LESSON IN NATURE STUDY.

A LOT OF INTERESTING INFORMATION ABUOT THE MUD DAUBER.

How the Houses are Built, Food Stored and the Baby Insects Reared and Cared For—Spider Catching Occupation.

The approach of a wasp invariably calls forth uncomplimentary epithets, and his departure is generally assisted with speed, if not courage. However, these unwelcome creatures are one of the most interesting species of the insect order.

S. Frank Aaron, in The Philadelphia Times, says that by far the most interesting group of the insect order is the great family of wasps, hornets, bees and ants, including, as it does, the most sagacious of all six footed natures. They pursue many of the ides of man, for we find among m paper makers, carpenters, masons, mound builders and excavators. y of them, such as the bees, the and the hornets, are social in r habits and live together in large nies.

ost of the wasps are either solior live a few together. None of m, not even the paper nest wasps, pass the mud daubers, or mud builders, in the ingenuity and mpleteness of their work, constructtheir nests, walls, roof and floor, d at last sealing up the floor, all th the same material—moist clay. The mud daubers are of several nds, differing widely in size, color d form. The smaller species make tle juglike balls of clay, hung to anches or twigs of bush or vine, ch containing one cell and one baby asp. Others construct larger nests, ving many cells, each inhabited by grub. But our common mud daub- familiar to all dwellers in the ntry, are the two larger species, one steel blue, the other dark own, with yellow markings.

Their nests, like many rough cast unhewn stone houses of man's conuction, have a crude and unatactive outside appearance, but inde they are neatly finished, each l being smoothly and evenly unded, and sometimes lined with k.

All this is especially true of the blue sp. Its brown cousin makes some tempt of outside decoration of its t, placing the layers of clay in narw strips, alternating with each her at the ends and always running agonally, but frequently without inde silk lining.

These nests are constructed entirefor the benefit of the helpless ung, the parents never occupying y part of them. The mother alone s upon the nest with the most ding care, places an egg in each he cell with suitable food, safe against intruders t moment, strange to s her offspring again.

red within the cell conly of spiders. When es the baby wasp feeds the spider meat, grows es the long winter ormant state, and, with spring, is transformed wn wasp, to take up in labor of nest building catching.

ders most frequently purcaptured by these wasps are builders. The bold hunter no attempt to steal unawares her prey. Flying from place to xplores on foot the grass, d fallen trees, and wings, and swift der on dash spiddrop ngle of aught awares is surthe wasp ime to drop. In pider returns to find ly torn and even enthe frantic struggles a matter quickly remby the industrious often sought by our the grassy web speangled webs we walk. This ed tube of grassy

This assumption would seem to give the insect credit for too high a degree of intelligence. Besides, it has been disproved by the fact that the wasp stings its victim in any part of the body, without apparent choice. Cases in which the spider is only paralyzed are probably accidental, resulting from the lightness of the sting and the small quantity of virus injected.

THE ITALIANS OF NEW YORK

They Are Not Cut-Throats, as so Many People Believe.

"I've lived among Italians for twenty years, so I ought to know something about them and their habits," said an East Side worker, quoted by Victor Smith in the New York Press. "The girls cannot be accused of doing the beautiful, delicate work on fine lingerie. They are employed mostly in candy factories, lithograph and printing houses, artificial flower and feather places, and in clothing shops, where their work is dull, mechanical and uninteresting. As a matter of fact Italian girls are married off as soon as they are about to enter womanhood, and that ends their girlhood."

This authority added: "But marriage does not end their working days by any means. I've seen many Italian wives even in fair circumstances who are supplied with work at their homes, particularly by manufacturers of cheap 'pants' and other clothing. To this I attribute the demoralized condition of many Italian homes and of the young Italian children. The latter are very sadly neglected, more so than any other children on the East Side. There are hundreds of young Italian boys roaming through our streets with shine boxes when they ought to be at school. This is a source of revenue to the folk at home, and the boys are really good-natured little fellows, turning in most of the money they earn.

