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ion't forget. Don't forget the place. 302 WEST CAMDEN STREET Two doors from Howard, J. ALONZO NACE.

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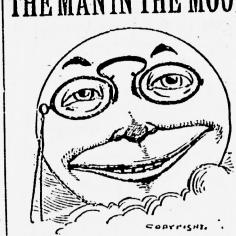
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COMPETITIONS,

In the belief that the invention and perfection of the vehicle motor is destined to work a revolution in road trans portation, and with a view of stimulating invention along that line, the proprie tors of two papers, one in America and Sugar Cur' Shoulders 80 the other in England, have offered substantial cash prizes to be given to the winners in two new races. In America the Chicago Times Herald offers \$5,000 to be awarded in a race between Milwau kee and Chicago; and in England the Engineer offers one thousand guineas (\$5,000) to the winners in a race to be held in some place in England, which will be decided upon later. The Times-Heraid contest will take place about the 1st of November and definite details as to the exact date of the contest, with such regulations concerning it as may be decided upon, will be soon announced The first prize, will be \$2,000 and a gold medal, the same being open to the competition of the world; second prize \$1,560, with a stipulation that in the event of the first prize being awarded to a vehicle can competitor; third prize, \$1,000, fourth | bad I could hardly walk. prize, \$500. The third and tourth prizes are open to all competitors, both foreign

Over twenty-one American inventors have already notified the Times Herald of their intention of competing. The present indications are that there will be not less than fifty and possibly double that number of vehicles entered in this race. It is too early to state how many French and German manufacturers will enter the lists, but it is probable some of the prize winners in the recent Paris Bordeaux contest will endeavor to gain additional prizes. It is likely that the Daimler motor, which has proved so successful in both of the competitions held in France, will be used on several of the carriages. The offer of the Times-Herald is made with no intention of starting a "horseless carriage fad" or of promoting a craze in this direction, but it is the opinion of the best mechanical experts that the inventive genius of the world is in a fair way to solve the problem of propulsion on common roads by mechanical means, if it is not already solved. America is a country of magnificent distances, and its resources can never be utilized to the greatest advantage until the mechanical genius of the country has brought transportation to its highest possible development. For some time past the Engineer, o

London, has urged the repeal of such provisions of the existing acts of Parlia ment as prevent the use of light vehicles propelled by steam or other power on the public roads of the United Kingdom. On July 20, Mr. Shaw-Lefevie introduced the bill in the House of Commons designed to facilitate the introduction of horseless carriages, in England, and when he explained the matter, not a single member objected, which was the more remarkable, considering how hard it usually is to overcome British conser-

duction of the automobile carriage into Eugland would throw open a new branch prices: of trade, so that the start which Coninental engineers have made may not be dlowed to interfere unduly with the home industries of Great Britian. They have, therefore, offered the sum of 1,000 guineas in two or more prizes for public competition upon one of the main roads of the kingdom. The rules and details of the competition and the names of the gentlemen who have consented to act as judges will be given out at an early date, and will be duly announced in these

The carriages driven by petroleum now cost a cent or one and one-half cents an hour per horse power to drive them, so that even for a long journey the cost for fuel is not very great. The first cost of an automobile carriage is about \$1,000 not much more than a good carriage Hardly any one would care to run machine carriage more than ten hours a day, the cost being 50 cents a day for fuel or \$15 per month. Under favorable circumstances a good horse cannot be kept in a large city like New York or Chicago for less than about \$30 to \$35 per month. Because motor vehicles for ommon reads are practicable in France and England, it does not necessarily follow that they would be in America. The roads in those countries are almost perfection; but in this country a fairly good road is the exception, i. e., roads that are good the year round. Between the mud of the rainy season and the roughness when this mud is frozen, there are long periods of time when the petroleum carriage would have great difficulty in transporting passengers or freight.

IMMENSE RUINS.

