EVENING JOURNAL

ONLY DEMOCRATIC DAILY NEWSPAPER IN THE STATE.
EVERY DAY EXCEPT SUNDAY.

JOURNAL PRINTING COMPANY,
PUBLISHERS,
FOURTH AND SHIPLEY STREETS,
WILMINGTON, DELAWARE.
Entered at the Wilmington post-office as second-class matter.

SUBSCRIPTION RATES,
(IN ADVANCE.)

One year	$3.00
Six months	1.50
Three months	.75
One month	.25

ADVERTISING RATES.
Cards furnished on application.

WEDNESDAY, SEPTEMBER 25, 1895.

Legalized Vandalism.

We know not what decision has been reached by the Board of Park Commissioners relative to the cutting down of numbers of large and beautiful trees in Brandywine Park for the purpose of bringing the driveway close enough to the creek to enable the driving public to have a continuous view of the stream. President Canby and his colleagues may say what they please in extenuation of this legalized vandalism, but the best that can truthfully be said of it is that it is a ruthless destruction of the natural beauties of the city's leading place of public recreation.

Lovers of forestry should exert themselves to prevent this meditated action. A driveway which can be diverted to save a clump of rocks is surely not so fixed in its lines that it cannot be diverted to save a clump of handsome trees. By leaving the creek for a few hundred yards nearly all of these trees may be saved, and it should be done.

This sentiment may not meet the approval of the contractors who have figured on timber as part of the spoils, but it will be endorsed by every lover of trees. If the commissioners must cut them down, let them reserve their action until Arbor Day.

A Dover chicken was hatched with only one wing. The Republican party can never purchase it for a campaign rooster, for it would be disqualified by the inappropriateness of its deformity.

The Atlanta Exposition.

This great exposition is now open to the world and it is a big affair. All the Southern states have made liberal appropriations for its support, and many of those in the North, East and West have contributed largely to its success. Besides this what was scarcely to be expected, many foreign governments are expending money in its interest and sending rich treasures for its emolument. These include all the South and Central American republics, England, France, Germany, Italy and other European countries.

It is well this is so. The South is in many respects an undeveloped country. It has large possibilities, and but for the incubus of slavery which rested upon it for many years, might now be the foremost section of the Union. The managers in this case started out with some ignoble schemes as in the bull fight idea, but were wise enough to listen to the protests of civilization and abandon them. In this line, as least, it will stand on as high a plane as that occupied by the Chicago exhibition, which is saying none too much in its favor.

All accounts agree that the exhibit will be large and interesting. It has the patronage of the general government and will include exhibits from all or nearly all the states.

The First Presbyterian Church of Washington has issued a call to Dr. T. De Witt Talmage, of Brooklyn, N. Y., to become its pastor and to fix his own salary. Washingtonians evidently have a profound regard for the doctor's services or remarkable dependence in his modesty in the matter of self-valuation.

Loss to Two States.

Justin Joseph Pie, of Newark is dead, after a long and painful illness. While a citizen of Delaware by adoption, his large business interests were in Western Pennsylvania, where he was best known. He was an ardent Democrat, and for a term was sheriff of Clearfield county, Pa.

He never held public office in Delaware, but took an active part in White Clay Creek hundred politics. Last Fall he was one of that hundred's delegates to the Democratic State Convention, being an ardent adherent of L. Irving Handy in his fight for the Congressional nomination. Newark has lost a valuable citizen and Pennsylvania a good business man.

While John Smith and his family were eating supper in their house near Newark on Saturday evening they were startled by a crash and the falling of broken glass. Inspection showed that a baseball had crashed its way through the sitting room window. It was undoubtedly the result of one of McKenzie's hits on Leach at the Front and Union streets grounds during the game between Rockford and the C. A. C., of New Castle.

Cheap Money.

Money loses its value by being cheap. A debased currency is what the free silver advocates are after. A dollar—or a pound, or a franc, or what unit you please—is not what anybody may choose to call by that name, but what the world is agreed to accept as such. No nation can change this by legislation. All it can do is to accommodate its legislation to existing facts.

