

SALISBURY ADVERTISER.

Lemuel Malone, Editor and Proprietor.

"TRUTH WITHOUT FEAR."

\$1 Per Annum in Advance.

VOLUME X.

SALISBURY, WICOMICO CO., MARYLAND, SATURDAY, OCTOBER 7, 1876.

NUMBER 6.

Travellers' Guide.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROADS.
DELAWARE DIVISION TIME TABLE.
Summer Arrangement.
On and after Monday, May 15, 1876.
(SUNDAY EXCEPTED.)
Trains will leave as follows:

NORTH.			
	PASS.	FASS.	MIX'D.
	A.M.	P.M.	P.M.
Delmar,	8:00	1:00	12:15
Laurel,	8:01	1:01	12:16
Seaford,	8:02	1:02	12:17
Bridgeville,	8:03	1:03	12:18
Greenwood,	8:04	1:04	12:19
Camden,	8:05	1:05	12:20
Harrington,	8:06	1:06	12:21
Felton,	8:07	1:07	12:22
Cantabury,	8:08	1:08	12:23
Woodsdale,	8:09	1:09	12:24
New Castle,	8:10	1:10	12:25
DOVER,	8:11	1:11	12:26
Wilmington,	8:12	1:12	12:27
SMYRNA,	8:13	1:13	12:28
Clayton,	8:14	1:14	12:29
Green Springs,	8:15	1:15	12:30
Black Blk.,	8:16	1:16	12:31
Townsend,	8:17	1:17	12:32
MIDDLETOWN,	8:18	1:18	12:33
St. Michaels,	8:19	1:19	12:34
Kirkwood,	8:20	1:20	12:35
Roadway,	8:21	1:21	12:36
Seaford,	8:22	1:22	12:37
State Road,	8:23	1:23	12:38
New Castle,	8:24	1:24	12:39
Del. Junction,	8:25	1:25	12:40
Wilmington, Ar.	8:26	1:26	12:41
Baltimore,	8:27	1:27	12:42

SOUTH.			
	MIX'D.	FASS.	PASS.
	P.M.	A.M.	P.M.
Philadelphia,	5:00	8:10	8:10
Baltimore,	5:01	8:11	8:11
Wilmington,	5:02	8:12	8:12
Del. Junction,	5:03	8:13	8:13
New Castle,	5:04	8:14	8:14
State Road,	5:05	8:15	8:15
DOVER,	5:06	8:16	8:16
Wilmington,	5:07	8:17	8:17
SMYRNA,	5:08	8:18	8:18
Clayton,	5:09	8:19	8:19
Green Springs,	5:10	8:20	8:20
Black Blk.,	5:11	8:21	8:21
Townsend,	5:12	8:22	8:22
MIDDLETOWN,	5:13	8:23	8:23
St. Michaels,	5:14	8:24	8:24
Kirkwood,	5:15	8:25	8:25
Roadway,	5:16	8:26	8:26
Seaford,	5:17	8:27	8:27
State Road,	5:18	8:28	8:28
New Castle,	5:19	8:29	8:29
Del. Junction,	5:20	8:30	8:30
Wilmington, Ar.	5:21	8:31	8:31
Baltimore,	5:22	8:32	8:32

The mixed trains will be run subject to delays incident to freight business. Trains will stop only at stations where time is given.
CONNECTIONS.—At Townsend, with Queen Anne's and Kent Rail Roads. At Clayton, with Maryland and Delaware Rail Roads. At Camden, with County Rail Road. At Harrington, with Junction and Seaford Rail Roads. At Seaford, with Delaware and Seaford Rail Roads. At Delmar, with Eastern Shore Rail Road, and Wicomico and Pocomoke Rail Roads.
H. F. KENNY, Superintendent.

TIME TABLE.

Eastern Shore Railroad.

TAKES EFFECT MONDAY, JUNE 12, 1876.

