Saturday, January 25, 1890.

## ALMANAC--1890.

The Hon. Hart B. Holton, ex-Represen tative of the 5th Congressional District, is an applicant for Naval Officer at the Port of Baltimore.

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The Baltimore Methodist comes to us enlarged in size and much improved in typographical appearance and is a well conducted religious weekly.

As long as Baltimore city persists in reducing her basis of taxation, she is sure to have an unreasonably high tax rate. She allows too much property to go untaxed; and above any and all other men on the American manufacturers take advantage of the provision | continent. Some might say, how can these to exempt "plant" from taxation.

The Dowager Empress Augusta, the widow of the late Emperor William, of Germany, died at Berlin on the 8th, aged nearly 80 years. She was a lady of great strength of character and refinement. She participated in all the prosperity and greatness of the German Empire for half a century.

The Ivy City Race Course, near Washington city, was sold on Tuesday, 14th, to James Lunsburg, representing a syndicate, for \$130,500. The Baltimore and Ohio Railroad Company had an agent present who bid \$130,-000 for the property. There are 111 acres in the tract, and the sale includes Club House, Storehouse, Stables, &c:

The Baltimore and Harrisburg Railroad Company held its annual election at Hanover, Pa., on the 8th inst., and it resulted as follows: President, A. W. Eichelberger; Directors, J. M. Hood, W. S. Rayner, Chas. W. Slagle, David Willis, Reuben Young, W. H. Vickery, Jerome L. Boyer, R. M. Wirt, L. P. Brockley and H. E. Young.

BELL BOY BURNT TO DEATH .-- The stables belonging to Macey Brothers, at Versailles, Ky., were burned Saturday morning, 11th inst., destroying 35 out of 38 horses. Among those burned was the horse Bell Boy, that was sold at auction by Jefferson & Seaman, of Versailles, to J. C. Clarke for \$51,000. It is said that Clarke had refused \$100,000 for the horse. Boll Boy was three years old; record 2.191.

\_\_\_\_ A majority of the special committee of the House of Representatives reported a resolution on Monday to appropriate \$75,000 from the Treasury to re-imburse those members who lost their salaries through the defalcation of Silcott. A minority of the committee made a report that the subject be referred to the Committee on Claims. The resolution was defeated by the House on the 16th.

## STENOGRAPHERS AND TYPEWRI-TERS ON THE PENNSYLVANIA LIMITED.

Recognizing the increasing popularity of the Limited among the business and professional men of the country, the Pennsylvania Railroad Company has decided to still further improve the facilities of this wonderful train, and add to its conveniences by introducing a stenographer and typewriter for the services of the passengers.

A bright, young man, expert in both branches of his profession, will be placed on each train between New York and Pittsburgh to take the dictation and transcribe on the typewriter the avail themselves of his services. By this Try it.

Trial bottles free at MARLEY BROS. DRUG means, a business or professional man can attend to his correspondence en route, and thus secure a great saving of time. A compartment will be fitted up on each train for this purpose, and the letters will be mailed from the train has no equal for Rheumatism, Neuralgia, Sprains, as they are written. This novel and conveni
This as they are written. This novel and convenient arrangement will go into effect on Febru-

ary 1st. The business men already have the advantage of the stock and weather reports on the Limited, the ladies have their maid, their private bath, and their drawing-room in the observation car, and the introduction of an amauueuais will round out the completeness of the

train's conveniences to a perfect degree. No other railroad train in the world offers any one of the four advantages that are prowided on the Penusylvania Limited.