That is precisely what was done in the United States in 1873. There was then no question of "demonetizing" silver for the simple reason that silver had ceased to be thought of as a standard of value. The silver dollar was not mentioned in the list of standard coins because it had long passed out of use, and nobody considered it at all.

The people who wanted to pay their debts in cheap money never thought of silver at that time. They wanted paper dollars, and insisted that the government stamp was all that was necessary to make an honest dollar. It was subsequently that silver became so cheap as to suggest its substitution for paper, and the old greenbackers became silverites. The principle is just the same. It is that of "fiat" money.

Milton, with a population of 1,200, has 57 widows. The streets are almost overgrown with weeds.

Lewes can be best seen and appreciated on a big bluff. We have assurance of the truth of our statement from the Lewes Pilot.

Every incorporated town of size on the Peninsula should have an adequate supply of water for use in case of fire. It is folly to procrastinate until the town has been practically wiped out of existence by a conflagration. This has been exemplified in a number of instances. Put in water works before fire breaks out, and be fully prepared to meet it. Property owners will find it more advantageous to pay an increased rate of taxation for the payment of interest on and the redemption of water bonds than to pay excessive premiums on fire insurance policies or run the risk of the destruction of uninsured property.

A correspondent writing from Little Creek, Kent County, says that a farmer near there baited a trap with peaches and caught thirty rodents in one night. Rats!

EDITORIAL COMMENT.

The Democracy of Texas is on the ragged edge of a patched up peace.—Dallas News.

Some men are like sparrows—never get high enough to cease being nuisances.—Cleveland Plain Dealer.

When the English people read in their newspapers that a steamship built on the Delaware has dared to stir the waters of the English Channel at a speed of 22 3 knots it is likely that they will feel worse than they would on hearing that the Defender had beaten the Valkyrie.—New York Herald.

If there must be strikes among workmen there's nothing can beat striking some sort of agreement with the employers.—Philadelphia Times.

With all respect for the head of the government, we are inclined to think that after March 4, 1897, the nation will manage to worry along with some one else in the Presidential chair.—Philadelphia Record.

We mistake the temper of people of Marcus Hook if they allow this pest house in their midst, nor will the people of this city submit to this new imposition without a vigorous protest.—Chester Evening News.

CONTEMPORARY OPINION.

Labor and Silver.

From the Louisville Courier-Journal.

The laborers have no silver bullion. They have labor to sell and they are not interested in raising the price of commodities artificially, and especially of commodities which they do not produce. As to the currency, they are interested in keeping it sound and stable, to the end that the interests of the masses may be promoted, that business may flourish, that all who want to work may have employment, and that they may be paid in money that will command as large as possible a share of the necessaries and comforts of life. The laboring men are becoming more and more familiar with these principles and as they do so they are quitting the ranks of the silverites and ranging themselves on the sound money side. They are the more impelled to such a course by the news that they get from their brethren in other countries, especially where free coinage prevails. The wretched condition of laborers in free silver countries is an object lesson the force of which is unmistakable. When the decisive moment arrives the toiling millions of the United States will stand with the Democrats of Kentucky for a sound and stable currency.

The Cost of Elections—Past and Present

From the London Saturday Review.

Making a rough estimate, we should say the average cost for an English borough election in the fifties was £400 or £450; for a Welsh county, £80 if uncontested and £3,500 if contested; for a Welsh borough, £80 if uncontested and £900 if contested; for a Scotch county, £670; and for a Scotch burgh almost £1,200. The Irish returns for these years are incomplete, but the uncontested elections in boroughs and counties cost anything from £20 to £300, while the county contests usually ran into four figures, the highest being: Cork, £5,440; Londonderry, £6,692; Louth, £5,242; and Wexford, £4,716. As we come nearer to our own day we find the details of expenses given more fully. The mean total, however, does not differ materially from the averages here given. The downward tendency, which has been the direct outcome of the removal of some old abuses, is not perceptible in the 1874 and 1880 returns. The expenses of the three elections of 1885, 1886 and 1892 came, as nearly can be estimated, to £2,609,263, giving an average, on the basis of the number of seats contested, of £1,740, and on the basis of the number of seats in the House, of £1,298. In 1859 the cost per vote exceeded £1, and in 1874 it was 14s. or 15s. In 1886 the total cost was £1,026 645 19s., inclusive of returning officers' charges, or an average of 4s. 5d. for every vote polled. In 1892, when the cost of the whole election was £958 532, the average cost per vote in England and Wales was 4s. 2½; in Scotland, 4s. 8½; and in Ireland, 2s. 8½ d. We are clearly proceeding in the right direction; for though a general election may be good for certain trades, it is none the less desirable that the sum disbursed by individual candidates should be kept as low a figure as possible.