On and after Monday, June 12, 1876, (Sundays excepted) trains will leave as follows:

	No. 1.	No. 2.
Freight.	Freight.	
Leave Crisfield,	7:35 A. M.	
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The Salisbury Advertiser

IS PUBLISHED EVERY
Saturday Morning
AT
No. 46 Main Street,
Salisbury, Wisconsin County, Maryland.
On single copy, 10 cents. In advance,
the subscription price is \$1.00 per
annum. The paper is published every
Saturday morning, except on public
holidays, at 10 cents per copy.
LEWIS MALONE,
EDITOR AND PROPRIETOR.
RATES OF ADVERTISING:
1 inch, 1 week, 25 cents; 2 weeks, 45 cents; 3 weeks, 65 cents; 4 weeks, 85 cents; 5 weeks, 1.00; 6 weeks, 1.15; 7 weeks, 1.30; 8 weeks, 1.45; 9 weeks, 1.60; 10 weeks, 1.75; 11 weeks, 1.90; 12 weeks, 2.05; 13 weeks, 2.20; 14 weeks, 2.35; 15 weeks, 2.50; 16 weeks, 2.65; 17 weeks, 2.80; 18 weeks, 2.95; 19 weeks, 3.10; 20 weeks, 3.25; 21 weeks, 3.40; 22 weeks, 3.55; 23 weeks, 3.70; 24 weeks, 3.85; 25 weeks, 4.00; 26 weeks, 4.15; 27 weeks, 4.30; 28 weeks, 4.45; 29 weeks, 4.60; 30 weeks, 4.75; 31 weeks, 4.90; 32 weeks, 5.05; 33 weeks, 5.20; 34 weeks, 5.35; 35 weeks, 5.50; 36 weeks, 5.65; 37 weeks, 5.80; 38 weeks, 5.95; 39 weeks, 6.10; 40 weeks, 6.25; 41 weeks, 6.40; 42 weeks, 6.55; 43 weeks, 6.70; 44 weeks, 6.85; 45 weeks, 7.00; 46 weeks, 7.15; 47 weeks, 7.30; 48 weeks, 7.45; 49 weeks, 7.60; 50 weeks, 7.75; 51 weeks, 7.90; 52 weeks, 8.05; 53 weeks, 8.20; 54 weeks, 8.35; 55 weeks, 8.50; 56 weeks, 8.65; 57 weeks, 8.80; 58 weeks, 8.95; 59 weeks, 9.10; 60 weeks, 9.25; 61 weeks, 9.40; 62 weeks, 9.55; 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12. This paper has double the circulation of any paper on the lower Peninsula

CAMPAIGN IN THE 1st. CONGRESSIONAL DISTRICT.

CAMBRIDGE, Tuesday, Sept. 26.
DENTON, Tuesday, Oct. 8.
PRINCESS ANNE, Tuesday, Oct. 10.
CENTREVILLE, Tuesday, Oct. 17.
SALISBURY, Saturday, Oct. 21.
CHESTERTOWN, Saturday, Oct. 28.

Hon. Daniel M. Henry, our candidate for Congress, Hon. R. B. Carmichael, and Hon. Jas. U. Dennis, electors for President, and other distinguished speakers, will be present.

A detailed black and white illustration of a rooster, likely a gamecock, standing and facing left. The rooster has a prominent, upright comb and a long, slender neck. Its body is covered in dense, dark feathers, with a lighter-colored patch visible on its wing. The rooster is standing on a small patch of ground, with its legs visible. The background is plain white.

A SMART VESSEL.—The schooner *John Tracy*, Capt. Henry Wheatle came down our coast on Sunday, the 17th of September, during the worst of the gale, and entered Hampton Roads in good order; only losing her jib, and damaging her mainsail to some extent. She was laden with iron, a dangerous cargo when mixed with too much water. The schooner is owned by the Captain and Capt. T. W. H. White, of the county.

It had the effect of the preliminary pagentry of a circus; people began to hoist windows, throng doors and collect on the streets, until quite a crowd gathered to witness the display. At 1½ o'clock the procession began to form in front of the ADVERTISER office with band in front followed by the "tribes" from Dolmar, Laurel and Salisbury respectively. After crossing the iron bridge and making a counter-ward they proceeded to the Grand-Stand on the fair ground, where, after music singing and other more or less address-

tions of medicine. It has a large sale in this town, and can be found in all our drug stores. A bottle or package should be found in every family, as its judicious use is almost certain to prevent a Bilious attack, if taken when the symptoms first show themselves.

Just received another lot of the celebrated Chewing Tobacco, direct from Danville, Va. This Tobacco superior to any other in the market, and full ten per cent. cheaper than the

charge to all who desire it, this recipe with full directions for preparing and successfully using. Sent by return mail by addressing with stamp, naming the paper.

