

TERMINAL AT LEWES.

Contemplated Improvements for the Queen Anne's Railroad. President William H. Bosley, of the Queen Anne's railroad, has returned from a trip to Lewes, Del., where he inspected the view of starting a number of improvements. It is contemplated to build a large wharf and erect a commodious station. A large business is expected by the company when its road is completed to Lewes, which will be early in November. The road owns 800 feet of water front opposite the breakwater, which was donated by the city. There is water from 15 to 20 feet deep on this water front and its location is considered advantageous for loading vessels of deep draught.

Arrangements are now being made for the establishment of a line of steamers to run from Lewes to Cape May and points on the Jersey coast. On September 1st, the road will be opened to Milton, Del., which is nine miles from Lewes. It now runs to Elkland. It is planned to put an additional steamer on between Baltimore and Queenstown within the next sixty days. The railroad recently secured a new engine and additional box cars.

President Bosley says that the traffic has taxed the equipment of the road, and more box cars, as well as additional passenger coaches, are necessary. He added that the road had been in operation only three months, and although it was expected to operate the line at the start at a loss, there is already a comfortable balance on the right side of the ledger. A large cargo arrived at the elevator Wednesday morning and began loading grain in the evening.

The builder of the elevator is having his own trouble. Not long since, one of the bins gave way, letting out several bushels of wheat and Wednesday night one of the bins gave way bursting the upper part of the elevator and let out about fifteen hundred bushels of wheat which went into the creek. A greater part may be saved but still it will not bring much. This is quite a loss at the present price of wheat.

The Church Hill correspondent of the Observer writes as follows in regards to the Queen Anne's railroad tapping that town: "Our people are glad to see through the columns of your paper that arrangements are about completed for the building of the northern section of the Queen Anne's R. R., which will give our town and community an opening with the outside world. We hope this is no figurative speech but a reality. We hope for the time to come when we will not have to ride four miles to a railroad or five and a-half miles to a steambot. The more railroads we have the more the country will be improved and the more improvements the better for the laboring man. We have had the promise, now let it be fulfilled.

A correspondent from Denton to the Baltimore Sun of yesterday writes as follows: "The operation and management of the new Queen Anne's Railroad is an agreeable subject for discussion by all the people. The first pleasant surprise was its construction, for no railroad was ever built in this State about which there was so little talk of plans beforehand. Even those who had watched similar movements predicted at first that the road would never be built, and when constructed were equally positive that the whole enterprise would be sold out before it had run sixty days. Neither prediction has come true, nor is it at all probable that the new road will be abandoned on account of finances, and the judgment of those who are close observers is to the effect that the volume of business will phenomenally increase each succeeding year.

"Apart from any consideration of local pride, it is a plain fact that this peninsula is capable of growing more produce for shipment than any other section of like area on the Atlantic coast. It is a fact that the tonnage carried by the Delaware Division of the Pennsylvania Railroad this statement can be verified by figures which will astonish any one who has not before examined their reports. If this be true of the Pennsylvania Railroad, when we consider that the new Queen Anne's Railroad is built through a section both richer as to the soil and more populous, with a large territory to draw from on either side, how can it be otherwise than successful, even from the start? The tonnage of freights now will be small as compared with what it will be when the road is completed and fully established.

"The farmers have hardly had time to show what they will do in the way of freights. Before the construction of the road they were comparatively isolated as regards such facilities, and had made but little effort to cultivate such crops as they would ship by rail. They are now getting ready to avail themselves of their present opportunities, and evidences are on every hand that even next year the freighting is likely to be doubled. The berry crop was short in bulk this year for reasons assigned above, and the peach crop has practically been a failure. Yet in the face of this President Bosley gives the assuring fact that the business of the new road has exceeded expectation and already a "comfortable balance" rests on the right side of the ledger."

Chamberlain's Colic, Cholera and Diarrhoea Remedy always affords prompt relief. For sale by B. E. Cockey & Co.

NEWS OF THE WEEK.

Locals and Otherwise in a Condensed Form for our Readers. Grapes are ripening. Summer is on the wane. The recent rains continue to keep our road supervisors busy repairing washouts. The few remaining summer boarders will leave for their respective homes next week. The prohibition party of this county will hold a convention in Centerville on Tuesday next, to nominate a ticket. The steamer Emma A. Ford carried to Baltimore on Thursday, the largest cargo of peaches this season—5,000 packages.