The American People

Appear to be waking up to the fact that the Yellowstone Park is something we ought to be proud of. The travel to the Park this year is heavier than ever. Germany, England, France and other foreign countries annually send large numbers of travelers to see that famed region. At last the United States itself seems to want to "be in the swim." Drop your business for a fortnight, postpone that other vacation scheme and go and glory in the glories of nature. For six cents I will send you a beautiful book that describes the Park. Charles S. Fee, general passenger agent Northern Pacific railroad, St. Paul Minn.

FOR COLORED ORPHANS

Encouraging Reports From the Industrial School.

DESCRIPTION OF THE BUILDINGS

As Viewed By a Recent Visitor Who Inspected the Institution and Its Surroundings—The Design of Those Interested in the Home.

Special to the Evening Journal.

CLAYTON, Sept. 25.—Through the kindness of Rev. Father J. A. DeRuyter, director of the St. Joseph's League, Wilmington, a JOURNAL representative was shown over the plant now in course of erection under the auspices of the above league at this place for the moral and technical training of colored youth.

The school is located about a quarter of a mile west by north of Clayton in a beautiful section of country, surrounded by splendidly cultivated farming lands. This immediate portion of Kent county has always been regarded as the garden spot of Delaware. The water shed of the Peninsula, traversing north and south but a few miles distant to the west, gives the streams a pronounced easterly trend, and has much to do in supplying the needed irrigation whereby exceptional fertility is given to land adjacent to the slops of the eastern water shed. In the great peach crop of 1875, Clayton became the centre of shipping for the vast yield and has since held her own in this respect.

Besides being the headquarters of the Delaware railroad it is the terminus of the D. & C. and Kent county railroads. No better choice could have been made, especially as the growing town of Clayton is beautified with the residences of nearly all the Delaware division officials.

The farm on which the industrial school is located comprises about 176 acres of tillable land, a considerable portion being tiled drained. It is not generally known how land can be benefited by buried crockery as the old farmers persist in calling it to this time.

Porous drain tile, egg-shaped, and from two to three inches calibre, is made from a peculiar clay found at its best in this vicinity. The tile from the mold press is kiln burned at a high degree of temperature and retains its porosity on every side, permitting water to enter freely. It effectually drains the land along the entire length of tiling. The twenty-six boys now at the school, have, during the past Summer, drain tiled the 176 acres until now it only awaits the deep furrowing of the sub-soil plow to bring nearer the surface valuable fertilizing material. Farming will be one of the trades taught by competent instructors and, perhaps, estimating by the difficulties attending the pursuit of the more pretentious skilled callings, is more than likely to be taken up by a majority of the boys in preference to the indoor trades.

The buildings for the workshops are of frame, three stories in height, L shaped and 156 by 30 feet. The power is derived from a 45 horse power boiler and engine and in addition much auxiliary work in the way of pumping, etc., will be done by a separate hot air pump in the engine room. The shops in Winter will be heated throughout with exhaust steam and hot water, and with the advent of a dynamo will be electrically lighted throughout. The building has been supplied with the best sanitary plumbing.

Directly west of the workshops rise the immense stable and granaries surmounted with an open cupola above which dances a gilded horse to the direction of the wind. In western Maryland one can see the barns more elaborately painted than the dwelling houses and the new barn of St. Joseph's glories in a bright dress of yellow trimmed with a deep red to the roof which glistens in the September sun like the minarets of the Orient. Eighty head of cattle besides one hundred head of hogs and as many more of sheep will fill up all the spare room of the 120 by 58 feet of floor space. All the wastes of the farm will be gathered in sunken drains and utilized in producing rich fertilizing material. The cows are of the Holstein breed and butter and cheese making will follow in the wake of the Holsteins.

