Germany, Austria and
now recognized.
mise candidates have sev-
been taken by general
nt whenever the race be
two strong Cardinals became
e as to deadlock the college.
ceeding with the election by
t, voting is continued on the
s indicated until a choice is
ched, and this is made known to
e people by the absence of the
moke, for although the ballots, as in
the unsuccessful instances, are also
burned, the smoke is not permitted to
escape. When the result is reached,
it is announced by the ringing of a
bell; all the senior cardinals advance
to the place occupied by the newly
chosen Pontiff and inquire if he ac-
cepts the election.

On receiving his affirmative answer
he is at once saluted by the entire
college. He then announces the
name by which he desires to be
known throughout the world as the
head of the church.

An interval then occurs during
which the canopies are removed from
the stalls of the cardinals, except
that of the newly elected Pope, and
His Holiness retires to robe himself
in the Pontificial vestments.

On his return the fisherman's ring
is placed on his finger by the Cardinal
Camerlingo, and the new Vicar of
Christ gives his first solemn benedic-
tion to the members of the Sacred
College from the steps of the altar
Then, taking his seat on the sedia
gestatoria, the Pope receives the
homage of Their Eminences and
again communicates the name which
it is his pleasure to assume as Pon-
tiff.

The people then flock into St. Pe-
ter's to see the Pope and receive his
blessing, and a stirring scene which
presents itself.

HER SHOES ARE LARGER.

The Athletic Girl Is Buying Bigger Gloves, Too.

The athletic girl of today is a sur-
prise to people who have not been
noting her developments. She has
grown beyond all recognized stand-
ards to classical dimensions.

The bootmaker still calls a 4 B shoe
his model, exhibits it in his window,
and it is a pretty little thing to see
But the athletic girl who has been
brought up in a family where she has
had an opportunity to live a healthful
natural life, with plenty of outdoor
exercise, laughs at such tiny things.

The athletic girl has brought about
an entire change in the hosiery de-
partments of the shops. There was
never a time when there were pret-
tier or more extragavant things for
women in the cobweb varieties of fine
lisle thread and silk. Women wear
these expensive things for outdoor
sports as well as for dress occasions,
but the sizes have developed with the
women who wear them. Where 8,
8½ and 9 were five years ago, the
girl of today wears 9½, 10, 10½, and
she would often wear 11, if she could
get it.

In the shoe shops there is the same
fashionable shoe store spring heel
shoes there is the same noticeable
change. The boots are made to go
over the 10 and 10½ silk stockings.

In the "misses' department" of the
fashionable shoe store spring heel
shoes range from children's sizes up
to boots so big that they might be
long to young giantesses. They are
for athletic girls who are kept chil-
dren as long as possible and wear the
spring heel boots until they are
ready to make their bow to society.

Gloves have changed with other ac-
cessories of the feminine wardrobe,
and the well-built girl wears 6½, 7
and 7½ in place of 5½, 5¾ and 6 that
have been worn. For one thing, her
hands are not only large, but she no
longer stops the circulation by squeez
ing her hands into a glove a size too
small for her. She cannot tool a
coach or handle an automobile with
hands in a vise, so she wears some
thing that is an easy fit.—Washing
ton Star.

Nerves and Breakfast.

The longer I live the more con-
vinced I am that breakfast is the real
cause by more domestic friction than
can be accounted for by mere incom-
patibility of temper. It is not in hu-
man nature to be amiable in the early
morning. The patriarchal system by
which four or five different branches
of a family live under one roof could
not possibly continue abroad were
the various families obliged to sub-
mit to the breakfast test. Your
father-in-law, your mother-in-law,
your brother-in-law and his wife, your
sister-in-law and her husband contem-
plated over a dish of poached eggs in
the early morning would be impossib-
ble, but by midday we have buried our
savage instincts, assumed once more
the Christian virtues and are pre-
pared to face the world of relations-
in-law with resignation and perhaps
even the semblance of appreciation.
After all it is a great thing to be born
English; it teaches us to see the fol-
lies of our national institutions and
the happier methods of foreign coun-
tries—at any rate in the matter of
breakfast.—"A Countess" on English
Customs.

What He Said.