AND FANCY ARTICLES
Will find it greatly to their advantage
call and examine our stock before
purchasing elsewhere.
J. J. ADAMS & CO

[illegible]

WANAMAKER'S WAREHOUSES *Market and Staff* Wanamaker's Warehouses *to serve the people*
 WANAMAKER'S WAREHOUSES *and Market* are Wanamaker's Warehouses *in every way,*
 WANAMAKER'S WAREHOUSES *well worth visiting,* Wanamaker's Warehouses
 WANAMAKER'S WAREHOUSES *and Mr. F. W. Wanamaker's* Warehouses
 WANAMAKER'S WAREHOUSES *make it* assures a Wanamaker's Warehouses
 WANAMAKER'S WAREHOUSES *invitation to visitors,* Wanamaker's Warehouses
 WANAMAKER'S WAREHOUSES *whether they care to* Wanamaker's Warehouses
 WANAMAKER'S WAREHOUSES *buy or not,* Wanamaker's Warehouses

THEN USE NEW YORK ENAMEL PAINT CO.'S

CHEMICAL PAINT

The Carding Machine at Rockawalking
has been overhauled and thoroughly put in
order, and can now turn out first-class
Rolls, and at short notice. The public are
solicited to give their patronage to this
Machine as in the past, and they will not

100

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IS PUBLISHED EVERY
Saturday Morning
AT
No. 46 Main Street,
Salisbury, Wicomico County, Maryland.
The job department is complete in every respect.
Bill Heads, Letter Heads, Envelopes, Circulars,
Tags, Posters, Handbills and Doggers printed with
engravings and designs, at city prices.
LEWIS MALONE,
EDITOR AND PROPRIETOR.
RATES OF ADVERTISING:
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Our Standard Bearers.
For President of the United States:
SAMUEL J. TILDEN,
Of New York.
For Vice-President:
THOMAS A. HENDRICKS,
Of Indiana.
For Electors,
For the State at Large,
R. B. CARMICHAEL,
FREDERICK RAINE.
District Electors,
1st—JAMES U. DENNIS.
2nd—R. J. GIDDINGS.
3rd—W. SHEPPARD BRYAN.
4th—CHARLES C. KERR.
5th—FENDALL MURBURY.
6th—FREDERICK J. NELSON.
For Congress:
HON. DANIEL M. HENRY,
Of Dorchester County.

The elections in the west have shown that the tendency of the people is to throw off the bonds of GRANTISM, and to assert their independence of rings and jobbers. The defeat of the Republicans in Indiana where nearly the whole power of the government was concentrated is a defeat which will result in the disruption and ultimate dissolution of that party. They will hold together till after the November election, but after that the party in opposition to the next Administration will be known by some other name than Republican. The means used to carry Indiana were far greater than any power ever exerted in any State at a popular election since the commencement of our elective system, and the whole truth will not be told until the conspirators become entirely separated by party divisions, and even the half will not be told.

In Ohio the Republicans did a great work, but they did not deem it so important to exert the same power there, although even there their effort far exceeded anything in modern political contests. They have done their best. They feel and know that their party cannot stand such another campaign, and they are well aware that the battle is virtually over, and that SAMUEL J. TILDEN is virtually elected, only the forms of an election is now necessary to make the act lawful. Indiana will give him 25,000 majority, Ohio about the same, New York from 80,000 to 100,000, Massachusetts will cast her electoral vote for Mr. TILDEN. The roads appreciate this, and the backbone of their political energy is broken, yet they will make a gallant fight, and it becomes the Democrats to make sure work of this campaign, that the hydra head of Radicalism may be brained and vanquished forever. Be up and doing. Stand at your posts and leave no work unattended to. Let no opportunity escape to make the work entirely effectual, leave no excuse for cavil or contest. This rotten carcass has filled the land with its foul stench long enough. Sweep it away as with a besom of destruction, that the nation may be healed and the country restored, business revived, confidence once more returned where distrust and anguish now prevail. Let the people look with a single eye to this end, and not waver from their purpose. But, should wicked men devise means to thwart the designs and efforts of the people, then will we be wretched, disappointed and misery in our lot. These are facts that are self-evident to every reflecting, observing man who demands our serious attention and timely correction, before the unholy heaven extends its baneful influence so far as to destroy our beautiful fabric of liberty, and prostrate forever the throne of freedom.