"The low Calabrese certainly know the art of economy. 'Penurious thrift' is too good an expression. An Italian woman came to rent an apartment consisting of four rooms, which are smaller than most rooms I have seen in downtown districts. Being asked how large a family she had, she pointed to her companion and said: 'Dis-a ma husb', an' I gotta one lettle ba-bee.' They moved in next day, and the housekeeper wondered what they wanted with so many mattresses. It turned out afterward that they had six male boarders. This is the system that is practiced by these people. The boarders chip in for the meals and pay the rent. In this way all hands concerned are able to save the greater part of their small earnings, and some day they go 'bye-bye Eetalie'; and in 'Eetalie' with a few thousand dollars one can have a 'vera' fine house, and have servants, too.

"The Italians in New York are a lawabiding, peaceful people. They will do the hardest and dirtiest kind of work to make a living. They are not cut-throats, as so many ignorant 'intelligent' people believe. Don't molest an Italian, and you will never get into trouble with him. His inferior education makes him respect you. The whole root of the trouble is that the Italian people are misrepresented in this country. Italy sends us the worst of her population, but that worst is not as bad as it is painted. I think it is safer to walk through Mulberry, Baxter and Roosevelt streets than the district around Forty-ninth street and Eleventn avenue."

FITTING SHOES TO FEET.

An Explanation of Why One Foot is Larger Than the Other.

"The question of which foot to fit first is an important one to us," said the shoe salesman, as he tugged to get a small pair of Oxfords on a large foot. "It may seem strange to you, but it is rarely that we do not experience some trouble in fitting one foot while the other is easily covered. A popular belief obtains that the left foot of every person is the hardest to fit, and consequently, many shoe clerks always try a shoe on that foot first. It is not true, however, according to my observation that there is any inflexible rule as to which foot to try first. It is true, nevertheless, that in the majority of cases if you succeed in fitting the left foot you will have no trouble with the right. My practice is to try to fit both feet before I pronounce a pair of shoes a perfect fit. Then I am sure of avoiding any mistake growing out of peculiarities of foot formation. No two persons have feet formed exactly and the shoe salesman who so and is governed accordwill meet with many complaints. r some time I pondered over the blem of fitting shoes to feet, and pecially as to why the left foot should be considered the standard by which to be governed. The only rational theory I have ever been able to evolve is a very simple one when you come to consider it. Nine out of ten persons you meet are right-handed, as we say. About one person in ten, or perhaps the per cent. is even less than that, uses his left hand. If you will observe persons who use the right hand when they are standing and talking, they invariably rest their weight on the left foot. And vice versa, a left-handed person will rest his on her weight on the right foot. The result is that with right-handed persons the left foot is probably a fraction larger than than the right foot, and the shoe clerk must inevitably find this to be a fact sooner or later."—New Orleans Times-Democrat.

The Man Who Goes to Sleep

By the Editor of Collier's Weekly.

SAN FRANCISCANS will recognize this hero. He is the man who goes to sleep. Sound asleep, busy or merrymaking, any time, everywhere, principally when excited. He goes to sleep in a poker game or in an ice-cold bath. He hired an athletic valet to handle him as would a baggageman; still he went to sleep. He slumbers one second or one day, according to the variation of the thing that's the matter with him. On the way to his wedding he fell asleep, stumbled into the bride's house snoring, snored all night—and the bride is still "elect." It is paralysis of something; even the doctors don't know what, though he offers his real estate to any M. D. who will keep him awake. Moreover, he has just made the round of the European specialists. Incidentally, he is, or was, a specialist himself—in breaking wills. Never died a Californian whose last testament would stand law if this professional will-breaker championed the contestant. Once he was given a fifty-thousand dollar retainer by a will defendant to go far away and loaf. But from active practice at the bar he had to retire. For he was perpetually in contempt of court. He simply would go to sleep while arguing with the bench or when addressing a jury.