"I recall a remark that General
Grant made to me once at dinner,"
said Woodby Graff, "which was most
characteristic of the man." "I think
I can guess what it was," said Pep-
prey. "What?" "Keep the change
for yourself, my man."—Philadelphia
Press.

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ncial title.
cold and silent in
answer the signet
of the Fisherman"
rom the finger and he
ficially declared dead,
ave that is to elect his
ll be summoned.
meet in nine days. It
name from the fact that
als are locked up in con-
room in the Vatican, shut
all communication with the
world.
he day of the conclave all are
oned from their cells by a bell
e rung and repair to the assem-
chamber. From this moment
ll the result of the voting is an-
nced they have no communication
ave with the Vatican officials. Their
lothing and even their food is search-
ed, lest they should contain corres-
pondence from friends outside. If,
by the greatest exercise of lienency,
a visitor is admitted, he must speak
to the immured cardinal through a
grating of iron and in a tone loud
enough to be heard by the watchers.
After a night of this seclusion the
conclave is formally assembled early
next afternoon, and all repair to the
Sistine Chapel, where a desk has
been provided for each cardinal. In
the middle of the hall are six tables
and behind these an altar.

Immediately in front of the altar is
a table on which are two chalices for
holding the ballots. Before proceed-
ing further a search is made in the
chapel to assure the conclave of the
fact that none but those entitled to
vote are present. Three inspectors
of the election are then chosen by
ballot. Should any cardinal be so
ill that he is unable to leave his dor-
mitory, a committee is appointed to
visit him and take his vote, which is
brought to the conclave sealed and
deposited in one of the chalices.

Each cardinal writes on a little
table in the corner of the chapel the
name of the candidate he would elect,
in the centre of the voting ticket.
This is of oblong form, prepared ac-
cording to the directions of the bull
of Gregory XV.

In the centre are the printed words,
"Eligo in Summum Pentificem Rm.
Dmmeum, D. Card." (I elect Sover-
eign Pontiff my Lord Cardinal——),
after which the voter inscribes the
name of the candidate he would elect.

At the foot of the altar the voter
lifts up his hand and exhibits the
ticket between his thumb and finger.
He then kneels and prays for a mo-
ment, after which he takes oath that
he is about to elect him whom, acord-
ing to God, he thinks ought to be
elected. He then puts the ticket on
the paten and slips it from thence
into the chalice, which he covers up
again. Then he makes anew a rev-
erence before the altar and returns to
his place.

When all have voted in like man-
ner the six tellers examine the papers
and proclaim the result. If no Car-
dinal has obtained the required num-
ber of votes—two-thirds of the num-
ber of Cardinals present—the result
is declared void, and the voting pa-
pers, collected together, are burned
in a brazier with damp straw, the
dense smoke from which issues
through a particular chimney, visible
from outside and proclaims to the out-
er world that no election has taken
place.

First to cast his ballot is the dean
of the college, who writes the name of
his candidate on a slip of paper eight
inches in length and four in width,
which he folds, and, sealing it at
both ends, folds it once more in the
middle and then drops it into the
bowl nearest his desk. All follow
in the order of their rank as members
of the college.

The burning of the ballots closes
the session of the day, and the con-
clave is adjourned until evening. At
the evening session an opportunity is
given to those cardinals representing
foreign powers to state whatever
serious objections may exist to any of
the candidates, and which, in the
event of that candidate's election as
Pope, might operate to the disadvant-
age of the Vatican abroad. These
objections are duly considered. Twice
in the present century have the for-
eign cardinals successfully opposed
the election of leading candidates.
The right of veto claimed at one time

The Worth of Manhood.

By President Harris, of Bucknell College.

MANHOOD is a growth, a development, an end to be attained. We are born with a nature which is to be shaped by self-activity into character. This nature comes to us by heredity. Aptitudes pass down in the blood. Education cannot be transmitted, but capacity for it can be. A man is not responsible for what he inherits, but he is in some measure for what he transmits, for acquired traits are transmitted. Another element in growth to manhood is the environment.