Baalbee, the Ancient Metropolis of Syria The ruins of Baalbac, the ancient me tropolis of Syria, especially those on the "Platform," where the temples stood, are the grandest in the Orient. The platform referred to above, and upon which the largest of the famous Baalbee temples were erected, is an artificial mound about thirty feet higher than the surrounding plain, which gave room for immense vaults under the gigantic structures which in ancient times graced the "Wonderful City of the East." A good idea of the immensity of these ruined temples may be gained when it is known there are several stones in what remains of their foundations which are sixty-five feet long, fifteen feet wide and thirteen feet thick; and what is still more emarkable, some of these giant blocks of limestone were raised to a height of twenty feet from the ground. Three temples formerly stood upon the arti fical platform—the Temple of the San the Temple of Jupiter and the great circular temple. The first was 290 feet three inches in dismeter.

long by 160 broad, and was surrounded by Corinthian columns of granite seventy-five feet high and seven feet Six only of these immense columns now remain standing. The rains of the Temple of Jupiter stand on a portion of the artificial mound some ten feet lower than that upon which those of the Temple of the Sun are now scattered about. Its dimensions were originally 230 by 120. The circular ruin, almost as imposing as either of the two whose dimensions are given above, is suposed to have been the chief seat of the Sun Worship ers of very ancient times. The gigantic blocks of stone which contributed toward forming the graceful outlines of hé once most famous circular temple were so scattered about by the earthquakes of 822, 975 and 1759 that it limensions in feet cannot be accurately

Animal Humburs.

In military stables horses are known to have pretended to be lame in order to GENTLEMEN WHO COME TO BAL- avoid going to a military exercise. A sick; after his recovery he often feigned coughing in order to procure dainties Ths cuckoo, as is well known, lays its eggs in another bird's nest, and to make the deception surer it takes away one of the other bird's eggs. Animals are conscious of their deceit, as shown by the fact that they try to act secretly and noiselessly; they show a sense of guilt if detected; they take precautions in advance to avoid discovery; in some cases Every really first class Corset, imported and domestic—as well as the Jackson, Forris and other waists—in tull stock at lowest prices. We please our Customers, they manifest regret and repentance. feared punishment. A naturalist de scribes how his monkey committed theft. While he pretended to sleep the animal regarded him with hesitation, and stopped every time his master moved or to due seemed on the point of awakening.— Do not fall to forward us whatis due



From the Winneconne, (Wis.,) Local, "Another cure by Dr. Fenner's Medicines I was very much like my neighbor, Mrs. Care (a bad case of skin eruption heretofore reported as cured by Dr. Fenner's Blood and Liver Remedy and Nerve Tonic and his Satt Rhema Ointment), only the doctors called my disease Erysipelas for a number of years and it was afterwards pronounced by doctors of foreign invention or manufacture this to be Sait Rheum. At the age of 16 I was prize shall go the most successful Ameri- afficted with it, and at the age of 2) I was so

I found no relief until I commenced taking Dr. Fenner's Blood and Liver Remedy and Nerve Tonic, and in three months I was enjoying good health after suffering more than 45 years.' A number of cures equally as wonderful by Dr. Fenner's Remedies will appear to this paper laier." DR. FENNER'S Kidney and Backache Cure

A Great Renal Depurant. Cures all diseases of the kidneys, bladder, urinary passages. Female Weaknesses, Bed Wetting in children, Dropsy, Heart Disease, Rheumatism, Skin and Blood Diseases, Swelled Limbs, Bright's Disease, Gravel or Stone in bladder, etc. Satisfaction guaranteed. Sample free Dr. Fenner's Pellets cure Sick Headaches, fonstipation, etc. The best Family Physic. Dr. Fenner's German Eye-Salve cures fore Eyes, Cracked Lips, Piles, Skin Eroptions, Dr. Fenner's Cough Honey. Relieves any cough, asthma, etc., in an hour Dr. Fenner's Golden Relier. A specific in any inflammation. Relieves burns, teatheren, neuralgin, rheumatism, or any pain in I told minutes. Cures colle, dyspepsia, dysentary and flux; also broughtly and consumption. One dose cures LaGrippe.