## CINCINNATI, WASHINGTON AND BAL-TIMORE RAILROAD.

Two deeds, the consideration for which are \$5,000,000 and \$35,600,000 respectively, have been filed in the Recorder's Office of the Court of Washington county, Ohio. They are for the sale of the Cincinnati, Washington and Baltimore Railroad. The purchase money is to be paid as follows: The grantees bind themselves to organize a railroad corporation to operate the road sold and all its branches, and agree to deliver \$11,000,000 of first mortgage gold bonds bearing interest at the rate of four and one-half per cent. per annum, pay able semi-annually, secured by a first mortgage on all the railroad property and franchises; \$5,500,000 first preferred income mortgage gold bonds secured by a second mortgage bearing interest at the rate of five per cent. per annum if earned, non-cumulative; \$6,400,000 of second preferred income mortgage gold bonds secured by a third mortgage bearing five per cent. interest, non-cumulative and payable if earned; \$7,700,000 of third preferred income mortgage gold bonds secured by a fourth mortgage bearing five per cent. inter-

## est, non-cumulative, payable if earned. [Baltimore Sun.

A RAILROAD CLOCK SYSTEM. The Chicago, Burlington and Quincy Railroad Company is about to adopt a system that will make all of the clocks on its various lines synchronize with the clock in the general office of the company in Chicago. This system, on which General Inspector of Watches Raymond Greegy has been working since last March, is based upon a novel principle. Briefly explained, it consists of 100 self-winding and selfsetting clocks, which will be placed at all junction points on the Burlington. These clocks will be connected with the telegraph instrument, and once every twenty-four hours the operators will correct them with the master clock in Chicago, by an operation no more intricate than turning a switch. Within threefifths of a second, while all the clocks are thus joined, they will by synchronized: Thus abso-Intely correct time will be guaranteed at every station on the road between Denver. St. Paul. Minneappolis, Omaha, St. Joseph, Kansas City. Chicago. The advantage of this system is that no special wires are required, and, as the clocks wind themselves every hour, they require no

attention beyond occasional renewal of their

electric batteries.

[Correspondence of the MARYLAND JOURNAL.] A GREAT MYSTERY SOLVED.

MT. CARMEL, BALTIMORE COUNTY. January 1st, 1890.

Editor JOURNAL: I have not seen anything in your valuable paper for some time from the Banner District, the District that has become so famous for raising large crops of grain and grass, and for political contests, and also for barbecues .-Our District has wonderfully improved within the last ten years. It appears the spirit of improvement has got full possession of the people. The waste places have been improved and put under cultivation, and instead of the briar and bramble now we have grain and grass growing on those former places. Our District is principally an agricultural District, with many well-to-do farmers owning large possessions who have about reached the top round of the ladder of their profession. As a general thing the buildings of our District-houses, barns, &c., are new and substantially built. Some of them are very large and beautiful mansions, which are an ornament to the neighborhood where they are located; and, though we are a farming District, yet we have with us all manner of mechanics and workshops, everything for the farmer's convenience. We have great cause to boast of some of our

first-class patent-roller grist mills, which at present are doing a wonderful business and giving great satisfaction. Notwithstanding with all our favorable surroundings, in one thing we are lacking, and that is in the convenience of a railroad. Surely if we had the convenience of a railroad for our neighborhood many of us would think we were living in a goodly land. But according to the signs of the times, and if reports be true, we will get a road in the near future which will pass immediately through our District .-We understand there is to be a survey of this route soon, we suppose for the purpose of establishing the route to be chosen. The route spoken of for this road will undoubtedly be the best one in the State for its length, for the following reasons: First, it appears it passes through vast and inexhaustible iron ore beds. Second, it will pass through at least two immense lime-stone valleys. Third, it will touch some wonderful water powers at different points along the route. Fourth, it will pass through, for the greater part of the route, a

suppose would be considered favorable by a railroad company. And now, Mr. Editor, a few words in regard to the above-mentioned mystery. We remember reading in the paper during Mr. Cleveland's administration that he (Mr. Cleveland) was a believer in fate. So are we to the fullest extent. Fate rules the universe. We remember, Mr. Editor, when Mr. Cleveland was defeated for the second term, (a thing unexpected by a great majority of the people,) when everything appeared to be wrapt up in mystery, and when many were suffering with the blues on account of defeat, then and there what was fate proposing to do for Mr. Cleveland? the man who stands head and shoulders things be? or how can you make this appear We say, first, for statesmanship; second, for just and honest government; third, for farseeing; fourth, integrity to principle; fifth, as an ardent friend to the agriculturul pursuits