The natural surroundings have much to do with a man's growth. It is more difficult to attain to a high type in a malarial district than in a region with pure air. But the most potential environment is the social. The home, the playground, the workshop, business, the State, the Church are the great factors in enabling one to reach a noble manhood. While not undervaluing the advantage of material wealth, better for the child is the heritage from a family rich in the things of the spirit. The very poor and the very rich seldom have a home, a real family life. And that is the reason that society is constantly rotting off at the top and rotting away at the bottom.

A third factor is personal choice. A man is not wedged immovably between two inert, unyielding masses, heredity and environment, but he has freedom, he is a factor in his own development. He has choice upon what elements in his surroundings he will react and make mentally and morally his own. Besides, he may choose his environment. He cannot determine into what family he shall be born, but he can decide into what social relation he will live. His choice is not absolute, but it is sufficient. Thus behind man is heredity, the past entering into him; about him is the environment, within him is self-determining personality; but above him and about him, and in him as well, is God. Man is not left unhelped, an orphan, a castaway in the world. Over against the heredity of nature is the heredity of grace, the birth from above. God is the environment of the soul. While the personal God in communion with the personal soul is first and alone, yet the spiritual means of growth are not to be overlooked. This is chiefly the Church with its word and its ministries, penetrating and transforming the home and the State and society. So that there is formed an environment which is increasingly favorable to growth in manhood. The standard to be reached in this growth is infinite, and, therefore, the man himself is immortal

The Jews in Russia.

Government Restrictions Make Life a Burden.

By Prof. Richard Gottheil,

IT is unfortunate that every great world-movement has been connected with my people, the Jews; unfortunate for whichever way events turned they were surely the ones to suffer. Carried upon the incoming wave, they have in every case been left high and dry when that wave has receded. Given their Oriental intense nature and their feelings, that they were always on trial for good behavior, they have naturally outdone those whom they wished to serve, and, trying to be all in all to every one, they have been everything to none. In spreading westward Russia absorbed a great part of the old kingdom of Poland, and thus received, into a mass that was already most heterogenous, several millions of Jews. Had these Jews been allowed todis perse themselves naturally over the whole of the vast dominions of the Czar they would have practically disappeared, and been lost to view in the many millions surrounding them. With a policy certainly short-sighted from the statesman's point of view, such a diffusion was made impossible; and by successive ukases and continued legislation they have been kept herded within the fifteen Governments of White Russia and Poland, producing that "Pale of Settlement" on the western and south-western frontier of the empire which can only be characterized by the adjective "awful." In addition to this, free movement even within the Pale has been consistently refused the Jews, and they have been further herded together in the larger and smaller towns.

One would imagine that such restrictions were sufficient to make life itself a burden for the Russian Jew; but he has had to bear more than this. After free residence and free movement within the Pale had been denied him, the free exercise of his talents and whatever opportunities life presented were also refused. One trade after another, one profession after another, was closed to him; and his cup of misery was filled to the brim when restrictions were placed upon his free use of the educational advantages offered by schools and universities. The notorious Ignatief May Laws of 1882 stand out as the most iniquitious piece of legislation ever enacted by a Government that calls itself civilized, and only find their parallel in the recent Roumanian legislation concerning the Jews.

The Great Purpose of Moral Education.

By Senator George Frisbie Hoar.

THE fate of the nation depends in the last resort on individual character. Everything in human government, like everything in individual conduct, depends, in the end, upon the sense of duty. Whatever safeguards may be established, however complicated or well adjusted the mechanism, you come to a place somewhere, where safety depends upon somebody having the will to do right when it is in his power and may seem to his interest to do wrong. All elections depend upon this principle. You may multiply election officers and returning boards; you may provide for an appeal to courts of first resort or last resort; but in the end you must somewhere come to a point where the sense of public duty is stronger than party spirit, or your election is but a sort of fighting; or, if not that, a sort of cheating.

The great single purpose of moral education must be to induce the will to adhere to its general, permanent and deliberately conceived purpose, in spite of the motives which appeal to it with special strength at the time of the choice of action. In other words, it is to give strength to resolution which will overcome the strength of temptation. To teach this to the youth of the Republic is the great duty of the university. The final purpose of all scholarship, as of all life, is character.

Science and Old Age.