HON. THOMAS F. BAYARD, U. S. Senator, from Delaware, who paid a visit to Princess Anne last week and delivered the annual address before the Agricultural and Mechanical Association of Somerset, and addressed the Tilden, Hendricks and Henry Club in the evening, is one of the first men of this nation. He ranks high as an orator, although not possessing a strong voice, yet the chasteness and pungency of his language, coupled with rare grace and finely rounded periods, render him a finished orator, but the great secret of his greatness in this particular, is the fact that he never indulges in any of the low political clap-trap, which distinguishes so many of the political orators of the present day, but he deals in stubborn facts, plainly told in graceful and chaste language, and no one can speak from a more accurate knowledge, and thorough information, having been a busy worker in the affairs of the Government for many years. Mr. BAYARD was born to greatness. His father, JAMES ASHTON BAYARD, was a Senator of the United States, so was both his grandfather, JAMES BAYARD, and Gov. RICHARD BASSITT. With such a noble ancestry, it is no wonder that Mr. BAYARD's mind should receive a training and polish, well calculated to fit him to enter the political arena with superior skill and statesmanship, for without a large degree of preparation, the minds of men cannot be fitted for the grave duties of a statesman. It takes time, thought, training and practice to make a statesman such as THOMAS FRANCIS BAYARD, and a few men in this country at the present day possess such a knowledge of the affairs of the Government, and unfortunately for the Government, some who do possess some power and knowledge, are such knaves as to render them far more dangerous to its welfare and safety, than if they were fools as well as knaves. Not so with Mr. BAYARD. His integrity is acknowledged by all parties, and none fear to trust him. How happy would the country be, were all its statesmen such as THOMAS F. BAYARD, of Delaware.

The New York Times declares that "the face of the Republican party is turned toward the future." It is certain the party doesn't care to face the past, or even the present.

If every man who is suffering from the prevailing distress, will vote for TILDEN and HENDRICKS in November, he will soon find his position improved.

Honest and intelligent men can't get it out of their heads that if they vote for HAYES they will vote for GRANTISM. They think truly, and let their ballots next November be cast as their best judgment suggests they should be.

Just as we go to press, we learn that Ohio has gone Republican by a very close vote, Indiana and West Virginia have both gone Democratic, the first by a small, the last by a large majority. The result insures TILDEN's election in November.

Maryland Day at the Centennial.

Gov. Carroll has issued the following address to the people of Maryland upon the proper observance of "Maryland Day" upon the Centennial grounds at Philadelphia on the 19th inst., which is the one hundredth anniversary of the burning of the ship, Peggy Stewart, in the harbor at Annapolis as well as also being the anniversary of the surrender of Lord Cornwallis at Yorktown in 1782, which closed the war for Independence.

To the People of Maryland
The Executive of this State has been officially notified by the United States Centennial Commissioners that the 19th day of October will be especially set apart for the delivery of the address commemorative of Maryland's share in the declaration, which one hundred years ago separated the thirteen colonies, now the United States, from the government of Great Britain.

In view of the prominent and patriotic position maintained by the State of Maryland in the struggle that secured our freedom, it is desirable that she should be fitly represented among her sister States, who shared the trials of those eventful days, and therefore a cordial invitation is extended to all who take an interest in the past history and future welfare of this commonwealth, to be present at the ceremonies, which will designate "Maryland day" at the great Centennial Exhibition.

The States have vied with each other in their efforts to do honor to the wonderful creation at Philadelphia, which has placed the wealth and resources of the world before our eyes, and it is hoped that the town and city authorities, together with the press throughout the State, will cooperate in making the occasion well worthy of the memories it is intended to renew.

JOHN LEE CARROLL, Governor.

When Zach Chandler wrote Mr. Hickey, the Postmaster at Black Jack, O., for a contribution of ten dollars to the "bloody shirt campaign with money," Mr. Hickey wrote back, "I only got \$16 per year; take the d—d office and go to h—!"

Cuba and Our Government.