Farmers who have been holding their wheat for better prices, are busy shipping same as they think what has about reached the highest price. On account of the heavy shipment of freight, the steamer B. S. Ford is being left in leaving here. It was about half-past ten when she left Monday evening. The opening of the oyster season will about close the crabbing business at this place, as those now engaged in the later industry will go oystering. An old oysterman being asked where he thought the tongs and shucks that he could always catch more oysters than any one else? replied from W. S. Delahay.

Lightning struck the dwelling of Mr. Frank Draper, in Corsica Neck, Wednesday night, doing considerable damage to buildings. None of the family were hurt. The colored camp closed at Wye, Tuesday morning, and a number of the citizens of this county are glad, because their cooks and servants were missed during the session of camp. Notwithstanding the fact that the peach crop is reported to be more plentiful than the season so far, than for many seasons past.

A number of sportsmen have been hunting the dove, but with what success we are unable to say. Reports no doubt will arrive later. Squirreling will occupy their attention next month. The colored camp closed at Wye, Tuesday morning, and a number of the citizens of this county are glad, because their cooks and servants were missed during the session of camp.

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Farmers are busy preparing their ground for seeding wheat, which will commence about October 10. The acreage this year will be unusually large on account of the high price of the cereal. Merchants from the South and West are visiting the large cities by the thousand, and buying largely of all grades of goods this early in the season in anticipation of advanced prices in the near future.

Reports from different sections of the county indicate the prevalence of a growing epidemic of hog cholera. Already we have learned of several leading farmers who have lost a large percentage of their best pork. Owing to the failure of the peach crop, traps are not as numerous in Delaware as heretofore. They have no excuse for coming and have not so many traps to travel on, therefore have to go in another direction for their annual outfit this year.

Remember every article in Davidson & Co. large store will be sold at or below cost, as they want to close out. Their stock is complete, and if you are looking for bargains you cannot do better than purchase from them. Persons who have thorn hedges in town should be very careful in trimming same that they do not get in the street. If a bicycle tire should be injured, and the owner of thorn hedge prosecuted, he will find it very expensive.

Money is getting easier in this county on account of the extra price of wheat and peaches. This is therefore the time to pay your printer's bill. He has waited patiently for the good times to come. Now let money come, and thus do the square thing by him. During the thunder storm Monday, lightning struck and instantly killed two valuable driving horses belonging to the sons of Mr. Ezekiel Hunter, tenant on the "White House" farm, near town. The horses were standing in the center of an open field and about five feet apart.

While reports may be correct in saying that peaches are scarce in Queen Anne's it must be distinctly understood that these reports apply exclusively to fruit. Our county contains many of the nicest, dearest and sweetest of girls each one of whom is "a peach." And our "peaches" of this variety are the very best on the market. We like to know who has ever heard of an up-to-date girl, or new woman, who heroically sits on a hard leather seat ten inches long and about six inches wide complain that the seat was uncomfortable or too small? But just take that same woman and put her in a church pew with three or four others and you are almost certain to hear her complain of being uncomfortably crowded. It is a well recognized fact that circumstances alter cases and this seems to be one of them.

EASTERN SHORE TRADE.

Methods Used by Philadelphia to Take It Away From Baltimore. The facilities offered by the new Queen Anne's railroad to the residents of the Eastern Shore for quick communication with this city have had the effect of bringing considerable trade to the merchants of Baltimore, which formerly was enjoyed by the business people of Philadelphia and other northern cities. The reason for this monopoly is to be found in the fact that it was much cheaper and easier to go to these last named cities than to come to Baltimore. By using the Queen Anne's railroad, however, Baltimore is several hours nearer the towns on the Eastern Shore, and a man can leave his city, transact his business, and return to his home the same evening. The merchants of the City of Brotherly Love, despite the slowness attributed to them, have long been alive to the value of the trade of the section traversed by the Queen Anne's railroad, and they have for some years advertised in the county papers that anyone going to Philadelphia from the Eastern Shore and purchasing goods to the amount of \$25 or \$30 would, upon showing the return coupon of their ticket, have the entire round-trip fare returned to them.

Realizing that the Queen Anne's railroad would induce people to come to this city, the up-to-date merchants of Philadelphia have entered upon an active campaign to retain the trade they have so long enjoyed. An additional inducement to transact business with them they now offer to prepay the freight on all goods exceeding a certain amount, purchased from them. What will they do when the Queen Anne's road is completed, with its lateral branches, and a fast express steamer is put on the route between Queenstown and Baltimore, is a question, but they will doubtless do something which will induce the people of the Eastern Shore to trade with them.