In the east of the trade shops will be erected in brick later on the permanent residences of the priests, lay brothers and instructors. These buildings will be on the general plan of the orphanage buildings on French street, Wilmington. Quite a number of trades requiring shaft power will be taught including shoe making, printing, tailoring, tinning, together with carpeting, painting, baking, etc. The hum of industry will resound to the credit of these waifs who, in learning as skilled mechanics, have become, by the aid of this noble charity, enabled to lift themselves from the thraldom that clings to their race.

The historians of the late war dwell with emphasis upon the rare devotion with which the negroes of the South throughout the long conflict never took advantage of the absence of their masters in the field, or betrayed an escaping Union prisoner seeking their humble cabins in the forests of the South for shelter and food. From such timber as this, good citizens and good mechanics can surely be evolved. In support of this, every morning at St. Joseph's, after the ringing of the Angelus bell, "Old Glory" is hoisted on the flagstaff and flutters to the breeze all day.

Between the orphanage on French street and the school here at Clayton it is expected to accommodate in the near future some 500 boys. The sisters of St. Francis having charge of their primary classes at the orphanage will, as soon as they reach the working age, send them here where they will be taught trades until 21 years of age. They will then be given the option of remaining or leaving for other fields. At the Clayton school a delegation of six Franciscan sisters take entire charge of the housekeeping department.

Thus it will be seen that the beneficient workings of the League of St. Joseph extend to every part of the United States. Subscriptions of 25 cents a year and of charitable donations are the only means relied upon to establish two institutions for the care of orphaned colored youth that will easily reach a hundred thousand dollars in improved property and bids fair to help vastly in solving a problem that in its solution has already drenched this fair land in blood.

Irving W. Larimore, physical director of Y. M. C. A, Des Moines, Iowa, says he can conscientiously recommend Chamberlain's Pain Balm to athletes, gymnasts, bicyclists, football players and the profession in general for bruises, sprains and dislocations; also for soreness and stiffness of the muscles. When applied before the parts become swollen it will effect a cure in one half the time usually required. For sale by Z. James Belt, druggist, corner Sixth and Market.

Stanton Has a Loan Association.

STANTON, Sept. 24.—A Republic Loan Association branch was organized at Stanton last evening with the following officers: President, Charles H. Fleming, passenger agent; first vice-president, Thomas B. Chambers, merchant; second vice-president, Thomas J. Jones, miller; secretary, Charles N. Hubert, merchant; treasurer, Benjamin L. Dickey, creamery; attorney, Hugh C. Browne, lawyer; appraisers, Harry A. Marshall, merchant; Kisel W. Chambers, blacksmith; Charles H. Fleming, station agent. Loomis O. Wise was the organizer.

A Sussex Constable.

Governor Watson, has appointed Willard S. Ellingsworth constable for Broadkiln hundred, Sussex county. The appointment was made yesterday afternoon.

Try the genuine Salt Water Taffy, at Hollis's, 227 Market St. It's just grand.

KENNARD & CO

621-623 Market Street.

The New Blacks.

Harper's Bazar says: "Many Black Dresses will be worn this season, partly as an effective contrast to the very rich colors that will prevail and partly because of the beauty of the new wool fabrics."

We now have an ideal stock of Blacks in the fashionable fabrics.

Tweeds, Cheviots, Crepons, Boucles, Caniche, Twills, Sicilian, Mohairs, and all the popular smooth effects. The prices are very reasonable.

Ladies' Cloth Overgaiters, all sizes, 25 cents per pair. This is a special thing with us; they have seven large flat buttons, cloth strap; you never saw its equal at the price.

Black and Grey Moreen Skirts, $2.50, $3.90, $5.00; very desirable.

Handsome new Buttons from 50 cents to $27 per dozen.

Opening new goods daily.

KENNARD & CO

621-623 Market Street.

That Plate means

Columbia

THE BEST BICYCLE

The Standard Bicycle of the World.

On the steering-head of every Columbia bicycle of this year's make that name-plate appears. It is unique, handsome, and indicates much—satisfaction and highest enjoyment to the rider.

