous ones, and queries from several who were facetious as to whether the speaker possessed $10,000. A voice with a different ring in it came from the other side of the room.

"We are in no danger at all," it said. "This ship would float through the biggest hurricane that ever came up on the Atlantic. Our captain is one of the best that ever sailed the ocean and has a great deal more at stake than anyone on board, and anyone who talks about subscribing a hundred thousand dollars to get him to do his duty is a d—d fool!"

The man who was thus designated turned out to be, according to the passenger list, "Gen. J. W. Kearney," of Texas and the one who informed him was young Edward McVickar, of Boston. Mr. McVickar apologized in a gentlemanly manner for calling the other a fool, afterward saying that he spoke in haste, and the "General" told somebody else that if the man had not done so he should have made an example of him. McVickar, who is a stalwart youth, did not seem to consider, however, that he had a very narrow escape.

THE LADIES REMAIN CALM.

There was very little commotion when the ladies were informed of their situation. They took it as calmly as the men. The prinipal anxiety of everyone indeed, was on account of relatives and friends at home. The Umbria had sighted only two ships since leaving Queenstown, and it might be a week or even two weeks before she was reported.

The Cataloaia, of the Cunard line, which sailed from Liverpool for Boston, Thursday the 18th, might pass within hailing distance in a day or two, and the Normandie, of the French line, which sailed from Havre on the previous Saturday, was also due over the same course. If these should be missed there was still a chance later of falling in with the Cunarder Galla, which was to leave Boston for Liverpool the next Monday, or the Britannic, of the White Star line, that had sailed from Liverpool for New York the Wednesday previous. Outside of these were chances of hailing tramp steamers or vessels of other lines.

Chief Steward Core said that there was enough provisions on board to last three weeks more without any one being the slightest stinted, or even for four or five weeks with the deprivation of a few luxuries.

Very few passengers remained up much later than was their want Friday night, although they fully realized that they were drifting helplessly in mid-ocean in a storm. Oil was poured upon the water through the drainage pipes of the ship, and she was quieter than while the machinery was in motion.

Just after daylight those who were asleep were awakened by several reports from the Umbria's gun and the sound of her whistle. In ten minutes almost everyone was on deck to assertain what was the matter. A ship was in sight just on the edge of the horizon, bound eastward.

For half an hour, during which time the gun was continually discharged, and the hoarse whistle blown, it was impossible to detect whether or not the other boat had seen or heard the Umbria's signals, as during the entire voyage she had sighted but two other vessels and the passengers felt that it was almost too much luck that help should be at hand so soon after the breakdown.

THE BOHEMIA.

Soon, however, it was seen that the newcomer was making toward the drifting ship, and at 8 o'clock she was along side. She proved to be the Bohemia, remembered in connection with the cholera scare in New York harbor, of the Hambug-American line, bound from New York to Hamburg. She at once responded to the Umbria's request for a tow, and before noon she was connected to the big steamship by a steelhawser and was steaming slowly westward, the German flag at her stern flaunting before the bow of the disabled Englishman.

The storm grew heavier in the afternoon and it was all the Bohemia could do to drag her big burden in the teeth of a headwind. After dark a heavy snow storm sprung up which obscured the lights of the two vessels from each other; about midnight the steel hawser broke in a violent gale, and Christmas morning the passengers of the Umbria found themselves again adrift in a raging storm, with naught in sight but sky and the sea. What become of the Bohemia no one knew. She probably lost track of the Umbria in the snow storm after the hawser parted, and if she searched for her after daybreak, she did not find her.

A larger percentage of the passengers than is usual attended divine service, conducted by Purser Field, in the saloon, that morning and the responses to the prayers were unsually hearty, though when the men met in the smoking room soon afterward many were constrained to explain that they only strolled in to hear the music or to pass away the time. Christmas day passed without any demonstration of discontent among the passengers though the Texas General croaked like another bird of ill omen in the ladies' cabin. Just at dusk a light was sighted to the southward, and again the passengers flocked on deck. Rockets were fired, and soon the light that at first seemed to fade away, began to grow more and more distinct and in half an hour a small steamship lay alongside. In answer to the Umbria's signals the newcomer reported that she was a vessel of the Wilson line, bound for Philadelphia, and that she could not take the other in tow because she did not have coal enough, with which information she signalled good-by and departed.