heavy wooded country, all of which we would

of our country. These are some of the answers we give in behalf of our assertion. We say again, was not fate proposing to elevate Mr. Cleveland above all his predecessors by placing him in the Presidential chair three times, and through the interposition of fate to do it, without any infringement or violation against the former usages of our country. We all undoubtedly object to a third term by any man. But in this case it could in no wise be considered in that light or be included in the third term question. Fate has made a vacancy, a gap in the chaim. A third term would mean to forge a solid chain of three links, which will not be in Mr. Cleveland's case. He can only forge a solid chain of two links which will put him on a level with many of his ordinary predecessors. But yet, through the interposition of fate, Mr. Cleveland will have this extra link to wear as an ornament, the like of which no other man in the world has in his possession. Now, Mr. Editor, as this book of fate is be ing unfolded to our view, are not these great mysteries becoming more plain to us?-Has not each Convention in our country that has met in the last year turned over a leaf in this book of fate? What do we hear from each of them? Cleveland! only Cleveland!

Mr. Cleveland has set up a stake solid and firm, and has left it stand, and do we not see the people of our land rallying around the stake so set up? And so we will see leaf after leaf of this book of fate turned over until all will become plain to our view. Now, Mr. Editor, this is my prediction, and though I am getting up in years and may not see all these things come to pass, but how can I doubt but what there are millions of our race living to-day who will see every jot and title of this come to pass and be glad. Yours with great respect,

H. PEREGOY.

THE LONDON "TIMES" AND PARNELL. The efforts of the London Times to get "evidence" against Parnell by procuring witnesses to swear that Parnell was the instigator of the Phoenix Park murders is of the most disgraceful character. An agent of the Times visited this country and went to Rio Grande county, Colorado, and endeavored to induce one P. J. Sheridan to testify against Parnell. Sheridan was to receive \$100,000 after he testified. He then drew the Times' agent. (Kirby) on, and

finally made a clean breast of the whole matter. During the past month an attempt has been made to connect Parnell with a social scandal, but it has failed. If these parties keep on they will finally succeed in making Parnell Governor General of Ireland. That will be the end of the whole matter. THE DOCTOR AND POSTMASTER

Were talking about a case of serious illness, due to a neglected Cold and rapidly going into Consumption, which was promptly cured by Puritan Cough and Consumption Cure. Price 25 cents. Experience has shown sufferers with Dyspepsia, Biliousness and Liver Complaint, in fact all diseacorrespondence of the passengers who desire to see arising from a disordered system, that nothing equals Dr. Lee's Liver Regulator for these troubles TORE, Towson.

TAROM THE NATION'S CAPITAL. Consumption. Are you troubled with this terrible disease. If so take healthy exercise, live in open air, use Puritan Cough and Consumption Cure and be cured. Don't delay. Price 25 cents. At MARLEY BROS. DRUG STORE, Towson.

TOVERY HOME SHOULD HAVE IT. It is not always convenient to call a Physician for every little allment. Having Reg Flag Oil in the house you have a Physician always at hand, it kills Rheumatism, Neuralgia, Burns, Bruises and all Aches and Pains. Price 25 cents. There are few things in this life of which we may be certain, but this is one of them, Puritan Cough and Consumption Cure has no equal for Conghs Colds and Consumption. Price 25 cents.

May 11.-1y THE HOME PERMANENT MUTUAL LAND AND BUILDING ASSOCIATION OF BALTIMORE COUNTY. TOWSON, MD.

At MARLEY BROS. Drug Store, Towson.

Par value of shares \$150. Dues 25 cents per Interest upon unredeemed shares averages from to 6 per cent. per annum. Meets every Saturday Night IN THE OFFICE OF "MARYLAND JOURNAL." WM. H. RUBY, President.

