Show Yourself a Man.

To greatness there is no barrier. Because your father never reached midway to this goal, is no reason why you may not. Multitudes of men (so called) live, die, and are soon forgotten, because they had no more aim in life than to eat, drink, and be merry. Greatness demands sacrifice, and he who would enter the race and win the laurels for his brow must pay the fare in ancient stadium of Greece, where the Greeks held the Olympic games, three pillars stood respectively at the starting point, midway, and at the goal or turning point. On the first was inscribed a Greek word, whose force was, "Show yourself a man!" "Do your best!" On the last was a word which might be rendered, "Stop here!" "Arrest your steps." But on that midway pillars was the imperative, "Speed you!" "Make haste!" Every man has seen the first, but comparatively few see the second until it is too late and only in a great while some one who has reserved for the supreme effort, passes the second pillar and reaches the goal. Young men, do not let the world detain you—do not allow the failure of your pedigree tempt you to relax your efforts, you can neither afford to be idle—the idler is out of place. Here are two testimonies which we think are impressive and full of valuable suggestions to young men. Says Sir Walter Scott: "If it should ever fall to the lot of any youth to peruse these pages, let him remember it is with the deepest regret that I recollect in my manhood the opportunities for learning which I neglected in my youth." Washington Irving, when giving counsel to a young friend, exclaimed in the bitterness of his heart, "How many an hour of hard labor and study have I been obliged to spend, in order to atone, in a light degree, for the hours of which I allowed society to cheat me!" Ponder well the leesons to be learned from these frank and voluntary confessions, and hereafter neglect no opportunity whereby you can improve your mental and moral faculities. and in the language of Greeks we would say unto you; "Speed you!" "Make haste!"

A Down Marylander.

At Perryville, on the Pennsylvania Railroad, a thin old man, with a mouth like a cruller, climbed on board a south bound train. He carried an umbrella tied up with a shoestring, and an old valise that looked as if it had been with Lee at Appomatox.

He sat down on a cross seat near the door, deposited his property and beckoned to a train boy who was passing with a basket of sandwiches.

"Got anything to eat, thar, young feller?"

"Sandwiches—ham, chicken and tongue."

"Are they fresh?"

"Certainy."

"There ain't no certainty about it," objected the old man decidedly; "the sandwich business is mighty ticklish in hot weather."

"They're fresh," said the boy impatiently—only been made an hour."

"I'd rather like a chicken sandwich," said the old man, "if I knowed I wouldn't draw a wing."

"No wing, sir; all clear meat."

"Spose you let me soe one of them sandwiches."

"Can't, sir, they are wrapped up. Take one?"

"How much do you ask for 'em?"

"Ten cents."

"Not by the dozen, young feller; how much for one?"

"Ten cents."

"Great day an' morning," gasped the old man horror stricken, "ten cents for two bites of bread and a smell of chicken?" "I'm hungry enough to eat a pickaxe, but I'm game, and I tell you, boy, before I'll pay you 10 cents for one little sandwich I'll set here and roll my eyes and swoller all the way to Baltimore."
—*N. Y. Tribune.*

Charles M. Gale. Custis W. Woolford.

Chas. M. Gale & Co.

(Successors to Harry Meginniss.)

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BROWN'S ICE CREAM PARLOR,

Two doors below Brick Hotel.

Families and picnics furnished at reasonable prices. j1-3m

Dissolution of Partnership.

This is to give notice that the partnership heretofore existing between Alex. Butler and J. B. Slay, trading as Butler & Slay, dealers in general merchandise, at Henderson, Md., has been dissolved by mutual consent. All accounts due the firm will be collected by Alex. Butler and all bills against the firm will be paid by him.

6-30-92-3t ALEX. BUTLER, J. B. SLAY.

Baltimore & Ohio Railroad.

SCHEDULE IN EFFECT, MAY 22d 92.

LEAVE CAMDEN STATION.