From the hour her time was taken at noon Friday, until she broke down that evening, the Umbria had made 124 miles. She drifted 12 miles to the southeast during the night, and the Bohemia towed her 75 miles toward New York on Sunday. At Monday noon she had drifted 42 miles and the gale was still blowing.

Just after lucheon on Monday, a steamer was sighted proceeding Westwurd. In answer to the Umbria's signal's she came alongside, and proved to be the Manhansett, bound form Swansea to New York, the property of James McColdin, one of the passengers of the Umbria. The Manhansett had scarcely come to a standstill, however, and considered the big prize money she would obtain by towing the Umbria to New York, than a much larger steamship hove in sight and bore down rapidly toward the drifting vessel.

In a few moments she was close enough for the officers of the Umbria to distinguish her as the Gallia, of their own line, en route from Boston to Liverpool. The officers of the Manhansett also recognized the Gallia and steamed off homeward, disconsolate, done out of her prize money.

THE GALLIA'S QUEER ACTION.

Everybody on board the Umbria was jubilant, from the captain to the smallest boy in the steerage.

"Isn't this Cunard luck?" the officers asked each other. The Gallia was large enough to tow her larger sister ship with ease and there would be no big salvage to pay to a rescuing steamer of another line. The consternation of captain, officers, crew and passengers may be imagined when in response to the Umbria's signal, "Disabled, stand by," the Galia returned, "Can't stand by; carrying mails." The Umbria signalled back, "We hold you responsible," whereupon the Gallia simply dipped her ensign, signifying "Good bye," and disappeared to the eastward as the Manhansett passed out of sight to the west.

Officers and passengers on the Umbria looked one at another in dumb bewilderment. The Gallia had not even waited long enough to enquire the extent to her sister ship's injuries. For all that Captain Ferguson, of the other steamship, knew, the Umbria might be foundering. The Gallia's action was inexplicable on any basis that anyone on board the Umbria could imagine. The passegers were genuinely alarmed. They did not place much faith in Engineer Tomlinson's promise to mend the broken shaft, and as many believed that Captain McKay had deliberately sent the Gallia away, much discontent was expressed.

There was talk of forming a committee to demand of the captain that he do something, though no one could suggest anything for him to do. The ship's company divided into two parties, known as the kickers and the anti-kickers, and it was noted that all the more intelligent men on board were on the captain's side, while all the rougher element on the other.

That evening the kickers called a meeting in the smoking room to pass a vote of censure on the ship's officers, but the anti-kickers came in and put a quietus on this project by forming what was called an amusement committee, with J. Henry Harper as chairman, its object being to have a representative to obtain information from the captain, and as it was not known how long the Umbria would drift, to get up entertainments in the saloon for the evenings.

Captain McKay expressed himself as entirely ready to co-operate with this committee. He told Mr. Harper that he was as much surprised as any one on board at the conduct of the Gallia; but, as she was of the Cunard Line, he would not say anything more about the matter. He also told Mr. Harper that the chief engineer had promised him to start the machinery the next day (Tuesday) if the sea was smooth enough.

DRIFTING OUT OF THE COURSE.

Tuesday morning for the first time since the Umbria left Liverpool the weather was fine and the sea smooth, conditions that existed until the end of the voyage. Nevertheless, when 12 o'clock came and the machinery was not started, and the log informed the passengers that they had drifted twenty-two miles further from the course there was much murmuring and complaint.

A notice was now posted to the effect that the steamer would start at 6.30 in the evening, and the passengers learned that the machinery had been moved during the night as an experiment and that one of the bolts Engineer Tomlinson had put into the thrust-block had broken. This was not encouraging, and the croakers were more anxious than ever, but at 8.30 a thrill of the engine was felt throughout the steamer and she worked off—at a slow rate of speed, to be sure—but as staunchly and steadily as if her driving machines were intact.

The drifting of the Umbria and the short distance she was towed by the Bohemia brought her back nearly to the place where her machinery gave out. She came to a standstill in Latitude 43.48 and Longtitude 57.10 Friday morning. When her machinery was started on next Tuesday night she had come back to Latitude 42 39 and Longtitude 60.00. Wednesday noon she had made 159 miles, Thursday noon her record was 224 miles for the previous 24 hours, and from that time until yesterday noon she had covered 255 miles. In the afternoon Mr. Sterne circulated the following petition, which resulted in a subscription of considerably over £100 in an hour.

ENGINEERS REWARDED.