JAMES E. GREEN, Treasurer March 17.--t! TOHN BURNS,

WM. M. ISAAC, Secretary.

UNDERTAKER, TOWSONTOWN, MD. CASKETS AND COFFINS OF ALL STYLES FUR NISHED AT SHORT NOTICE. Having purchased a NEW HEARSE I am

All orders promptly attended to. April 25.—6m THE TOWSON NATIONAL BANK!

prepared to attend Funerals in a first-class manner.

CASH CAPITAL, \$50,000. Open daily, from 10 o'clock A. M. until 2.30 P. M., or Deposits. Making Loans on first-class security and doing a general banking business. TERMS REASONABLE. JOHN G. COCKEY, President.

JOHN CROWTHER, Jr., Cashier. ATOTICE TO POLICY HOLDERS LONDON, LIVERPOOL AND GLOBE IN-SURANCE COMPANY. During my absence in the West, Mr. S. C. TOMAY, OF THE "MARYLAND JOURNAL," will transact all my business for the LONDON, LIVERPOOL AND GLOBE FIRE INSURANCE COMPANY.

C. H. MANN.

DR. E. P. KEECH, DENTIST, 127 NORTH CHARLES STREET, BALTIMORE.

Builrand Cime Cubles.

GREAT PENNSYLVANIA ROUTS. OUBLE TRACK. STEEL RAILS. SPLENDID SCENERY. MAGNIFICENT EQUIPMENT. Northern Central Bailread.

leave as follows, (Baltimore Time:) .30-News Express daily for Harrisburg, Williamsport and Lock Haven; also connects for 9.00—Niagara Express and Mail daily, except Sunday, for Harrisburg, Williamsport, Lock Haven, Elmira, Watkins, Rochester and Niagara Chicagolimited, daily, for Pittsburg, Cincin-nati and Chicago, with through sleeper from Harrisburg. 11.45— Fast Line daily, for Cleveland, Indianapolis St. Louis and Columbus, and except Saturdays, for Chicago and Toledo. Also, con-

nects, except Sundays, for Lock Haven, Elmira and Watkins. 3.80—Harrisburg Passenger, daily except Sunday 4.38—St. Louis, Chicago, and Cincinnati Express, daily, for Pittsburg, Cincinnati, Chicago, and St. Louis, Parlor Car to Harrisburg and theorem Classons. Harrisburg and through Sleepers Harrisburg to Cincinnat Chicago and St. Louis, and Dining Car to St Louis from Union Station, also connects for Villiamsport daily. 8.45-Western Express, daily, for Pittsburg and the West, with through sleepers to Chicago and St. Louis; except Saturdays for Toledo and Cleveland; and for Cincinnati, Louisville and Memphis, with through sleeper Pittsburg to Memphis.
-Pacific and Northern Express daily, with

through sleeper to Pittsburg; also, connects daily for Erie and Rochester, and daily, ex-cept Saturdays, for Buffalo and Niagara York Accommodation, 6.30 P. M. week-days. Sundays, 5.30 P. M. Parkton Accommodation, 7.30 A. M., and 12.00 noon, and 4.80 P. M. daily, except Sunday. Sunday only, 7.80 and 10.15 A. M. Cockeysville Accommodation, 6.00, 8.45, 10.15 A. M. and 1.30, 2.80, 5.30, 7.30, 9.00, 10.30 and 11.30 P. M. On Sunday, 1.30 and 10.00 P. M. For Green Spring Branch 6.80, 7.30 and 11 A. M., 4.00 and 5.30 P. M. week days. FOR SPARROW'S POINT. From Calvert Station—6.05, 8.10, 10.10 A. M., 2.00 and 4.55 P. M. On Sundays, 9.00 A. M. and 4.55 P. M. From Union Station—6.15, 8.15, 10.15 A. M., 2.05 and 5.00 P. M. On Sundays, 9.05 A. M. and 5.00 P. M. From President Street—6.05 A. M. and 4.58 P. M.