No other bicycle has ever equalled a Columbia. No other bicycle ever shall equal a Columbia. The greatest bicycle factory in the world says so.

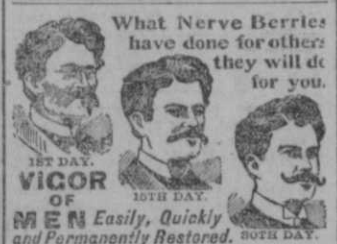
New Price $100

HARTFORDS, next best, $80 $60.
$50 for boys' and girls' sizes.

POPE MFG. CO.
Hartford, Conn.
BOSTON, CHICAGO, NEW YORK, SAN FRANCISCO, PROVIDENCE, BUFFALO.

An Art Catalogue of these famous wheels at any Columbia Agency, or will be mailed for two 2-cent stamps.

PYLE CYCLE CO.,
Agents for Columbia and Hartford Bicycles
Wilmington, Del.



Easily, Quickly and Permanently Restored.

A positive cure for all Weaknesses, Nervousness, Debility, and all their train of evils resulting from early errors and later excesses; the result of overwork, sickness, worry, etc. Develops and gives tone and strength to the sexual organs. Stops unnatural losses or nightly emissions caused by youthful errors or excessive use of tobacco, opium and liquor, which lead to consumption and insanity. Their use shows immediate improvement. Insist upon having the genuine **NERVE BERRIES**, no other. Convenient to carry in vest pocket. Price, $1.00 per box, six boxes, one full treatment, $5.00. Guaranteed to cure any case. If not kept by your druggist we will send them by mail, upon receipt of price, in plain wrapper. Pamphlet free. Address mail orders to AMERICAN MEDICAL CO., CINCINNATI, O.

For sale by N. B. Danforth, 2nd and Market.

Scrambled Eggs

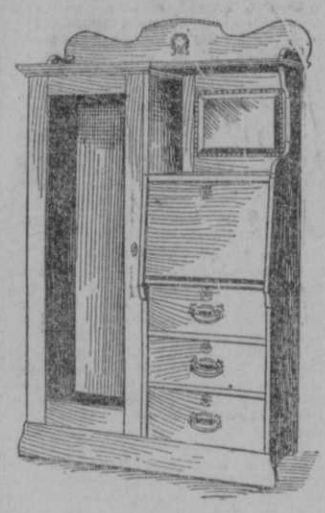
Take a small quantity of Cottolene and a little cream; warm in a frying pan. Break 6 eggs in it and stir until slightly cooked. Serve hot.

Use not more than two-thirds as much Cottolene as you would butter and be sure that you do not overheat it before dropping in the eggs. This is always essential in cooking with Cottolene.

Genuine Cottolene is sold everywhere in tins with trade marks—"*Cottolene*" and *steer's head in cotton-plant wreath*—on every tin. Made only by

THE N. K. FAIRBANK COMPANY, ST. LOUIS and CHICAGO.

COMBINATION BOOK-CASES.



We have just unloaded a car load of Combination Book-Cases and Ladies' Desks that are wonderfully low in price and artistic in designs. Some fifty odd patterns in solid mahogany, dark curley birch and oak. Prices from $12.50 to $63 for combination cases and desks from $4.75 to $38. Many of them in duplicate and some of single pieces only. At the prices we're selling them for they should not last long and customers would do well to even anticipate their future wants.

Drapery and Upholstery Department.

This department can execute any order intrusted to it, be it an order for a yard of Derby at 35c or one of Damask at $15. We have skilled decorators and will make window and door draperies from specially selected designs.

We have this week some strikingly cheap Lace Curtains. Real Brussels, 54 inches wide and 3½ yards long with heavy borders, $3.48 per pair, that have never sold for less than $7.50; others up to $60.

Nottinghams in Brussels effects, 54 inches wide and 3½ yards long, $1.19 per pair; should be $2.50.

Irish Points that should be $3 are $1.75. Others equally as cheap up to $25.

Altogether we are showing 250 patterns of lace curtains, something unusual and we might say unnecessary, but we want you to see everything that is going on.

Three-fold Antique Oak Screens, filled with silkaline, figured Denham and fine cloth, $1.98 to $10.

Plain and figured Denhams of all descriptions 25c per yard.