"To show in some degree our appreciation of the ingenuity and labor of the chief engineer, Mr. Tomlinson, and his staff of assistants and artisans in effecting the repairs of the broken shaft of the steamship Umbria, we, the passengers on board during the memorable trip beginning December 17 and ending December 31, 1892, subscribe the sum set opposite our names, to be expended by a committee to be composed of Messrs. Simon Sterne, Edw. McVickar and Thomas Sopwith, in testimonial and cash distribution, as in their discretion may seem proper."

If those who go to sea in ships could always experience so comfortable a shipwreck as that suffered by the passengers on the Umbria, ocean travel would be robbed of all its terrors. Shipwreck is shorn of all its romance in such circumstances, but it is far more satisfactory than the old style of procedure. It is hard to be sentimental over the perils of the deep when one is getting three or four good meals with excellent service per day; when he may attend a 5 o'clock tea in the afternoon, go to a concert in the evening, find drinks and cigars in the smoking room, and read all night by electric light if he so desires, and sits in a stateroom heated by steam.

The officers of the Umbria exerted themselves to make this as comfortable as possible for the lpassengers. Capt. McKay threw aside the mantle of superhuman dignity that usually envelops the commander of an ocean liner, and told everybody frankly and freely just what was the matter with the machinery and what were the varying prospects from day to day of arrival in New York. Dr. Finken put more sugar than ever in the pills he administered, and was always ready with a joke or a funny story if any one became too much depressed in his vicinity.

Purser Field rendered substantial service by re-apportioning the state rooms so as to give everyone as comfortable quarters as possible for the long wait, and Chief Steward Gore busied himself going about among the passengers to inquire what were their favorite dishes and serving up the same at luncheons, dinners and suppers. Everything was done that could be done in fact, to mitigate the discomfort and disappointment of the travelers who were detained at sea by an unavoidable accident.

Altogether, the victims of the Umbria's "Shipwreck" may on looking back to their present trip, remember that they have spent many an unhappier and less comfortable fortnight than the one that ended to-day.

The only complaint that anyone has to make with regard to the Cunard Company relates to the Gallia incident. Simon Sterne is particularly severe in this direction.

AT THE PIER.

Barely has the Cunard line pier been the scene of such excitement as was visible from an early hour this morning. Crowds of people, many of whom had friends on the steamer, flocked to the foot of Clarkson street, and when the red smoke-stacks of the big steamer began to appear a cheer went up from the crowd. One or two among the women became hysterical.

At 9 o'clock the crowd in and around the Clarkson street pier was so dense that the police were summoned. Capt. Allaire and a squad of his men arrived shortly afterward, and it took all the policemen's patience to keep the crowd in order.

The big steamer was finally docked and the passengers came down the gang plank. There were many affecting scenes as friends on the pier greeted those who had been so long at sea.

DR. J. H. McLEAN'S

STRENGTHENING CORDIAL AND BLOOD PURIFIER.

An Invigorating Tonic for strengthening the weak, purifying the blood, clearing the complexion and imparting the rosy bloom of health to the cheek. Pleasant to the taste and a favorite with ladies. $1.00 per bottle.

Dr. J. H. McLean's Almanac for 1893 with Storm Calendar and Weather Forecasts by Rev. Jas. H. Hicks will be ready Sept. 1, 1892. Furnished free to all dealers who sell our medicines. Ask your druggist for one or send a two-cent stamp to

The Dr. J. H. McLean Med. Co., St. Louis, Mo

HE KNOWS MR. RASIN.

How Cleveland Shut Off an Over-Zealous Maryland "Adviser."

Baltimore Morning Herald.

Peace and good will may prevail elsewhere during this festive season, but the truthful chronicler of passing events is forced to record the fact—painful to contemplate as it stands out in the bold relief against a back ground of general good-fellowship and amiability—that the so-called Mugwump Democrat is far from being reconciled to his wicked brother, the Democratic Regular. The Mugwump, or if that term should be deemed offensive, the Anti-Regular, has been confronted with a most disagreeble probability—the probability that Mr. Cleveland doesn't propose to give him power of attorney to make all the federal appointments in Maryland. The Regulars came to this conclusion some time ago, but it was only within a comparatively few days that the Anti-Regulars began to realize that perhaps after all they had been building their hopes "on shifting sand." As to how it all came about—this disillusioning of the Mugwumpian Maryland Democrat—thereby hangs a tale.