While ransacking scientific Europe for a cure for the opposite of insomnia, he stopped at Brussels to present a letter of introduction from our own White House physician to the Belgian court surgeon. The sequel was that the American was brought to the attention of the King, who commanded him to "lunch with us." Leopold even sent his brougham to bring the stranger, and at the palace he was ushered into the King's private apartment. Presently his Majesty entered, and with hand outstretched, advanced to welcome his guest; but at that electric moment the guest yawned and crashed upon the Dresden ware of a tea-table, fast asleep. His Majesty considerately tiptoed out of the room. The San Franciscan returned to his hotel in a public fiacre, hungry, and curious concerning the Belgian law on lese majeste.

Now he is back in San Francisco. The latest is that his malady saved his life. While alone in his office one evening his door was kicked open and a man entered, brandishing a revolver. Taking deliberate aim, he fired, shattering a bust of Louis Pasteur. "You're next," he said, hoarsely, addressing the man at the desk, who recognized the intruder as the losing defendant in one of the will-breaking cases. "Curse you!" said the madman, levelling his revolver at the will-breaker's head. Had my hero done anything at that tragic second except what he did, the trigger would have been pulled. He simply slid more comfortably into his chair and passed into infantile slumber. Whereupon even that lunatic went away in disgust.

Many Suicides Due to Ignorance of Physiology.

By Arthur Brisbane.

THE NEW suicide statistics from Yale College and the increasing tendency to self-destruction which marks the hot season are reminders that a large number of suicides are really preventable, and are only due to lack of physiological education. If college lecturers upon hygiene and teachers of physiology would take pains to widely impress one simple lesson a large and definite class of suicides would cease to be, and the general average of happiness would be distinctly augmented.

This lesson is that despair is a temporary state, and in many cases is entirely due to physical or bodily causes. The best remedy for "the blues" is a liver pill. That gloomy, hopeless outlook in events which drives many to suicide is due not to the events themselves, but to bodily conditions which set up the state called "despair" in the mind.

Any despondent person whose troubles are really trivial may prove this by looking backward for a day or a week to the last day on which he was abundantly happy. He will find in many cases that events and conditions have not altered in the least, that the existing gloom comes, therefore, from some cause within himself, and he may come to believe that hope for the hopeless can be purchased at a drug store.

Love, particularly among those young people who have been executing themselves so recklessly of late, is, to the physician, merely a definite state of bodily congestion, whose natural mental result is melancholy, and which can easily be alleviated, if not cured, by simple treatment. And if any lover or pair of lovers who are thinking of death will consult an intelligent doctor, they will save their lives at the expense of a very moderate fee.—New York American.

Old Paths the Best

By Dr. Henry Van Dyke.

EVIL IS almost, if not quite, as ancient as good. Folly and wisdom, among men at least, are twins and we cannot distinguish between them by the gray hairs. Adam's way was old enough, and so was the way of Cain and of Noah's vile son and of Lot's lewd daughters and of Balaam and of Jezebel and of Manasseh. Judas Iscariot was as old as St. John. Ananias and Sapphira were of the same age with Peter and St. Paul.

It is perfectly safe for a man to accept it as a fact that fire burns without putting his hands into the flames. He does not need to try by perilous experiments with his own soul in order to make sure that lust defiles, that avarice hardens, that frivolity empties, that selfishness cankers the heart. He may understand the end of the way of sensuality by looking at the old pleasure seeker.

I tell you, my brother men, it has become too much the fashion in these days to sneer and jeer at the old fashioned ways of the old fashioned American household. Something too much of iron there may have been in the Puritan's temper; something too little of sunlight may have come in through the narrow windows of his house. But that house had foundations, and the virtues lived in it.

Rest! Rest! How that word rings like a sweet bell through the turmoil of our age! We are rushing to and fro, destroying rest in our search for it. We drive our automobiles from one place to another at furious speed, not knowing what we shall do when we get there. We make haste to acquire new possessions, not knowing how we shall use them when they are ours. We are in a fever of new discoveries and theories, not knowing how to apply them when they are made. We feed ourselves upon novel speculations until our heads swim with the vertigo of universal knowledge, which changes into universal doubt.

Then in our hour of silence the Spirit of Wisdom whispers a secret to our hearts. Rest depends upon conduct. The result of your life depends upon your choosing the good way and walking in it.