5,000 Opaque Window Shades in all colors on a good spring roller, complete at 25c each; regularly sold at 50c.

Oriental Rooms and Turkish Corners can be seen already furnished and as they are something new they will be worth spending a few moments in.

Lace Curtains Laundried at 60c per pair for Nottinghams and 75c for all others.
Lace Curtains draped, 50c per pair.

Chenille Table Covers, extra heavy, 1 yard square, 48c.
Chenille Table Covers, extra heavy, 1½ yards square, 98c.

Negary

Sixth and Tatnall Streets.

Closed every evening except Saturday.

RAILROADS.

PENNSYLVANIA RAILROAD

STANDARD RAILWAY OF AMERICA.

PROTECTED THROUGHOUT BY THE INTERLOCKING SWITCH AND BLOCK SIGNAL SYSTEM.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

In Effect June 9, 1895.

Trains leave Wilmington as follows:

For Philadelphia (express), 1.57, 2.55, 4.20, 6.30, 7.42, 7.50, 8.50, 8.55, 9.43, 10.05, 10.16, 11.25, 11.28, 11.45 a. m., *12.16, 1.37, 3.05, 5.04, 5.19, 5.56, 7.07, 9.06 and 9.12 p. m.

Accommodation, 6.00, 7.00, 8.06, 10.48 a.m.; 12.33, 2.25, 3.40, 5.15, 7.40 and 10.35 p. m.

For Chester (express), 1.57, 4.20, 6.30, 7.42, 7.50, 8.50, 8.55, 10.05, 11.25, 11.45 a. m.; 1.37, 3.05, 5.04, 5.56, 7.07 and 9.06 p. m.

Accommodation, 6.00, 7.00, 8.06, 10.48, 11.28 a. m.; 12.33, 2.25, 3.40, 5.15, 7.40 and 10.35 p m.

For New York, 1.57, 2.55, 4.20, 6.30, 7.00, 8.50, 9.43, 10.05, 11.45 a. m.; *12.16, 1.37, 3.05, 5.04, 5.10, 5.56, 7.07, 9.12 and 10.35 p. m.

For Boston without change, 10.34 a. m. and 5.56 p. m.

For the South—Southern Railway Express, 7.41 p. m., sleepers to Memphis and New Orleans.

For West Chester, via Lamokin, 8.33 a. m.; 3.40 p. m.

For Newark Center and intermediate stations, 7.38 a. m. and 6.33 p. m.

Baltimore and Washington, 4.33, 8.01, 9.11, 10.19 and 11.00 a. m.12.04, 12.22, *1.11, 1.50, 4.24, 5.22, **6.05, 6.58, 7.41, 8.20 p. m. and 12.54 night.

Baltimore and intermediate stations, 2.47, 4.43, 8.08 and 11.54 p. m.

Leave Philadelphia, Broad Street, for Wilmington (express), 3.50, 7.20, 7.25, 8.31, 10.20, 11.18, 11.38 a. m.; *12.31, 1.12, 2.02, 3.40, 4.01, 4.41, 5.08, 5.20, 5.59, 6.17, 8.55, 7.40, 11.10, 11.16 p. m. and 12.05 night.

Accommodation, 6.20, 7.33, 9.10, 10.35 a.m.; 1.23, 3.02, 4.03, 4.37, 6.22, 8.33, 10.03 and 11.34 p. m.

SUNDAY TRAINS.

For Philadelphia (express), 1.57, 2.55, 4.20, 8.50, 8.55, 9.43, 10.05, 11.45 a. m.; 1.37, 3.05, 5.04, 5.56, 7.07, 7.25, 9.06 and 9.12 p. m.

Accommodation, 7.00, 8.10 a. m.; 12.16, 1.40, 4.05, 5.15 and 10.35 p. m.

For Chester (express), 1.57, 4.20, 8.50, 8.55, 10.05, 11.45 a. m.; 1.37, 3.05, 5.04, 5.56, 7.07 and 9.06 p. m.

Accommodation, 7.00, 8.10 a. m.; 12.19, 1.40, 4.05, 5.15, 7.25 and 10.35 p. m.