There seems to be extraordinary commotion in Spain just now over the imbecile situation in Cuba, and a loud call is made upon Gen. Martinez Campos to go and put down the rebels whom Jovellar, like others before him, failed to subdue. Certainly, the prolongation of the Cuban insurrection is, under all the circumstances, one of the greatest mysteries connected with rebellions. The greatest length of the island, following its curve, is about 600 miles; its breadth, which is very irregular, varies from 11 to 135 miles, while the coast line may be estimated at 1,800 miles. The total area, with dependencies, 48,489 English square miles. The population numbers 1,370,211 people, of which 764,750 are whites, and the remainder colored persons, viz., 225,938 free negroes and 379,523 slaves. This computation is irrespective of the Spanish military force stationed in the island. The insurrection broke out in the colony on the 10th of October, 1895, and on the same day a declaration of independence was issued and a national junta formed. This is just eight years ago to-day, and the insurrection "still lives." When Gen. Jovellar returned to Cuba he issued a proclamation which promised an immediate subjugation of the insurgents. He took the field in person, and sent to him about once a week fresh levies from Spain. Yet the insurrection is still fighting, and Jovellar has left the front and appears at Havana somewhat dispirited as to results. It is said that all he has really done in Cuba is to increase taxation in such degree as to make it practically seem like confiscation. That every attempt of such a powerful nation comparatively as Spain to put down a contemptible revolt like that in Cuba, in eight years, should meet with unvarying failure, is difficult to explain, unless the Spanish officers are themselves helping to prolong the contest, in order, like the "trophy loill" in our own civil war, to make it a source of pecuniary advantage to themselves. A special from Madrid just published says that the politicians claim to find in the magnanimity shown by the United States by Spain in the delivery of Tweed a complete stoppage to any further threats of Cuban intervention. If Spain is basing any hopes of the kind upon the surrender of Tweed she will ere long discern her mistake. If she will surrender the murderers of our countrymen in Cuba, especially of those involved in the late massacre, she will lay a better basis for mutual confidence than giving up Tweed. —*Baltimore Sun.*

BEN BUTLER takes pains to declare his scorn for the newspapers, which he says he defies. We observe that the newspapers, barring those he has directly or indirectly subsidized, do take rather a depressed view of Ben's moral character and political integrity, but he should not find fault with them for doing that, for truth compels them so to speak. The guilty accused is not apt to be fond of his accuser, and the hardened sinner may think the scheme of the moral universe wrong, since it imposes a penalty for misdoing. Ben's explanation of the cause of the newspapers' assaults upon him—that he offended them by once saying that he thanked God he was a man made by God and not by the newspapers—is not sufficient. It is because he has marked the handwriting of God by wickedness that the newspapers feel it their duty to admonish him of his errors. They rejoiced rather than sorrowed when he relieved them of the responsibility of making him. But Ben should not try to hold the Deity responsible for his moral deformities. Those are the work of Ben Butler himself, with the advice and assistance of the devil.

MANDARIN MUNO, the head of the Chinese Embassy, which recently reached Paris, entered a railway coach with eight seats, at Marseilles, with the six members of his suite, and found a well dressed Englishman enconced in one of them. Munop politely allowed him to remain, and being able to speak English tolerably well, soon entered into a conversation with him. The Englishman was widely informed, and very interesting. In a casual way he carelessly spoke of himself as the proprietor of both the train and the locomotive, and dropped the subject. Munop renewed it, and the Englishman told him that the locomotive and the coach in which they rode would be very useful to himself and the embassy in rapidly traversing the Paris streets. Having plenty of other locomotives and coaches he offered to sell both for ten thousand francs. Munop eagerly embraced the opportunity, and taking the money from the treasurer, counted it out.

The Ladies' Department was the n

Miss Emma Bennett, of Deal's Island

Try the KING OF ALL 5 CENT CIGARS
for sale only by Gordy Bros.

Machine as in the past, and they will have cause to regret it.
H. W. ANDERSON.
Rockawalking, July 15th ff.

Sept. 23th 31. Baltimore, D. T. HENRY REFER TO John Combes

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Lemuel Malone, Editor and Proprietor.

"TRUTH WITHOUT FEAR."

\$1 Per Annum in Advance

VOLUME X.

SALISBURY, WICOMICO CO., MARYLAND, SATURDAY, OCTOBER 21, 1876.

NUMBER 8.

Travellers' Guide.

PHILADELPHIA, WILMINGTON, AND BALTIMORE.

SUMMER ARRIVAL TABLE.

On and after Monday, May 15, 1876.

(SUNDAY EXCEPTED).

Trains will leave as follows:

NORTH.