A gentleman, prominent in business circles, who is familiar with the methods pursued by the Quaker City merchants, expressed a great deal of regret the other day that the business people of this city were not more energetic in their efforts to secure the trade of the Eastern Shore. He considered the policy of doing nothing, which the Baltimore merchants seem to follow, and commended to their attention the plan used by their competitors. He claimed that the trade belonged to Baltimore, but he admitted that, if Baltimore is to have it, the merchants must use similar methods to those described.

"The trade," he said, "is a large and profitable one, and it certainly would pay our merchants to offer some inducements to those who have it to give."—Baltimore Herald. The tug Chicago at fault. Steamboat Inspector John H. Cooper and W. L. F. Spedden, of Baltimore, have revoked the license of Lewis E. Spedden, of Baltimore, pilot of the tug Chicago at the time of the collision between the Chicago and the schooner William O. Lowery, off Poplar Island, on July 25, holding that the Chicago was at fault. Five witnesses were examined on the part of the steamer, and four on the part of the schooner. The following is the finding of facts as taken from the evidence of those witnesses: "The tug Chicago left Baltimore at nine o'clock in the morning, with a United States government torpedo-boat in tow, bound for Portsmouth. After the Chicago had passed Sandy Point, and had shaped her course down the bay, south-by-west, one-half west (the weather fine and calm), when off Poplar Island, she came into collision with the schooner Wm. O. Lowery, striking her on the right side forward of the fore rigging, causing the schooner to sink in about nine fathoms of water. The passengers and crew of the schooner consisted of six persons in all, who were rescued by the Chicago. We are of the opinion that the tug Chicago was at fault. The pilot in charge—Lewis E. Spedden—was not keeping a proper lookout, or was not at his post of duty. He made no effort to avoid a collision, either by slowing his speed, or by changing his course. At the time of the collision, he was in the bay channel with ample sea room, and the schooner was lying becalmed. We, therefore, revoke the license of Lewis E. Spedden, first-class pilot in charge of the steamer Chicago, at the time of the collision, for the violation of rule 21, section 4233, Revised Statutes, for reckless navigation, endangering life on the occasion of the collision."

Capt. Chas. Porter, owner of the schooner William O. Lowery, which was sunk and a total loss, will receive a new vessel. Mr. W. H. Newman, the owner of the five hundred bushels of wheat which was on board the schooner at the time of the collision will receive market price for the lost wheat. The crew and passengers who were on the schooner will each receive \$10 for loss of clothes.

It is always gratifying to receive testimonials for Chamberlain's Colic, Cholera and Diarrhoea Remedy, and when the endorsement is from a physician it is especially so. "There is no more satisfactory or effective remedy than Chamberlain's Colic, Cholera and Diarrhoea Remedy," writes Dr. R. E. Robey, physician and pharmacist, of Omeo, Mo.; and as he has used the Remedy in his own family and sold it in his drug store for six years he should certainly know. For sale by B. E. Cockey & Co.

KENT ISLAND ITEMS.

Personals and Locals Gathered by Our Island Correspondent. Master Willie Bullen, of Stevensville, is visiting relatives in Chestertown. Mr. Eugene Hopkins, of Milford, Del., visited relatives and friends in this section this week. About 1,000 bushels of peaches were shipped from Kent Island wharf last Monday by steamer Emma A. Ford. Mr. John C. Legg, of New York, has returned home after a visit of two weeks to relatives and friends on the Island. At last our farmers are done threshing, but not all have shipped their wheat, but are holding it after placing an insurance on it. Mr. Frank Legg, of this place, left last Monday for a short visit to his sister, Mrs. John Traband, of Upper Marlboro, Prince George's county. Dr. Lewis, President of Western Maryland College, filled the pulpit of the M. P. Church last Sunday. The church was filled to its utmost capacity. The doctor is a splendid talker and is a perfect treat to hear him. Rev. Ernest S. Fookes, pastor of the M. P. Church, Stevensville, preached in Christ's M. P. Church at Chestertown both morning and night of Sunday last. The house was well filled in the morning but at the evening service the church was packed. Mr. Thomas R. Price accompanied Mr. Fookes. L. A. Callahan, "Knight of Ivanhoe"; Harry Slaughter, "Knight of Walsey"; Frank Thomas, "Knight of Maryland"; William Slaughter, "Knight of Will If I Can"; C. C. Frampton, "Knight of Walsey"; J. E. Jackson, "Knight of Queen Anne's"; D. Fox, "Knight of Wye"; James B. Hess, "Knight of Myntalm."