For New York, 1.57, 2.55, 4.20, 7.00, 8.50, 9.43, 10.05, 11.45 a. m.; 1.37, 3.05, 4.05, 5.04, 5.56, 7.07, 9.12 and 10.35 p. m.

For Boston, without change, 5.56 p. m.

For the South—Southern Railway Express, 7.41 p. m., sleepers to Memphis and New Orleans.

For West Chester, via Lamokin, 8.55 a. m. and 5.15 p. m.

Baltimore and Washington, 4.33, 8.01, 10.19 a. m.; 12.04, 12.22, 1.50, 5.22, **6.05, 7.41, 9.20 p. m. and 12.54 night.

Baltimore and intermediate stations, 6.08 and 11.54 p. m.

Leave Philadelphia, Broad Street, for Wilmington (express), 3.50, 7.20, 11.18, 11.38 a. m.; 1.12, 4.41, 5.08, 6.55, 7.40, 8.35, 11.10, 11.16 p. m. and 12.05 night.

Accommodation, 8.35, 9.10, 10.35 a. m.; 12.30, 2.05, 6.10, 8.33, 10.03 and 11.34 p. m.

DELAWARE DIVISION.

For New Castle, 8.13, 11.15 a. m.; 3.53 4.32, 6.15, 6.53, 9.51 p. m. and 12.10 night.

For Lewes, 8.13 a. m.; 4.27 p. m.

Express for Dover, Harrington and Delmar, 8.13, 11.03 a. m.; 4.27 p. m. and 12.01 night.

For Harrington and way stations only, 2.50 p. m.

Express for Wyoming, 6.53 p. m.

Express for Cape Charles, Old Point Comfort and Norfolk, 11.03 a. m. and 12.01 night.

SUNDAY TRAINS.

For New Castle, 9.51 p. m. and 12.01 night.

For Cape Charles, Old Point Comfort and Norfolk, 12.01 night.

For Middletown, Clayton, Dover, Wyoming, Felton, Harrington, Bridgeville, Seaford, Laurel and Delmar, 12.01 night.

(**) Congressional Limited Express trains, composed entirely of Pullman Vestibule Parlor and Dining Cars. No extra fare other than the usual Pullman charge.

(*) Limited express trains, composed of Pullman Vestibule Cars, Vestibule Passenger Coaches and Dining Car. No extra fare.

For further information, passengers are referred to the ticket agent at the station.

S. M. PREVOST, General Manager. J. R. WOOD, Gen. Pass. Agent.

B. & O.

Schedule in effect May 12, 1895.

TRAINS LEAVE DELAWARE AVENUE DEPOT, EAST BOUND.

*Express trains.

All trains illuminated with Pintsch Light.

NEW YORK, week-days, *3.05, *7.30, *8.30, *9.40, *10.35 a. m.; *12.31, *1.59, *3.06, *6.32, *7.32, *11 p. m.

NEW YORK, Sundays, *3.05, *7.30, *9.40, *11.35 a. m.; *3.06, *6.32, *7.32, *11 p. m.

PHILADELPHIA (TWENTY-FOURTH AND CHESTNUT STREETS.)

Week-days, *2.05, 5.55, 6.27, *7.30, 7.55, *8.30, *9.00, *9.40, *10.35, 11.10, *11.45 a. m.; *12.31, 1.20, *1.59, *3.06, 3.25, 4.55, *5.32, 6.30, *7.32, 8.30, 10, *11 p. m.

Sundays, *3.05, 6.27, *7.30, 7.55, 8.50, *9.40, *11.35 a. m.; 12.10, 1.20, *3.06, 3.25, 4.55, *5.32, 6.30, *7.32, 8.30, 10, *11 p. m.

PHILADELPHIA, TWELFTH AND MARKET STREETS.

Week-days, *2.05, *7.30, *8.30, *10.35 a. m.; *7.32, *11 p. m.

Sundays, *2.05, *7.30, *11.35 a. m.; *7.32, *11 p. m.

CHESTER, week-days, *3.05, 5.55, 6.27, *7.30, 7.55, *8.30, *9, *10.35, 11.10, *11.45, a. m.; 1.20, *1.59, *3.06, 3.25, 4.55, *5.32, 6.30, *7.32, 8.30, 10, *11 p. m.