The Young Man's „Chance."

WAIT a moment, young man. You say you haven't been given a fair chance in life to make something of yourself? Look at William E. Corey, who is the President of the United States Steel Corporation at a salary that would make a man rich in a year.

Do you think he had "a pull?"

He did. Fifteen years ago Corey was pushing a wheelbarrow in the yards of one of Carnegie's mills at Braddock. And this was his "pull:"

"He wheeled so much more iron in a day than the men at his elbow that he was soon made foreman over them."

In other words, Corey wasn't afraid to "do $2 worth of work for a dollar," a fear that besets many young men today.

When Corey became foreman it was noticed that he got twice as much work out of his men as the other foreman. He didn't swear at his men. They never grumbled at their boss. They respected him.

Carnegie began promoting Corey.

And Corey worked hard. He had only a fair common school education. He studied at night. He took up a course in a correspondence school. In time he became an expert chemist. By and by he was an authority on armor plate. He knew more about armor plate than anyone in the mills. There was only one thing for Carnegie to do. He made Corey superintendent of that department. Corey increased the output.

That's all.

Only remember this: "He wheeled so much more iron ore than the men at his elbow."

American Schoolships.

The St. Mary's and the Saratoga are two of the three American schoolships on the Atlantic coast intended exclusively for nautical schools to train boys for the merchant marine. The Saratoga is controlled by the State of Pennsylvania and the State of Massachusetts controls the Enterprise; but the St. Mary's is maintained by the Board of Education of the City of New York. The nautical school on the St. Mary's is under the supervision of the United States—that is to say, the captain is a detailed officer of the United States Navy. The school is intended for boys who wish to learn navigation and seamanship, combined with a high school course of studies, so that they may be fitted to engage as officers in the merchant marine service. After a student has completed two cruises and passed his examination he receives a certificate of graduation, which qualifies him to fill the position of quartermaster or junior officer on the great transatlantic steamship lines.—From "A Four Thousand Mile Race" in St. Nicholas.

Charity covers a multitude of sins that don't deserve it.

Railroads.

BALTO. STEAM PACKET CO.
OLD AND RELIABE
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 General 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.

9:17 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.

8:44 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.

Phone, call or write S. E. Burgess, T. P. A., 120 E Baltimore St., Baltimore, Md. (Both phones "1265")

DOES IT PAY 2 ... Edison, Bell, Howe, Singer, McCormick, and other millionaire inventors began life poor. Fortunes await other inventors. Can you devise improvements on articles in common use? While you delay, others may patent your ideas. We guarantee against loss or fees paid us for services. Fees moderate and payable by installments. Inventors' Handbook sent free on request. Patents Attorneys. COPP & CO.

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, N. & 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.

7:25 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.
10:12 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
3:22 P. M. Blue Mountain Express, (Parlor Car) also Frederick.
3:32 P. M.—Exp. for York and B. & H. Div
4:03 P. M.—Ex. Main Line Points, Hagerstown, also Frederick, Emmittsburg and Shippensburg.
5.08 P. M.—Exp. to Glyndon, Accom. beyond to Union Bridge.
5:25 P. M.—Accom for Alesia.
6:16 P. M.—Accommodation for Union Bridge.

SUNDAYS ONLY.