The first prize was won by James Hess, who crowned as Queen of Love and Beauty, Miss Mary Hess. The second prize was won by L. Augustine Callahan, who crowned Miss Agnes Shortall as first maid of honor. The third prize was won by Fountain Jackson, who crowned Miss Elva Keithley, second maid of honor. The charge to the knights was delivered by Col. W. Scott Roberts and the coronation address was made by A. S. Snyder Goldsborough. W. Scott Roberts, J. L. Goldsborough, Wm. H. DeLacy were the judges. One of the finest dinners that the farm and water could produce was served, and if any one went away hungry, it was their own fault. After the tournament a game of base ball between Queenstown's first and second teams took place. The teams were very evenly matched and at the close of the fourth inning it was anybody's game but the home team made a rally in the fifth and clinched the game beyond all doubt. The score was 7 to 11.

Death of James M. Wooters. In the death of Mr. James Marion Wooters, which occurred at his residence in Chapel district early last Sunday morning, Talbot county loses one of the best citizens. Mr. Wooters had been in bad health for several months, but was only confined to his bed two weeks. He was 52 years old, and leaves a widow and two sons. Mr. Wooters was one of the leaders of the democratic party in his county and State; and he was always faithful to its policy, platforms and candidates. He was once appointed Tax Collector for the county, and after being an approved bond reconsidered the matter and declined the appointment. He was also once nominated County Commissioner, but would not accept it. In 1882 he was elected to the House of Delegates, and again in 1882. In 1883 President Cleveland appointed him a special agent of the Treasury Department for the Internal Revenue service. He held this place four years, his headquarters most of the time being in Philadelphia, where he made a splendid record as an officer, and was elected by voluntary letters from the business men of the city with whom he came in contact. He went out of office at the beginning of Harrison's administration, but was reappointed in 1893, when Cleveland came into power again, and after four years further service was relieved, because of his politics, soon after McKinley's administration began. Mr. Wooters was a skillful farmer and owned a fine estate. He took part in many of the business activities of the day.

Accidents. Miss Mollie Clark, a charming young lady of Baltimore, who is boarding at Mrs. Tigilman Davidson's, met with a slight mishap while returning from the tournament on Wednesday. She and a number of ladies were sitting in an express wagon when, without any warning, the horse started up, throwing Miss Clark to the ground. She escaped without any serious injury but was badly frightened and shaken up. Miss Mary Hess, who resides with her sister, Mrs. William H. DeLacy near town, while removing coffee essence from a box on Tuesday with a large knife severely cut three of her fingers. No one was in the room at the time of the accident and when her sister arrived she found Miss Hess unconscious and her clothing covered with blood. The rush of blood caused her to faint. Medical aid was rendered and the young lady is now able to attend to her duties.

THE SOUTHERN RAILWAY. THE QUICKEST AND BEST ROUTE TO ALL PORTS IN THE SOUTH. If you are going to any point in the South, Southwest, Mexico or the Pacific Coast, be sure to call for a ticket via the Southern Railway. Double daily trains from Broad Street Station, Philadelphia, enable you to reach almost every place of importance South of the Potomac and East of the Mississippi Rivers without change of cars, and if you are destined to points in the extreme West or Southwest, you will find the connections at Memphis or New Orleans best. Further information will be cheerfully furnished by John M. Beall, District Passenger Agent, 828 Chestnut Street, Philadelphia, Pa.

MARRIED. DAWKINS—MANSFIELD—At the residence of Rev. A. Batte on Tuesday evening Miss Bessie E. Mansfield and Mr. Thomas G. Dawkins, both of this county. DAVIS—BARTON—In Baltimore at the residence of the bride on Wednesday by Rev. A. Batte, Miss Emma J. Barton and Mr. John C. Davis, Jr.

LIKE KNIGHTS OF OLD.

Speculators Came From Miles Around to Watch the Struggle for Supremacy. The annual tournament and base ball game for the benefit of St. Peter's Catholic Church took place at "My Lord's Gift" farm near town on Wednesday. Nine stalwart knights contended in the tournament for the honor of crowning the Queen and her attendant maids. The farm is an old and somewhat celebrated locality, being a spot about which cluster many historical reminiscences. On the wide sweep of the lawn, attached to the home-stead of this old manor, were placed all the conveniences which were to be of service in the day's diversions. The decorations, of course, were largely of the national colors. The major part of the spectators were late in arriving, some of them from adjoining counties did not arrive until three o'clock in the afternoon. The largest crowd that ever attended this annual tournament was present—at a low estimate the number would reach seven hundred.