By Prof. Elie Metchnikoff.

FROM twenty to fifty a man should live for himself and his family; fifty to one hundred for science and humanity, and after a hundred for the state. Honored, useful, in full possession of all his faculties at sixscore years and ten, the graybeard of the approaching future will be among the most enviable of mankind. For the fear of death is an aberration.

The fact is that only one man in a million at present dies a natural death. We should live till one hundred and forty years of age. A man who expires at seventy or eighty is the victim of accident, cut off in the flower of his days, and he unconsciously resents being deprived of the fifty years or so which nature owes him. Leave him a little longer and in due time he will desire to die, as a child at dusk desires to sleep. The sandman will pass!

All our instincts drop from us one by one. The child cries for mother's milk; the idea of such an aliment is repugnant to the adult. The desire for sweets, for play, for love and love-making, for long walks and adventures are all impulses that have their day and pass. And the wish to live is an instinct which fails also to satisfy. Only at present none of us live long enough to be satiate with days.

The Kite as an Airship.

By Alexander Graham Bell.

I HAVE had the feeling that a properly constructed flying-machine should be capable of being flown as a kite; and, conversely, that a properly constructed kite should be capable of use as a flying-machine when driven by its own propellers. I am not so sure, however, of the truth of the former proposition as I am of the latter.

Given a kite so shaped as to be suitable for the body of a flying-machine, and so efficient that it will fly well in a good breeze (say twenty miles an hour) when loaded with a weight equivalent to that of a man and engine, then it seems to me that this same kite, provided with an actual engine and man in place of the load, and driven by its own propellers at the rate of twenty miles an hour, should be sustained in calm air as a flying machine. So far as the pressure of the air is concerned, it is surely immaterial whether the air moves against the kite or the kite against the air.

First Class Abolished.

First class carriages are shortly to be abolished on the Swiss railways. Statistics for the past year show that of the traveling public in Switzerland only 8 per cent. availed themselves of the luxury of first class accommodations.

It's easy enough to get into trouble, but it's harder to find the exits.

Railroads.

WESTERN MARYLAND RAILROAD. Taking Effect JUNE, 21st 1903. Trains leave Hilton Station, as follows:

DAILY.

4.30 A. M.—Fast Mail, Main Line, Hagerstown, M. & W. R. R. and the South, and except Sunday P. V. R. R., Chambersburg, Martinsburg, Winchester and points on Chesapeake and Western R. R.
9.15 A.M.—Pen-Mar Express (Pen-Mar Only.)
10.55 P. M.—Accom. for Union Bridge.

DAILY EXCEPT SUNDAY.

7.20 A. M.—York, B. & H. Div. and Main Line east of Emory Grove, Carlisle and G.&H. R.R.
8.15 A. M.—Main Line, Hagerstown, Shippensburg, Frederick, Emmitsburg, and N. & W. R. R. to Shenandoah.
10.13 A. M.—Accom. For Union Bridge, York, and Gettysb'g.
12.20 P. M.—Accommodation for Emory Grove.
2.25 P. M.—Accommodation for Emory Grove.
3.23 P. M. Blue Mountain Express, (Parlor Car) also Frederick.
5.32 P. M.—Exp. for York and B. & H. Div.
4.05 P. M.—Ex. Main Line Points, Hagerstown, also Frederick, Emmitsburg and Shippensburg.
5.00 P. M.—Exp. to Glyndon, Accom. beyond to Union Bridge.
6.25 P. M.—Accom for Alesia.
6.15 P. M.—Accommodation for Union Bridge.

SUNDAYS ONLY.

9.35 A. M.—Accom for Union Bridge and Hanov'r
2.35 P. M.—Accommodation for Union Bridge.
4.23 P. M.—Accom for Alesia.

Ticket and Baggage Office, 215E. Baltimore St
Trains stop at Union, Penna. Ave., Fulton and Walbrook (North avenue) Stations
‡ Does not stop at Penna. Ave. Sts.
S. M. MANIFOLD, Gen. Supt. F. M. HOWELL, G. P. A

MARYLAND AND PENNSYLNANIA RAILROAD.