Not long ago a most estimable and accomplished young gentleman, who, like some other cultured spirits, has once and again participated in political movements with the highly laudable purpose of disinfecting the political atmosphere, as he thought the times required. This estimable and accomplished young gentleman called on Mr. Cleveland in New York. He had met the President-elect before, it is said, and as far as can be learned he was received on this recent occasion most agreeably. The young gentleman in question had a mission. He felt the grave responsibility of that mission. He called upon Mr. Cleveland as the special diplomatic agent of the Anti-Regulars of Baltimore. It has not transpired that he had carefully concealed within the interior pocket of his waistcoat a well-thumbed document, characterized by many erasures and numerous interlineations—"bad copy" the printers would call it—containing a full list of the big federal offices with names of such individuals opposite each as were deemed entirely satisfactory to the Rose-Water Brigade, as the Mugwumps have been irreverently termed. There is no definite evidence of this document having been taken to New York, it is said, but there is grave suspicion that had Mr. Cleveland intimated a desire to see it he would not have had to wait long to be granted.

Be this as it may, the estimable and accomplished young gentleman aforesaid had no occasion to unbutton his waistcoat. There was something about his uneasy demeanor that put Mr. Cleveland on his guard. The ex-president scrutinized him so searchingly that he actually began to wonder what in thunder he was there for. No sooner did he let fall the words "Our politics," than Mr. Cleveland, brightening up instantly and interrupting him, said:

"Yes, yes. Tell me all about it. But first of all, how is my friend Rasin?"

"Wha—t did you say, Mr. Cleveland?" stammered the Mugwumpian Diplomat.

"Why, how is my friend Rasin?" repeated the Man of Destiny, who seemed to realize and enjoy the discomfiture of his visitor, who was loaded up to the muzzle with hot shot for the Big chief of the Baltimore Regulars. "I have a very high regard for Mr. Rasin. I have made inquiries about him, and learn that he is a born leader of men. He was my friend at Chicago, and I assure you that I will not forget his good offices."

This wasn't all the President-elect said, but it is enough to indicate the general tenor of his remarks. It goes without saying that the estimable young emissary from the Monumental City Mugwumps had the wind taken completely out of his sails.

"What could I say?" he told a friend of the Maryland Club. "What could I say? My guns were spiked. Confound this fellow Rasin. No matter where you go he has always been there before you."

The disastrous result of this mission to Mr. Cleveland will be likely to dampen the ardor of the Anti-Regulars in the future as it has cast gloom over their present spirits. It is plain as the nose on your face that Mr. Rasin has Mr. Cleveland's confidence, and when the President-elect takes a fancy to a man he sticks very close to him. As Mr. Rasin represents the regular organization of his party, it is more than ever probable that the federal patronage will be distributed in such manner as to hold up Mr. Rasin's hands and strengthen the party organization. There will be a few personal appointments outside the Regular ranks, but they will simply be the exceptions made by Mr. Cleveland to emphasize the general rule that will guide him. At all events, this is the view taken by thoughtful men of both factions.

The shadows that fill your life, if you're a feeble, suffering woman, can be taken out of it. The chronic weaknesses, functional derangements, and painful disorders peculiar to your sex, can be taken away. The one unfailing remedy for them is Dr. Pierce's Favorite Prescription.

It corrects, cures, and builds you up. It improves digestion, enriches the blood, dispels aches and pains, melancholy and nervousness, brings refreshing sleep and restores health and strength. For periodical pains, internal inflammation and ulceration, weak back, leucorrhea, and all kindred ailments, it's a positive specific—one that is *guaranteed*. If it fails to give satisfaction, in any case, the money paid for it is returned.

The great, griping, old-fashioned pills make trouble. Dr. Pierce's Pleasant Pellets prevent it. Their's is the *natural* way. Sick Headache, Biliousness, Constipation, Indigestion, and all derangements of the Liver, Stomach and Bowels are prevented, relieved and cured. Smallest, cheapest, easiest to take.

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BRIDGE NOTICE.

The floor of the bridge spanning Sassafras river at Georgetown, is now undergoing repairs, and travel will be interrupted at intervals during the day until the work is completed.

THOS. J. SHALLCROSS,
R. G. MORGAN,
G. W. RODENHISER,
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HORACE WILLSON,
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In such cases it is administered internally as well as externally.

It is used and recommended by the leading Veterinarians in both hemispheres. Its uses upon a Farm are innumerable.