For Chicago and Northwest, Vestibuled Limited Express daily 10.20 A. M., Express, 7.15 p. m.

For Cincinnati, St. Louis and Indianapolis, Vestibuled Limited Express daily 2.30 p. m., Express 10.15 p. m.

For Pittsburg, Express daily 10.20 a. m. and 7.40 p. m.

For Cleveland, via Pittsburg 10.20 a. m. and 7.40 p. m.

For Washington, week days, 5.00, x6.20, 6.25, x7.10, x7.20, x8.00, 8.35, x9.30, x10.20, (10.35 a. m., 12.00 p. m., 45 minutes) 12.15, x2 10, x2.30, 2.50, (3.45 45 minutes) x4.15, 5.00, x6.00, 6.18, x6.50, x7.15, x7.40, x8.18, 9.05, x9.55. x10.15 and 11.30 p. m., Sundays 6.25, x7.10, 8.35, x9.30, x10.20, (10.35 a. m., 12.00 p. m., 45 minutes) 1.05, x2.10, x2.30, (3.45 45 minutes) 5.00, 6.18, x6.50, x7.15, x7.40, x8.18, 9.05, x9.55, x10.15 and 11.30 p. m.

For Annapolis 7.20, 8.35 a. m., 12.15 and 4.15 p. m. On Sunday, 8.35 a. m. and 5.00 p. m.

For Frederick, 4.00, 8.10 a. m., 1.10, 4.20 and 5.30 p. m. On Sunday, 9.35 a. m. and 5.30 p. m.

For Virgin ia Midland Railroad and South via Danville, *9.30 a. m. and *8.18 p. m.

For Luray, Roanoke and all points in the South via N. & W. R. R., 7.10 a. m., 9.55 p. m. daily. Parlor car to Roanoke on morning train. Sleeping car to Memphis on night train from Washington. For Luray 2 30 p. m. daily.

For Lexington and points in the Virginia Valley, †4.00, †9.30 a. m. For Winchester, †4.20 p. m. Mixed train for Harrisonburg, ‡4.00 a.m.

For Hagerstown, †4.00, †9.30 a. m., †4.15 p. m.

For Mount Airy and Way Stations, *4.00, †8.10, ‡9,35 a. m., †1.10, (†4.20 stops at principal stations only,) *5.30, *6.30, *11.15 p.m.

For Ellicott City, *4.00, †6.32, †8.10, ‡9·35, †11.00 a. m., †1·10, ‡1.35, †3.30, †4.20, *5.30, *6.30, *8.30, *11.15 p. m.

Trains orrive from, Chicago, Columbus and the North West, daily, 1.00 and 6.00 p. m., from Pittsburgh and Cleveland, *9.00 a. m., *6.00 p. m.; from Cincinnati, St. Louis and the West, 6.30, a. m., 3.15 p. m. daily.

ROYAL BLUE LINE FOR NEW YORK & PHILA.

For New York, Boston and the East, daily, 7.00, 8.50, (10.48 Dining Car) a. m., 12.55, 3.40, (5:55 Dining Car) p. m. 12.50, night, Sleep Car attached, open for passengers 10:00 p. m.) Through Pullman Sleeper to Boston via Poughkeepsie Bridge on the 3:40 p. m. train daily.

For Atlantic City, 10:48 a. m., 12.55 p. m. Sundays 12.55 p m.

For Philadelphia, Newark, Wilmington & Chester, daily, 7.00, 8.50, (10.48 stopping af Wilmington only,) a. m. 12.55, 3.40, 5.55, 8.55 p. m., 12.50 night. For all stations, week days, 7.30, a. m., 3.35 and 5.15 p. m.; Sundays, 8.45 a. m., 5.15 p. m.

† Except Sunday, ‡ Sunday only.
* Daily. x Express train.