9:35 A. M.—Accom for Union Bridge and Hanover
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. Sta.
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., 3.05, 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	*9.08 a. m.	*9.47 a. m.
CHIC'GO via Newark	*5.06 p. m.	*5.20 p. m.
CIN'TI, LOUISV. & St. L.	*8.50 a. m.	*9.00 a. m.
CIN'TI, LOUISV. & St. L.	*3.55 p. m.	*3.10 p. m
CIN'TI, LOUISV. & St. L.	*11.46 p. m	*12.00 Nt.
PITTSBURG,	*9.23 a. m.	*9.47 a. m.
PITTBG. & CLEVE	.....	*7.20 p. m
PITTSBURG	*11.46 p. m.	*12.00 Nt
COLUMB'US & Wh'eling	*5.06 p. m.	*5.20 p. m.
WASHINGTON Local	.....	†8.00 a. m.
" Express	*3.05 a m.	*3.20 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	*9.20 a m.	*9.47 a. m.
" 45 min Express	.....	*11.00 a. m
" Local	.....	‖12.15 p. m.
" Express	†1.15 p. m.	†1.50 p. m
" Express	*2.20 p. m.	*3.10 p. m.
" Local	.....	‖3.15 p. m.
" 45 min Express	*3.20 p. m.	*3.45 p. m.
" Express	.....	†4.10 p. m.
" Express	*5.06 p. m.	*5.20 p m
" Local	.....	†5.25 p. m.
" Local	.....	†6.15 p. m
" Express	†6.50 p. m.	*7.00 p m
" Express	.....	*7.50 p. m.
" Royal L'td 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	*11.46 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, †6.50 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, †7.25 a m., ‖9.15 a m, †1.25, †4.30 and *8.35 p. m.

For Winchester, †7.30 a m, †3.10, †4.30 p m

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

For Ellicott City and Mt. Airy, Local, †7.25, †8.15 a m, †1.25, †4.30, *5.35, *6.30, *11.30 p. m.

For Curtis Bay, †6.23 a. m.

For Luray, Mt. Royal Station, *2.56 p m. Camden Station, *3.10 p. m.

Royal Blue Line for Philadelphia and New York.

Eastward.	Lv. Camden.	Lv. Mt. Royal
Sleeper	*3.51 a. m.	*3.55 a m.
Draw. Rm. & Diner,	*7.35 a. m a	*8.00 a m G
Buffet Parlor	†9.10 a m	†9.24 a m G
Parlor, Diner	‖9.53 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	*3.49 p m.	B *3.53 p m G
Parlor, Diner,	*6.00 p m.	*6.05 G
Sleepers to Phila	*9.00 p m.	*9.05 G
Sleepers	*12.39 a m.	*12.44 a m

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

All trains stop at Wilmington. G, 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	*6.08 a m	*6.10 a m
Phila Exp.	†3.00 p m	†3.25 p m
Phila. Exp.	†4.55 p m	†5.05 p m
Aberdeen Accom	†5.25 p m	6.00 p m
Phila Accom	†6.10 p m	†6.30 p m
		†9.15 p m

Ticket Offices, N. W. Cor. Calvert and Baltimore streets, 201 S. Broadway, Mt. Royal Station or Camden Station.
D. B. MARTIN, Mgr. Pass. Traffic.

BALTIMORE, CHESAPEAKE AND ATLANTIC RAILWAY CO.

Steamers leave PIERS 8, 4, 4½, Light Street Wharf, as follows:

RAILWAY DIVISION (Pier 4).—4.10 P. M. daily, except Saturday and Sunday. Saturday only 5.00 P. M., for Hairborne and intermediate stations to Ocean City.

Freight received at PIER 4, Light St. daily until 12.30 P M. No freight received on Sunday.

CHOPTANT RIVER LINE 5 P.M. daily, 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. 3).—5.00 P. M. every Tuesday, Thursday and Saturday for landing on the Great Wicomico River Dividing, Dymers, Indian & Antipoison Creeks to Eubanks, Va. Saturday trip extends to Milford Haven.

PIANKATANK RIVER LINE (Pier 3) 5 P. M. Monday, Wednesday and Friday for landings on Milford Haven and Piankatank River to Freeport, Va.

STEAMERS FROM SOUTH ST. WHARF.

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

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

OCCOHANNOCK RIVER LINE—5 P. M every Wednesday and Sunday for Chrisfield, Pongoteague, Nundn, 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.
Gen'l. T. MURDOCH, Gen. Pass. Agt.

BALTIMORE AND ANNAPOLIS SHORT LINE R. R.

Trains leave Camden Station for Annapolis and way Stations, week days 6.18, & 8.35 A. M., 1.30, & 6.25, P. M. Express, 4.05 P. M. Sundays, 8.00, 10.55 A.M., 4.30, 6.00 P. M.