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Mrs. T. S. Hawkins, Chattanooga, Tenn., says: "*Shiloh's Vitalizer SAVED MY LIFE. I consider it the best remedy for a debilitated system I ever used.*" For Dyspepsia, Liver or Kidney trouble it excels. Price 75 cts.

SHILOH'S CATARRH REMEDY.

Have you Catarrh? Try this Remedy. It will relieve and Cure you. Price 50 cts. This Injector for its successful treatment is furnished free. Shiloh's Remedies are sold by us on a guarantee to give satisfaction.

FOR SALE BY C. F. STAM.

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STATE MUTUAL LIFE ASSURANCE Co.

Worcester, Mass.

EDW. L. GERNAND GEN'L AGENT

Cor. Calvert & Fayette Sts. BALTO., MD.

Responsible Agents Wanted.

Aug. 22, 1892—6m.

JOHN D. URIE,

ATTORNEY-AT-LAW.

Will practice in Kent and Queen Aenns' Counties.

WM. S. CULP,

WHOLESALE AND RETAIL DEALER IN

Coal and Wood

—ALSO—

LIME AND BALED HAY, COAL ALL SIZES.

WOOD SAWED and SPLIT for cooking and kindling, delivered at short notice.

☞ Yard and office at railroad.

Orders left at CHARLES S. SMITH'S Cigar and Tobacco Store will Receive Prompt Attention.

Coal and Wood.

ORDERS IN ANY QUANTITIES LEFT AT D. A. BACCHUS' GROCERY STORE, OR AT

J. D. BACCHUS' YARD

will receive prompt attention at Prices Guaranteed to be as LOW AS THE LOWEST.

Building and Whitewash Lime, Cement and Plastering Hair,

☞ AT CITY PRICES. ☜

☞ Anthracite and Bituminous Coal

Dlivered at any station on the Baltimore and Delaware Bay Railroad at Low Figures.

Come and see us before buying.

m17. J. D. BACCHUS.

COAL and WOOD!

OWING to the scarcity of money we will sell Coal at a very small advance above cost FOR THE CASH. Remember we sell

The Lea Coal

WHICH IS THE BEST WHITE ASH COAL FOR GENERAL USE.

Probably it will be to your advantage to get our rices and examine our stock before you purchase.

2240 Pounds for One Ton.

Officeon Cannon St., near Princess.

J. T. TWILLEY.

July 17, 1890—tf.

WE EXAMINE EYES FREE!

OCULISTS' ORDERS FILLED.

YOU THINK YOUR EYES ARE GOOD! If you have them examined you will probably find that there is something wrong with them, and that glasses will be a great help to you.

We use imitable "DIA VANTA" lenses, which are made only by us, and recommended by leading Oculists as the best aids to defective vision. Solid Gold Spectacles $3.00; usual price $5.00. Steel Spectacles - - .50; usual price 1.00. Artificial Eyes inserted 4.00; usual price 10.00.

M. ZINEMAN & BRO. OPTICIANS. 130 S. Ninth St. PHILADELPHIA. Between Chestnut and Walnut Streets.

PEIRCE COLLEGE OF BUSINESS AND SHORTHAND

A high class commercial school affording complete equipment for business life. Also French and German. *Office open all summer for examination and enrolment of students.* Fall term begins Tuesday, September 6th, 1892. Application blanks now ready. Early enrolment necessary. For College Annual, Shorthand Announcement, Graduating Exercises, including Mr. Andrew Carnegie's remarkable address on practical education, all or a dress,

THOMAS MAY PEIRCE, Ph. D., Principal and Founder, Record Building, 917-919 Chestnut St., Philadelphia, Pa.

CASTORIA

for Infants and Children.

"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me." H. A. ARCHER, M. D., 111 So. Oxford St., Brooklyn, N. Y.

"The use of 'Castoria' is so universal and its merits so well known that it seems a work of supererogation to endorse it. Few are the intelligent families who do not keep Castoria within easy reach." CARLOS MARTYN, D. D., New York City. Late Pastor Bloomingdale Reformed Church.

Castoria cures Colic, Constipation, Sour Stomach, Diarrhœa, Eructation, Kills Worms, gives sleep, and promotes digestion, Without injurious medication.

"For several years I have recommended your 'Castoria,' and shall always continue to do so as it has invariably produced beneficial results." EDWIN F. PARDEE, M. D., "The Winthrop," 125th Street and 7th Ave., New York City.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK.