Trains Leave North Ave. and Oak St Station daily for York, 7.30 a. m., 8.05 p. m. For Delta 7.30 a. m., 8.05, 4.30 p. m. For Belair, 7.30, 9.50 a. m., 3.05 4.30, 6.00 p. m. Sundays—For Delta 8.30 a. m., 4.00 p. m. For Belair, 8.30 a. m., 4.00, 10.00 p. m.

Baltimore & Ohio R. R

*Daily. †Daily, except Sunday. ‡Sunday only

Westward.	Lv. Mt. Royal	Lv Camden
CHICAGO via Pitts	*9.05 a. m.	*9.47 a. m.
CHIC'GO via Newark	*5.05 p. m.	*5.20 p. m.
CIN'T.LOUISV. & St.L	*8.50 a. m.	*9.00 a. m.
CIN'T.LOUISV. & St.L	*2.50 p. m.	*3.10 p. m
CIN'T.LOUISV. & St.L	*11.45 p. m	*12.00 Nt.
PITTSBURG,	*3.35 a. m.	*3.47 a. m.
PITTBG. & CLEVD	.....	*7.30 p. m
PITTSBURG	*11.45 p. m.	*12.00 Nt
COLUM.O.&Wh'eling	*5.05 p. m.	*5.20 p. m.
WASHINGTON Local.	.....	†8.00 a. m.
" Express	*3.05 a. m.	*6.20 a. m.
" Local	.....	†6.35 a. m
" Express	†7.05 a. m.	†7.20 a. m.
" Express	†7.50 a. m.	†8.00 a. m.
" Local	.....	*8.35 a. m.
" Express	*8.50 a. m.	*9.00 a m.
" Express	*9.35 a m.	*9.47 a. m.
" 45 min Express	.....	†11.00 a. m
" Local	.....	†12.15 p. m.
" Express	†1.11 p. m.	†1.50 p. m
" Express	*2.05 p. m.	*3.10 p. m.
" Local	.....	†3.15 p. m.
" 45 min Express	*3.35 p. m.	*3.45 p. m.
" Express	.....	*4.15 p. m.
" Express	*5.05 p. m.	*5.20 p. m
" Local	.....	†5.35 p. m.
" Local	.....	†6.18 p. m
" Express	†6.50 p. m.	†7.00 p. m
" Express	.....	*7.30 p. m.
" Royal L'ch 45 min	*7.45 p. m.	*7.55 p. m
" Express	*9.45 p m	*9.55 p m
" Local	.....	*11.20 p m
" Express	*11.45 p.m.	*12.00 Nt
" Express, Sunday	....	‡12.15 p m
" Local, "	....	‡ 1.05 p m
" Local, "	....	‡ 5.40 p m

For ANNAPOLIS, Mt. Royal Station, †7.00, †8.30 a. m, Camden Station, †8.00, †9.00 a. m., †12.15, †4.15 p.m. ‡5.40 p m

Leave Camden Station for Frederick, †7.35 a m., ‡9.15 a m, †1.35, †4.30, and *5.35 p. m.

For Winchester, †7.20 a m, †2.10, †4.30 p m

For Hagerstown, †9.00 a m, †4.15 †4.30 p m.

For Ellicott City and Mt. Airy, Local, †7.35, †9.15 a m, †1.35, †3.30, *3.35, *6.30, *11.30 p. m.

For Curtis Bay, †6.23 a. m.

For Luray, Mt. Royal Station, *3.50 p m. Camden Station, *3.10 p. m.

Royal Blue Line for Philadelphia and New York.

Eastward.	Lv. Camden.	Lv. Mt. Roya
Sleeper.....	*3.51 a. m.	*3.55 a m.
Draw. Rm. & Diner,	*7.55 a. m a	*8.00 a m. G
Buffet Parlor.....	†9.19 a m	†9.24 a m G
Parlor, Diner.....	†9.52 a m	†9.57 a m G
Parlor, Diner.....	†10.50 a m a	†10.54 a m
Parlor, Diner.....	*1.17 p m A	*1.25 p m

"ROYAL LIMITED," Exclusively Pullman Train, Buffet Smoker, Parlor, Observation, Dining and Cafe Cars *3.45 p m. B *3.53 p m
Parlor, Diner..... *6.00 p m. *6.05 G
Coaches to Phila..... * 9.00 p m. *9.05 G
Sleepers..... *12.32 a m. *12.42 a m

A. for Atlantic City week days B, for Atlantic City daily.

All trains stop at Wilmington. C, stop at Chester.