Train	Leave	Arrive	Train	Leave	Arrive
1	6:00	6:15	1	6:00	6:15
2	6:30	6:45	2	6:30	6:45
3	7:00	7:15	3	7:00	7:15
4	7:30	7:45	4	7:30	7:45
5	8:00	8:15	5	8:00	8:15
6	8:30	8:45	6	8:30	8:45
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52	7:30	7:45	52	7:30	7:45
53	8:00	8:15	53	8:00	8:15
54	8:30	8:45	54	8:30	8:45
55	9:00	9:15	55	9:00	9:15
56	9:30	9:45	56	9:30	9:45
57	10:00	10:15	57	10:00	10:15
58	10:30	10:45	58	10:30	10:45
59	11:00	11:15	59	11:00	11:15
60	11:30	11:45	60	11:30	11:45
61	12:00	12:15	61	12:00	12:15
62	12:30	12:45	62	12:30	12:45
63	1:00	1:15	63	1:00	1:15
64	1:30	1:45	64	1:30	1:45
65	2:00	2:15	65	2:00	2:15
66	2:30	2:45	66	2:30	2:45
67	3:00	3:15	67	3:00	3:15
68	3:30	3:45	68	3:30	3:45
69	4:00	4:15	69	4:00	4:15
70	4:30	4:45	70	4:30	4:45
71	5:00	5:15	71	5:00	5:15
72	5:30	5:45	72	5:30	5:45
73	6:00	6:15	73	6:00	6:15
74	6:30	6:45	74	6:30	6:45
75	7:00	7:15	75	7:00	7:15
76	7:30	7:45	76	7:30	7:45
77	8:00	8:15	77	8:00	8:15
78	8:30	8:45	78	8:30	8:45
79	9:00	9:15	79	9:00	9:15
80	9:30	9:45	80	9:30	9:45
81	10:00	10:15	81	10:00	10:15
82	10:30	10:45	82	10:30	10:45
83	11:00	11:15	83	11:00	11:15
84	11:30	11:45	84	11:30	11:45
85	12:00	12:15	85	12:00	12:15
86	12:30	12:45	86	12:30	12:45
87	1:00	1:15	87	1:00	1:15
88	1:30	1:45	88	1:30	1:45
89	2:00	2:15	89	2:00	2:15
90	2:30	2:45	90	2:30	2:45
91	3:00	3:15	91	3:00	3:15
92	3:30	3:45	92	3:30	3:45
93	4:00	4:15	93	4:00	4:15
94	4:30	4:45	94	4:30	4:45
95	5:00	5:15	95	5:00	5:15
96	5:30	5:45	96	5:30	5:45
97	6:00	6:15	97	6:00	6:15
98	6:30	6:45	98	6:30	6:45
99	7:00	7:15	99	7:00	7:15
100	7:30	7:45	100	7:30	7:45

SOUTH.

Train	Leave	Arrive	Train	Leave	Arrive
1	6:00	6:15	1	6:00	6:15
2	6:30	6:45	2	6:30	6:45
3	7:00	7:15	3	7:00	7:15
4	7:30	7:45	4	7:30	7:45
5	8:00	8:15	5	8:00	8:15
6	8:30	8:45	6	8:30	8:45
7	9:00	9:15	7	9:00	9:15
8	9:30	9:45	8	9:30	9:45
9	10:00	10:15	9	10:00	10:15
10	10:30	10:45	10	10:30	10:45
11	11:00	11:15	11	11:00	11:15
12	11:30	11:45	12	11:30	11:45
13	12:00	12:15	13	12:00	12:15
14	12:30	12:45	14	12:30	12:45
15	1:00	1:15	15	1:00	1:15
16	1:30	1:45	16	1:30	1:45
17	2:00	2:15	17	2:00	2:15
18	2:30	2:45	18	2:30	2:45
19	3:00	3:15	19	3:00	3:15
20	3:30	3:45	20	3:30	3:45
21	4:00	4:15	21	4:00	4:15
22	4:30	4:45	22	4:30	4:45
23	5:00	5:15	23	5:00	5:15
24	5:30	5:45	24	5:30	5:45
25	6:00	6:15	25	6:00	6:15
26	6:30	6:45	26	6:30	6:45
27	7:00	7:15	27	7:00	7:15
28	7:30	7:45	28	7:30	7:45
29	8:00	8:15	29	8:00	8:15
30	8:30	8:45	30	8:30	8:45
31	9:00	9:15	31	9:00	9:15
32	9:30	9:45	32	9:30	9:45
33	10:00	10:15	33	10:00	10:15
34	10:30	10:45	34	10:30	10:45
35	11:00	11:15	35	11:00	11:15
36	11:30	11:45	36	11:30	11:45
37	12:00	12:15	37	12:00	12:15
38	12:30	12:45	38	12:30	12:45
39	1:00	1:15	39	1:00	1:15
40	1:30	1:45	40	1:30	1:45
41	2:00	2:15	41	2:00	2:15
42	2:30	2:45	42	2:30	2:45
43	3:00	3:15	43	3:00	3:15
44	3:30	3:45	44	3:30	3:45
45	4:00	4:15	45	4:00	4:15
46	4:30	4:45	46	4:30	4:45
47	5:00	5:15	47	5:00	5:15
48	5:30	5:45	48	5:30	5:45
49	6:00	6:15	49	6:00	6:15
50	6:30	6:45	50	6:30	6:45
51	7:00	7:15	51	7:00	7:15
52	7:30	7:45	52	7:30	7:45
53	8:00	8:15	53	8:00	8:15
54	8:30	8:45	54	8:30	8:45
55	9:00	9:15	55	9:00	9:15
56	9:30	9:45	56	9:30	9:45
57	10:00	10:15	57	10:00	10:15
58	10:30	10:45	58	10:30	10:45
59	11:00	11:15	59	11:00	11:15
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93	4:00	4:15	93	4:00	4:15
94	4:30	4:45	94	4:30	4:45
95	5:00	5:15	95	5:00	5:15
96	5:30	5:45	96	5:30	5:45
97	6:00	6:15	97	6:00	6:15
98	6:30	6:45	98	6:30	6:45
99	7:00	7:15	99	7:00	7:15
100	7:30	7:45	100	7:30	7:45