ore and Calvert streets, and at Union Station. Western Maryland Railroad. Commencing MONDAY, NOVEMBER 25th, 1889, leave Hillen Station as follows: 4.10 A. M.-Fast Mail for Shenandoah Valley and Southern and Southwestern points. Also, Glyndon, Westminster, New Windsor, Union Bridge, Mechanicstown, Blue Ridge, Highfield, Hagerstown, and (except Sunday) Chambersburg, Waynesboro, and points on B. and C. V. R. R., and Martinsburg,

V. Va., and Winchester, Va.

week-days.
For tickets to all points East, North and West ap-

ply at Calvert Station, at northeast corner Balti-

DAILY, EXCEPT SUNDAY. 7.15 A. M.-Accommodation for Fairfield, Gettysourg, Hanover and all points on B. & H. Division. 8.00 A. M.—Mail for Williamsport, Hagerstown Shippensburg and intermediate points on Main Line and B. and C. V. R. R., also Frederick, Emmittsburg, Martinsburg and Winchester. .M.-Accommodation for Union Bridge 2.25 P. M.—Accommodation for Glyndon.
3.21 P. M.—Express for Arlington, Howardville, Pikesville, Owings' Mills, Glyndon and all points 4.00 P. M.—Express. For Arlington, Mt. Hope, Pikesville, Green Spring Junction, Owings' Mills, St. George's, Glyndon, Glen Falls, Finksburg, Patapsco, Carrollton, Westminster, Medford, New Windsor and Main Line Stations west, also Emmittaburg and B. and C. V. R. R., Shenandoah Valley R. R. and points South. 5.15 P. M.-Accommodation for Glyndon 6.20 P. M.—Accommodation for Union Bridge. 11 35 P. M.—Accommodation for Glyndon.

SUNDAYS ONLY. 9.30 A. M.-Accommodation for Union Bridge 2.33 P. M.-Accommodation for Union Bridge. TRAINS ARRIVE AT HILLEN. Daily, 11.48 A. M.; daily (except Sunday) 7.80, 8.42, 11.11 A. M., 12.15, 2.40, 5.10, 6.00, 7.00 and 10.00 P. M. Sundays only, 9.07 A. M. and 6.45 P. M. Ticket and Baggage Office, 217 East Baltimore All trains stop at Union Station, Pennsylvania Avenue and Fulton Stations.

J. M. HOOD, General Manager.

B. H. GRISWOLD, Gen. Passenger Agent. Ballimore and Potomac Railroad. TAKING EFFECT JANUARY 12th, 1890. FROM CALVERT STATION. Washington, Express, 2.40, 5.10, 7.25 A. M.

1.55, 4.40 and 9.20 P. M. daily, and 8.40 A. M. week-days. Accommodation, 7.00 A. M., 12.25, 5.05 and days. Accommodation, 7.00 A. M., 12.25, 5.05 and 7.00 P. M. week-days. Sundays, 12.25 and 7.00 P.M. ForPope's Creek Line, 7.00 A. M. and 4.15 P. M. daily except Sunday. For Annapolis, 7.25, 8.40 A. M., 4.15 P. M., daily, except Sunday. Sunday, 7.25 A. M. and 4.40 For Richmond and the South at 2.40 A. M. and 1.55 P. M. daily, and 8.40 A. M. daily, except Sunday. Forthe South via Piedmont Air Line at 5.10 and 8.40 A. M. week-days; 1.55, 7.00 and 9.20 P. M. For points on the Manassas Division, 5.10 A. M. 12.25 P. M. week-days. For points on Chesapeake and Ohio Railway via Charlottesville 8.40 A. M., daily, except Sunday, and 7.00 P. M. daily. FROM UNION STATION.