CHESTER, Sundays, *3.05, 6.27, *7.30, 7.55, 8.50, *11.35 a. m.; 12.10, 1.20, *3.06, 3.25, 4.55, *5.32, 6.30, *7.32, 8.30, 10, *11 p. m.

ATLANTIC CITY, week-days, *7.30 a. m.; *12.21, *1.59, *3.06 p. m. Sundays, *7.30, *7.55 a. m.; *3.06 p. m.

CAPE MAY, week-days, *7.30 a. m. [illegible] *1.59, *3.06 p. m. Sundays, *7.30 a. m.

WEST BOUND.

BALTIMORE AND WASHINGTON, *4.30, 7.02, *8.47, *11.05 a. m.; *12.55, *2.07, 3.03, *4.03, *5.25, *6.13, *8.20, *8.58 p. m.

Sundays, *4.30, 7.02, *8.47 a. m.; *12.55, *2.07, 3.03, *4.03, *5.25, *8.20, *8.58 p. m.

BALTIMORE AND WAY STATIONS, 7.02 a. m.; 3.03 p. m. daily.

NEWARK, Del., *4.30, 7.02, *8.47, *11.05 a. m.; *12.55, 3.03, *5.25, 7.35, *8.20, *8.58, 11.10 p. m. Sundays, *4.30, 7.02, *8.47 a. m.; *12.55, 3.03, *5.25, 7.35, *8.20, *8.58, 11.10 p. m.

PITTSBURG, week-days, *3.47 a. m.; *6.13 p. m. Sundays, *3.47 a. m.; *5.25 p. m.

CHICAGO, *3.47 a. m.; *5.25 p. m. daily.

CINCINNATI and ST. LOUIS, *12.55 and *8.58 p. m. daily.

NEW ORLEANS via Bristol and Chattanooga, *8.20 p. m. daily. Through sleepers to New Orleans.

SINGERLY ACCOMMODATION, 7.02 a. m.; 3.03, 7.35, and 11.10 p. m. daily.

LANDENBERG ACCOMMODATION, week-days, 7.02, 10.20 a. m.; 1.52, 5.25 p. m. Sundays, 9.20 a. m.; 5.25 p. m.

TRAINS LEAVE MARKET STREET STATION.

For New York, week-days, *5.15 p. m.

For Philadelphia, week-days, 6.10, *11.30 a. m.; 3.00, *5.15, 9.45 p. m. Sundays, 6.18 a. m.; 1.00, *5.15, 9.45 p. m.

For Pittsburg and Chicago, daily, *5.15 p. m.

For Baltimore, week-days, 6.50 a. m.; 2, *5.15 p. m. Sundays, 3, *5.15 p. m.

For Landenberg and way stations, week-days, 6.50, 10.25 a. m.; 2, 5.15 p. m. Sundays, 9.25 a. m.; 5.15 p. m.

LEAVE PHILADELPHIA (TWENTY-FOURTH AND CHESTNUT STREETS) FOR WILMINGTON.

Week-days, *2.40, 6, 7.15, *8.15, 8.30, *10.23, 11.30 a. m.; *12.20, *1.10, *1.36, 2, *2.30, 3.35, *4.15, *4.49, *5.15, *5.41, 6.50, 8.30, *7.43, *8.23, 10.10 and 11.35 p. m.

Sundays, *3.40, 6, *8.15, 8.30, 9.30, 11.30 a.m.; *12.20, *1.36, 2, *2.30, 3.35, *4.15, *4.49, 6.30, *7.43, *8.23, 10.10 and 11.35 p. m.

LEAVE PHILADELPHIA (TWELFTH AND MARKET STREETS.)

Week-days, *3.20 *7.55, *10.16, a. m.; *7.37, p. m. Sundays, *3.20, *7.55 a. m.; 7.37 p. m.

Telephone, No. 193.

Rates to Western points lower than via any other line.

C. O. SCULL, General Passenger Agent.
R. B. CAMPBELL, General Manager.

THOMAS McHUGH,
WHOLESALE LIQUOR DEALER
No. 215 MARKET STREET,
Wilmington, Delaware