The mixed trains will be run until they are replaced by the regular trains.

Trains will stop at all stations where they are given.

CONNECTIONS.—At Towson, with Queen Anne's and Kent Rail Roads. At Clarksburg, with Maryland and Delaware Rail Roads and Kent County Rail Road. At Annapolis, with Annapolis and Kent County Rail Roads. At Baltimore, with Baltimore and Annapolis Rail Roads. At Washington, with Washington and Annapolis Rail Roads. At New York, with New York and Annapolis Rail Roads.

H. F. KERRY, Superintendent.

TIME TABLE.

Eastern Shore Railroad.

TAKEN EFFECT MONDAY, JUNE 12, 1876.

On and after Monday, June 12, 1876 (Sundays excepted), trains will leave as follows:

TRAINS MOVING NORTH.

Leave	Trinidad	7.45 A. M.	9.25 A. M.
"	Hopewell	9.05 "	9.40 "
"	Marion	9.25 "	9.55 "
"	Kingston	9.45 "	10.00 "
"	Westover	9.05 "	10.25 "
"	N. June	9.25 "	10.40 "
"	P. Appe	9.50 "	11.00 "
"	Lorette	10.05 "	11.10 "
"	Edin	10.20 "	11.25 "
"	Fruitland	10.35 "	11.45 "
"	Mallabury	11.00 "	12.25 P.
"	W. Biding	11.50 "	12.55 "
Arrive	Delmar	12.00 M.	12.45 "

W. E. COLLINS & CO.,
Produce Commission Merchants,
318 SOUTH FRONT ST.,
and
312 SOUTH WATER ST.,
Philadelphia.

J. W. WHARTON,
Wholesale
COMMISSION DEALER IN
Fruit, Produce, Fish, Oysters, Terrapin,
Poultry, Eggs, Game, &c.,
In Season.
No. 5 Delaware Avenue Market,
Foot of Dock Street,
PHILADELPHIA.

L. A. LEE & CO.,
Wholesale
Commission Merchants
27 & 28 Dock St. Fish Market,
PHILADELPHIA.

A. W. ROWE & BRO.,
Commission Merchants,
And Wholesale Dealers in
FRESH FISH,
Oysters, &c.
13 and 14 DELAWARE AVE.
Fish Market,
PHILADELPHIA.

Ayer's Cathartic Pills,
For all the purposes of Family Physic.

REMINGTON
Sewing Machines,
TYPE-WRITERS,
FIRE ARMS.
E. REMINGTON & SONS,
47 N. Charles St.,
Baltimore.

Dr. J. C. AYER & CO.,
Lowell, Mass.,
Practical and Analytical Chemists.
SOLD BY ALL DRUGGISTS AND DEALERS IN
MEDICINE. (Aug. 18-19.)

LEWIS LADOMUS & CO.,
WATCHES,
DIAMONDS, JEWELRY,
And Silverware
1016 Chestnut St., Phila.
ZELLA.

Watches, Diamonds, Jewelry,
AND FANCY ARTICLES
Will add it greatly to the advantage to
call and examine our stock before
purchasing elsewhere.