FURNITURE Bargains!

CASH AT ALL TIMES.

EDWARD A. HARTMAN
NATHAN DUNBRACCO.

Hartman & Dunbracco

Wholesale and Retail Dealers in

Furniture!

222 WEST BALTIMORE STREET, NEAR HOWARD ST. BALTIMORE, MD.

☞ Full line of Furniture at Reduced Rates.

NOTICE TO CREDITORS.

NOTICE IS HEREBY GIVEN that the subscriber has obtained from the Orphans' Court of Kent county letters of administration on the personal estate in Kent county, Maryland, of

ANNIE E. GALE,

late of Kent county, Maryland, deceased.

All persons having claims against said deceased are hereby warned to exhibit the same, with the proper vouchers thereof, to the undersigned, on or before the 13th day of June, 1893, otherwise they may be excluded by law from all benefit of said estate. All indebted to said estate are requested to make immediate payment to the subscriber. Given under my hand this 6th day of Dec., 1892.

CHARLES T. WESTCOTT, Administrator.

Dec. 10, 1892—4t.

NOTICE TO CREDITORS.

NOTICE IS HEREBY GIVEN that the subscriber has obtained from the Orphans' Court of Kent county letters testamentary on the personal estate in Kent county, Maryland, of

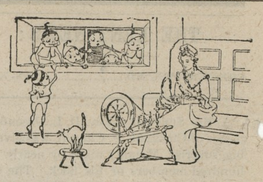
JOHN G. MEIRS,

late of Kent county, Maryland, deceased.

All persons having claims against said deceased are hereby warned to exhibit the same, with the proper vouchers thereof, to the undersigned, on or before the 13th day of June, 1893, otherwise they may be excluded by law from all benefit of said estate. All indebted to said estate are requested to make immediate payment to the subscriber. Given under my hand this 6th day of Dec., 1892.

J. THOMAS PENNINGTON, Administrator.

Dec. 10, 1892—4t.



Best-Made Clothing in Philadelphia

Our Home spuns are attractive, because of their excellence—popular, because of their moderate cost. They are shown in our windows this week in all shades and latest patterns, with prices that are convincing.

Light in weight, dressy, comfortable, inexpensive—nothing can give better satisfaction for warm weather wear.

A fine stock of Children's Wash Stripes in Sailor Suits; also Boy's Tennis Shirts and Blazers.

A. C. YATES & Co.

CORNRE 13th AND CHESTNUT STS.

PHILADELPHIA.

Chester River Steamboat Company.

CHANGE OF SCHEDULE.

MONDAY OCT. 10, 1892.

Steamer EMMA A. FORD

Will leave Chestertown at 8 A. M. every MONDAY, WEDNESDAY and FRIDAY stopping at Rolph's, Booker's, Quaker Neck, Queenstown, Kent Islands and intermediate landings.

RETURNING will leave Pier 7, Light Street, at 11 A. M. TUESDAY, THURSDAY and SATURDAY for the above named landings.

Steamer GRATITUDE

Will leave Centreville at 8 A. M. every TUESDAY, THURSDAY, and SATURDAY stopping at Bogle's, Jackson's Creek and Rock Hall.

RETURNING will leave pier 7, Light Street, at 11 A. M. MONDAY, WEDNESDAY and FRIDAY for the above named landings.

Oct. 8, 1892. GEORGE WARFIELD, PRESIDENT.

PENNSYLVANIA RAILROAD.

Phila., Wilmington & Baltimore R. R.

DELAWARE DIVISION.

On and after Nov. 21st, 1892, trains will leave as follows:

SOUTHWARD.

	EXP. P. M.	PASS A. M.	EXP. A. M.	PASS P. M.	MAIL. P. M.	MAIL. P. M.
Philadelphia	‖11.16	‡7.27	‖10.33	‡2.02	‡3.53	‡5.59
Baltimore	6.45	6.30	8.50	1.20	3.05	5.27
Wilmington	12.01	8.15	11.18	2.20	4.37	6.50
Farnhurst		‖8.24				
New Castle		8.30		3.01		7.02
State Road		‖8.36		‖3.07		‖7.07
Bear		8.41		‖3.12		‖7.12
Porter		8.50		‖3.17	‖4.58	7.17
Kirkwood		2.54	‖11.43	‖3.21		‖7.22
Mt. Pleasant		9.03		‖2.39		‖7