The contestants for honors were: L. A. Callahan, "Knight of Ivanhoe"; Harry Slaughter, "Knight of Walsey"; Frank Thomas, "Knight of Maryland"; William Slaughter, "Knight of Will If I Can"; C. C. Frampton, "Knight of Walsey"; J. E. Jackson, "Knight of Queen Anne's"; D. Fox, "Knight of Wye"; James B. Hess, "Knight of Myntalm."

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PINEY NECK NOTES.

Some Interesting Items from Winchester and Bryantown. Miss Martha Wilson held a party at her father's house last Thursday night. All had a grand old time. Watermelon parties are getting to be all the style. Those of you who are not in the style had better get in it while the melons are in market. As far as we can learn, all our farmers have finished threshing wheat and a great many will commence pulling blades the latter part of next week. Miss Anita Butler, daughter of Capt. Charles Butler, has been appointed teacher of Tigilman's Neck school taught by Miss Sadie Jump the past term. We feel sure that the Democratic voters are so true in their allegiance that they will rejoice in the success of their ticket. The thoughtful consideration of a large class of voters assures this fact. That young man, who comes up South street quite often and hitches his team across a man's outlet and stops it up so that no one can get in or out, should be very careful hereafter unless he desires trouble. All our oystermen are looking forward to Wednesday next, the opening day of the oyster season, with much pleasure. Most all of them have their boats nicely painted and their sails, tongs, etc., already fixed and most everything in a No. 1 order for the opening. Three of our young men were trying to go with the same girl; two of them made a bargain, unknown to the other one, for one to get her and he would meet him with the team. This did not work with her. She preferred her best company and the one whom she loved the most. We give her credit for not having too many on the string for fear it might break. Committed to Jail Until Court Meets. Joseph Sterling, charged with committing rape on Lizzie Simmons, was arraigned before Justice William E. Thompson Saturday morning last for a preliminary hearing. The state was represented by State's Attorney J. Frank Harper; the accused by J. H. C. Legg. The testimony in the case was to the effect that the crime committed was done by and with the consent of the girl. However, the girl was proved to be more than a year under the legal age of consent. She is in her thirteenth year, and the legal age of consent is fourteen. Sterling was committed to jail, to await the action of the grand jury. It is probable the case will again be heard in September on a writ of habeas corpus, the purpose of the writ being to secure Sterling's release on bail.

A Remarkable Cure of Chronic Diarrhoea. In 1862, when I served my country as a private in Company A, 167th, Pennsylvania Volunteers, I contracted chronic diarrhoea. It has given me a great deal of trouble ever since. I have tried a dozen different medicines and several prominent doctors without any permanent relief. Not long ago a friend sent me a sample bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and after that I bought and took a 50 cent bottle; and now I can say that I am entirely cured. I cannot be thankful enough to you for this great Remedy, and recommend it to all suffering veterans. If in doubt write me. Yours gratefully, HENRY STEINBERGER, Allentown, Pa. Sold by B. E. Cockey & Co.

THE DREADED CONSUMPTION CAN BE CURED. T. A. SLOCUM, M. D., THE GREAT CHEMIST AND SCIENTIST, WILL SEND FREE TO THE AFFLICTED, THREE BOTTLES OF HIS NEWLY DISCOVERED REMEDY TO CURE CONSUMPTION AND ALL LUNG TROUBLES. Confident that he has discovered a reliable cure for consumption and all bronchial, throat and lung diseases, general decline and weakness, loss of flesh and all conditions of wasting, and to make its great merits known, he will send, free, three bottles to any reader of THE NEWS who may be suffering. Already this "new scientific course of medicine" has permanently cured thousands of apparently hopeless cases. The Doctor considers it his religious duty—a duty which he owes to humanity—to donate his infallible cure. He has proved the dreaded consumption to be a curable disease beyond any doubt, and has on file in his American and European laboratories testimonials of experience from those benefited and cured, in all parts of the world. Don't delay until it is too late. Consumption, uninterrupted, means speedy and certain death. Address T. A. Slocum, M. D., 98 Pine Street, New York, and when writing the Doctor, please give name and postoffice address, and also mention reading this article in THE NEWS.

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