Local Sleepers for New York ready for occupancy in Mt. Royal Station at 10:00 P. M.

	Lv. Camden.	Lv. Mt Royal
Phila. Accom	*6.05 a m	*6.10 a m
Phila Exp.	†2.50 p m	†2.35 p m
Phila. Exp.	†4.55 p m	5.00 p m
Aberdeen Accom	†5.25 p m	†5.30 p m
Phila Accom	†9.10 p m	†9.15 p m

Ticket Offices, N. W. Cor. Calvert and Baltimore streets, 301 E. Broadway, Mt. Royal Station or Camden Station.
D. B. MARTIN, Mgr. Pass. Traffic.

BALTIMORE, CHESAPEAKE AND ATLANTIC RAILWAY CO.

Steamers leave PIERS 3, 4, 41, Light Street Wharf, as follows:

RAILWAY DIVISION (Pier 4).—1.10 P. M. daily, except Saturday and Sunday. Saturday only 5.00 P. M., for Hairborne and intermediate stations o Ocean City.

Freight received at PIER 4, Light k. daily until 12:30 P M. No freight received on Sunday.

CHOPTANT RRIVER LINE 6 P.M. ally, except Sunday, for Easton, Oxford, Cambridge and landings to Denton.

WICOMICO RIVER LINE—5 P. M. every Tuesday, Thursday and Saturday for Wingates Point, Deals Island and landings to Salisbury.

NANTICOKE RIVER LINE—5 P. M. Monday, Wednesday and Friday for Deals Island and landings to Seaford, Del.

GREAT WICOMICO RIVER LINE (Pier No. 5).—5.00 P. M. every Tuesday, Thursday and Saturday for landing on the Great Wicomico River Dividing, Dymers, Indian & Antipoison Creeks to Urbanks, Va. Saturday trip extends to Milford Haven.

PIANKATANK RIVER LINE (Pier 5) 5 P. M. Monday, Wednesday and Friday for landings on Milford Haven and Piankatank River to Fresport, Va.

STEAMERS FROM SOUTH ST. WHARF.

POCOMOKE RIVER LINE.—5 P. M Tuesday and Friday for Chrisfield Tangier Island, Onancock and landings to Pocomoke City and Snow Hill

MESSONGO RIVER LINE—5 P. M Monday and Tuesday for Fords, Crisfield, Finneys, Onancock, Chesconeessex, Hunting Creek and Messongo

OCCOHANNOCK RIVER LINE—P. M every Wednesday and Sunday for Chrisfield, Pongoteague, Nunda, and Occohannoc River.

Tickets on sale at 111 E. Balto. St., and on steamers.
L. J. BENJAMIN
Supt. Ry. Division.
T. A. JOYNES,
General Superintendent.
4tf. T. MURDOCH, Gen. Pass. Agt.

BALTIMORE AND ANNAPOLIS SHORT LINE R. R.

Trains leave Camden Station for Annapolis and way Stations, week days, 6.38, & 8.55, A. M., 1.30, & 6.25, P. M. Express, 4.05 P.M., Sundays, 8.00, 10.55 A.M., 4.30 8.00 P. M.

Railroads.

BALTO. STEAM PACKET CO.
OLD AND RELIABLE

BAY LINE
CARRYING U. S. MAIL

Elegant steamers daily except Sunday from "BAY LINE" PIERS, 10-13 LIGHT ST., 6.30 P. M., direct for OLD POINT COMFORT, NORFOLK PORTSMOUTH and ALL POINTS SOUTH. Connect at Old Point with C. & O. R. R. for Richmond. Connect at Portsmouth with Seaboard Air Line. SOLID TRAIN PORTSMOUTH TO ATLANTA. At Norfolk connecting with Atlantic Coast Line Norfolk and Carolina, Norfolk and Southren, Norfolk and Western and Old Dominion Line for Newberne and Washington, D. C.