Baggage called for and checked from hotels and residences by Union Transfer Co., on orders left at Ticket Offices:

N. W. COR. CALVERT AND BALTIMORE STS., 230 S. Broadway or Camden Station.

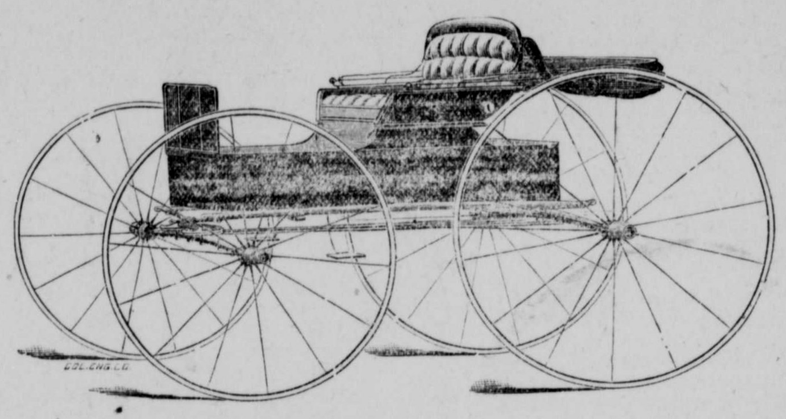
J. T. ODELL, Gen. Mngr. CHAS. O. SCULL, Gen Pass. Agent.

THE HARVEST IS OVER

BUT WE ARE STILL AT

THE SAME OLD STAND

WHERE WE ARE OFFERING



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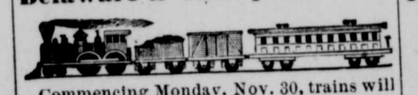

Commencing Monday, Nov. 30, trains will run as follows:

GOING SOUTH 201 Mail. A. M.	GOING SOUTH 281 Pass P. M.	STATIONS.	GOING NORTH 280 Mail. A. M.	GOING NORTH 274 Pass P. M.
9 42	5 55	.....Clayton.....	8 30	5 37
9 54	6 04	..... Kenton	8 21	5 27
10 05	6 14	.....Hartley	8 10	5 16
10 08	6 16	....Slaughters....	8 08	5 13
10 19	6 23	.....Marydel.....	8 01	5 03
10 27	6 30	... Henderson....	7 54	4 54
10 35	6 37	.Goldsborough.	7 48	4 46
10 48	6 47	Greensborough.	7 39	4 35
11 00	6 56	.....Ridgely.....	7 29	4 23
11 12	7 05	..Queen Anne..	7 20	4 13
11 24	7 13	.....Cordova.....	7 11	4 02
11 34	7 20	..... Chapel	7 05	3 55
11 58	7 32	..... Easton	6 55	3 44
12 10	7 45	.....Trappe	6 39	3 20
12 20	7 55	.....Oxford	6 30	3 10
P. M.	P. M.		A. M.	P. M.

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Apr. 28, 1y. Maryland.

THE

Chester River Steamboat Co

1891.

SPRING SCHEDULE.

On and after Wednesday June 1st the Steamer

EMMA A. FORD,

will begin daily trip (except Sunday). Will leave Chestertown at 7 a. m. Will leave Baltimore 2:45 p m, stopping at Rolphs, Bookers Quaker Neck, Eastern Neck, Queenstown Kent Island, and intermediate landings on Chester river; arriving in Baltimore about noon. Returning, will leave Pier 7, Light street wharf at 11 a. m., Tuesday, Thursday and Saturday.

☞ Will leave Queenstown for Baltimore at 9:45 a. m.

Beginning on Friday, March 22, the Steamer Gratitude will make daily round trips (except Sunday) from Centreville to Baltimore. Will leave Centreville at 7 a. m., Jackson Creek about 8,15 a. m.

Returning will leave Baltimore daily (except Sunday) at 2, 30 p. m.

The U. S. Express Company service on both steamers, affording patrons an opportunity of making through shipments of freight to all parts of the United States.

GEO. WARFIELD,

Jan 9 tf. President.