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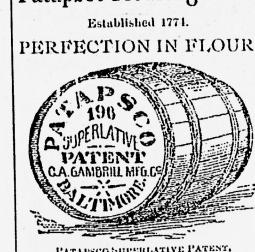
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Eruptions, Chapped Hands, Fever Blisters,
Sore Lips or Nostrils, Corns and Bunions, Sore and Chafed Feet, Stings of Insects. Three Sizes, 25c., 5oc. and \$1.00. Sold by Druggists, or sent post-paid on receipt of price HUMPHULLS MUD. CO., 111 & 113 William St., New York.

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Baltimore and Ohio Time Table IN EFFECT MAY 12, 1895. Baltimore to Mt. Airy, Frederick and

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Daily. † Daily except Sunday. ‡ Sunday only. a Stop to let off passengers. The Theatre Train leaves Baltimore at 11 10 p. m., daily and arrives at Ellicott City at midnight.

Hagerstown, Frederick and Mt. Airy to Baltimore. 7-1-1-17accccccccccccccc 55: 555 | 200 | 2 4 9 2 2 4 F Daily. \*Daily except Sunday. s Stops signal or notice to conductor.

WESTERN MARY LAND RAILROAD. IN EFFECT JUNE 30, 1895. \*4.59 A.M.—Fast Mail, Main Line, N. and W. R. R., and the south, and ex. Sunday P. V. R. R., B. & C. V. R. R. also Martinsburg and Winchester.

\*7.22 A. M.—Main Line east of Emory Grove; also York, B. & H. Div., and G. & H. R. R.

\*8.11 A. M.—Main Line B. & C. V. R. R., P. V. R. R., Emmitsburg and N. and W. R. R. to Schenandoah. R. R., Emmitsburg and N. and W. R. R. to Schenamionh. 19.15 A. M.—Express for Pen-Mar only, 19.15 A. M.—For Union Bridge and Hanover, 10.17 A. M.—Accom. for Union Bridge, York, B. & H. Bivision, to Gettysburg and G. & H. R. R. Tues, Thurs, and Sat to all points on B. & H. Division.

†12 26 r. M.—Accom. for Fmory Grove.
†2.25 r. M.—Accom. for Emory Grove.
†2.25 r. M.—Accom. for Union Bridge.
†3.22 r. M.—Blue Mountain Express. (Parlor Car.) (Connection for Frederick).
†3.32 r. M.—Express for York and R. & H. Div.
†4.0 r. M.—Express Main Line, also Emmitts-burg. R. & C. V. R. R., P. V. R. R. and N. and W. R. R.

§1.60 r. M.—Accom. for Emory Grove and Alesia.
†5.05 r. M.—Express for Glyndon, and accommodation beyond to Union Bridge.
†5.15 r. M.—Accom. for Emory Grove and Alesia.
†6.07, r. M.—Accom. for Union Bridge.
†11.25 r. M.—Accom. for Union Bridge.

\*11.25 r. M.—Accom. for Emory Grove.

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nore St. All trains step at Union, Pennsylvania Avenue, Fulton and Walbrook Stations. J. M. HOOD, G. M. B. H. GRISWOLD G. P. A. BALTIMORE, CHESAPEAKE & ATLANTIC RAILWAY COMPANY. --WATER & RAIL ROUTES .--To Ocean City and all points on the Chesa-peake Bay. FOR HEALTH, PLEASURE and BUSINESS.

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NANTICOKE RIVER LINE.—5 P. M. every
Monday, Wednesday and Friday for Deal's
Island, and landings to Scaford, Del. Returning, leave Seaford at 12 o'clock noon Tuesday,
Thursday and Saturday, arriving in Baltimore

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