Meals on European plan. Luxurious Staterooms. Electric Lights, Steam Heat. Berths free. Reserve Staterooms at Bay Line Ticket Office, 103 E. Baltimore Street. Phones: C. & P. 1435 St. Paul; Maryland, 485, Courtland, also at Albaugh's, 15 N. Charles street.

EMMET BROWN, G. T. Agt.
W. RANDALL, G. F. Agt. John R. SHERWOOD, Vice-Pres. and G. M.

CHESAPEAKE STEAMSHIP CO.

Chesapeake Line

ELEGANT PASSENGER STEAMERS
"AUGUSTA" AND "ATLANTA,"

For OLD POINT COMFORT and NORFOLK, VA.

Steamers leave Baltimore daily (except Sunday) at 6.30 P. M., and arrive Old Point Comfort at 6.00 A. M. and Norfolk at 7.15 A. M., where connection is made with the Rail Lines for all points South and Southwest.

York River Line

ELEGANT PASSENGER STEAMERS
"CHARLOTTE" AND BALTIMORE."

Steamers leave Baltimore Tuesday, Thursday and Saturday at 5 p. m., and arrive West Point at 7.30 a. m. and Richmond at 9.12 a. m.

Landings on York River will be made at Gloucester Point, Clay Bank and Allmond's in each direction.

STEAMERS LEAVE BALTIMORE FROM PIERS 18 AND 19 LIGHT STREET WHARF.

Through Tickets to all points can be secured, baggage checked and staterooms reserved from the City Ticket Offices, Nos. 109, 120 and 127 E. Baltimore street, or the Genaral Offices, 530 Light street, Baltimore.
REUBEN FOSTER, E. J. CHISM, Gen'l Manager. Gen'l Ticket Agent.
T. H. McDANNEL,
Traveling Passenger Agent.

Seaboard Air-Line R. R.

Leaving Baltimore from Union Station (P. R. R.)

For Petersburg, Raleigh, Wilmington, Columbia, Savannah, Jacksonville, Tampa, Tallahassee, Atlanta, Birmingham, Mobile, Pensacola and New Orleans, Texas and California.

9:34 A. M. Daily—Seaboard Mail—Through Pullman Sleepers to Jacksonville, connecting at Hamlet with Sleeper to Atlanta.

5:45 P. M. Daily—Seaboard Express—Through Pullman Sleepers to Jacksonville, Tampa and Atlanta. Cafe Dining Cars.

Offices: Continental Trust Building, Calvert and Baltimore streets, all P. R R. Ticket Offices.

SOUTHERN RAILWAY.

Leave Baltimore (Union Station), Pennsylvania R. R.

5:17 A. M. Daily: Local for Harrisonburg, Va., Charlotte, N. C., and Way Stations.

9:34 A. M. Daily: WASHINGTON & FLORIDA LIMITED. Sleeping Cars and Coaches to Savannah and Jacksonville. Dining Car Service.

9:34 A. M. Daily: FAST MAIL. Sleeping Cars and Coaches to Atlanta, Montgomery and New Orleans. Dining Car Service.

3:44 P. M. Daily, Ex. Sunday: Local for Harrisonburg, Va., and Way Stations.

3:15 P. M. Daily: Local for Charlottesville, Warrenton, Va., and Way Stations.

7:29 P. M. Daily: WASHINGTON and ATLANTA EXPRESS. Buffet Sleeper and Coaches to Atlanta. Excursion Sleeper Washington to San Francisco Mondays, Wednesdays and Fridays.

8:25 P. M. Daily: NEW YORK and MEMPHIS LIMITED. Sleeping Cars and Coaches to Roanoke, Knoxville, Chattanooga and Memphis; also to New Orleans. Dining Car Service

9:15 P. M. Daily: WASHINGTON and SOUTHWESTERN LIMITED. All Pullman Train, Club and Observation Cars to Atlanta and Macon; Sleepers to New Orleans, Birmingham, Memphis Asheville, Nashville, Columbia and Augusta. No Coaches. Dining Car Service.

See Chesapeake Steamship Co's Advertisement for schedule to Rihcmond, Norfolk and Old Point.

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