L. LADOMUS & CO.
1016 Chestnut St., above Truth, Phila.
Aug. 25-19.

MARYLAND STEAMBOAT CO.
Change of Days!
On and after Wednesday, April 23rd, 1876,
THE STEAMER
HIGHLAND LIGHT,
Capt. E. T. Leonard, will leave Pier 3, Light St.,
Foot of Camden, every Monday, Wednesday and
Friday at 9 o'clock, P. M. for Easton, Double
Mill, Oxford, Clarks Point, Wallicks Landing,
Chancellor's Point, Sherman's Creek and
Medford's making close connection with the Mary-
land and Delaware Railroad at Easton, and with
the Delaware and Delaware Railroad at Cambridge,
Cambridge and Easton at 9 o'clock P. M., arriv-
ing in Baltimore early next morning.

JOHN T. ELLIS,
SALISBURY, MARYLAND,
Dealer in all kinds of
American and Italian Marble,
Monuments, Tombs and
Head Stones.

Magistrates' Blanks
FOR SALE AT
THIS OFFICE.

Subscribe for this paper.

INSURE IN THE
DELAWARE STATE
Fire and Marine
Insurance Company,
OF DELAWARE CITY, DEL.

BOARD OF DIRECTORS FOR 1876:
Col. James B. Henry, President, Dela-
ware City,
John P. Hudson, Capitalist, St. George's
Del.
D. K. McClure, Capitalist, Short
Manitow, Pa.
Dr. J. T. Hammond, M. D., Berlin,
Md.
Randolph Humphreys, Lumberman
Salisbury, Md.
John F. Long, Merchant, Frankford,
Del.
George A. Jones, Civil Engineer,
Georgetown, Del.
D. W. Moore, Capitalist, Laurel, Del.
Col. J. B. Ford, Capitalist, Concord,
Del.
Wm. F. Sharp, Merchant, Harrington,
Del.
Eli Hallister, Insurance, Delaware
City.
H. Chas. Utman, President U. S. Law
Association, N. Y. City.
Capt. Benjamin Stokley, Farmer, Sea-
ford Del.
Reynard Williams, Merchant, Milford,
Del.
Hiram W. McColey, Capitalist, Mil-
ford, Del.
John M. Dale, Capitalist, Whaleyville,
Md.
J. J. Minich, Insurance, Seaford, Del.
Wm. Dyer, Merchant, Dover, Del.
James F. Sellers, R. R. Conductor,
Philadelphia, Pa.
John M. Pomeroy, Editor, Chambers-
burg, Pa.
R. W. Cannon, Merchant, Bridgeville,
Del.
Wm. H. Murphy, Manufacturer, Farra-
ington, Del.
Chas. H. Maull, Merchant, Lewes,
Del.
James H. Myers, Insurance, Delaware
City.
J. T. Parsons,
Agent Salisbury.

Agents Wanted for the Centennial
CAZETTEER OF THE
UNITED STATES.
Everybody buys it, and it is a most valu-
able and useful work. It contains the names
of all the cities, towns, villages, and hamlets
in the United States, and gives the names
of the persons who have been born in each
place, and the names of the persons who
have died in each place. It also gives the
names of the persons who have been mar-
ried in each place, and the names of the
persons who have been buried in each place.
It is a most valuable and useful work, and
it is a most valuable and useful work.

Salisbury Marble Works.
V. R. HUSTON,
Foreign & American
MARBLE.
Monuments, Tombstones
SALISBURY, MD.
Cemetery lot enclosures fur-
nished to order.
Orders by mail will receive prompt at-
tention. Jan. 1st-76.

DORCHESTER & DELAWARE
RAIL ROAD.
Time Table.
FALL ARRANGEMENT.
On and after Monday, Sept. 18th, 1874,
PASSENGER TRAINS, WITH FREIGHT CARS
attached, will run as follows:
Leave Cambridge 9:00 A. M.
" Salisbury 9:15 " "
" Lewes 9:30 " "
" Seaford 9:45 " "
" Harrington 10:00 " "
" Georgetown 10:15 " "
" Milford 10:30 " "
" Dover 10:45 " "
" Delaware City 11:00 " "
" Seaford 11:15 " "
" Harrington 11:30 " "
" Georgetown 11:45 " "
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" Harrington 1:00 " "
" Georgetown 1:15 " "
" Milford 1:30 " "
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