For Washington. Express, 2.50, 5.20, 6.50, 7.35, 8.45, 9.45, 10.42, A. M., 12.40, 1.20, 2.05, 2.50, 4.50, 5.55, 7.10, 7.42, 8.20 and 9.30 P. M. week-days. On Sunday, 2.50, 5.20, 6.50, 7.35, 9.45 A. M., 1.20, 2.05, 4.50, 5.55, 7.42, 8.20 and 9.30 P. M. Accommodation, 7.05 A. M., 12.45, 5.10 and 7.15 P. M. weekdays. On Sunday, 12.45 and 7.15 P. M. For Pope's Creek Line, 7.05 A. M. and 4.20 P. M. week-days. For Annapolis 7.35, 8.45 A. M., 12.40, and 4.20 P. M week-days. On Sunday, 7.35 A. M. and 4,50 P. M. For Richmond and the South at 2.50 and 9.45 A. M. daily, and 2.05 P. M. daily. For Piedmont Air Line at 6.50 and 9.45 A. M. 8.20 and 9.30 P. M. daily, and 2.50 P. M. weekfor points on Manassas Division, 6.50 A. M. and 1.20 P. M. week-days. For points on Chesapeake and Ohio Railway via Charlottesville 9.45 A. M. and 8.20 P. M. daily.

FROM PENNSYLVANIA AVENUESTATION. For Washington, Express, 5.24, 6.55, 7.40 A. M., 2.10, 4.55, and 9.35 P. M. daily, and 8.50 A. M. week-days. Accommodation, 7.10, A. M. and 5.15 P. M. week-days, and 12.50 and 7.20 P. M. daily. For Annapolis 7.40, 8.50 A. M., 4.25 P. M. daily, except Sunday. On Sunday, 7.40 A. M. and 4.55 Leave Washington for Baltimore—At 6.85, 7,20, 8,10. 9.00, 9.40, 10.50, 11.00 and 11.40 A. M.; 12.05, 2.10. 3.20, 3.30, 4.00, 4.10, 4.20, 4.40, 6.00, 7.40, 9.10, 10.0

3.20, 3.30, 4.00, 4.10, 4.20, 4.40, 6.00, 7.40, 5.10, 10.00 and 11.20 P. M. On Sundays, at 9.00, 9.05, 10.50, 11.40 A. M., 2.10, 3.20, 3.30, 4.00 4.10, 6.00, 7.40, 8.10, 10.00 and 11.20 P. M. CATONSVILLE BRANCH.

Leave Calvert Station.—For Catonsville, 7.45 and 9.30 A. M., 3.12, 4.55, 6.35, 9.15 and 11.15 P. M. Sundays, 10.05 A. M., 2.40, 5.35 and 10.05 P. M. Leave Union Station .- At 7.50 and 9.35 A. M., 8.17. 5.00, 6.40, 9.20 and 11.20 P. M. week-days. Sundays 10.10 A. M., 2.45, 5.40 and 10.10 P. M. Leave Pennsylvania Avenue Station.—At 7.55 and 9.40 A. M., 3.22, 5.05, 6.45, 9.25 and 11.25 P. M. weekdays. Sundays, 10.15 A. M., 2.50, 5.45 and 10.15 P.M.

Leave Uatonsville for Baltimore.—At 6.50, 8.23 and 10.35 A. M., 8.49, 5.38, 7.12 and 10.10 P. M. week-days. Sundays, 9.05 A. M., 1.80, 4.37 and 6.40 P. M. Phila., Wilmington & Baltimore Railroad. 12.40 A. M.—Philadelphia Express, connecting for New York and Atlantic City. 4.10 A. M.—Express for Philadelphia, connecting for New York. 6.40 A. M.—Mail for Philadelphia.

8.25 A. M.-Philadelphia and New York Express. 9.08 A. M.—Fast Express for Philadelphia.
9.15 A. M.—Accommodation for Philadelphia. 10,08 A. M.-Express for Philadelphia and New 10.45 A. M.-Limited Parlor Car Train for Philadelphia and New York.

12.05 P. M.—Express for Philadelphia and N. Y.

12.45 P. M.—Express for Philadelphia and New York, connecting for Atlantic City. 2.30 P. M.—Peninsula Express, through to points on Delaware Division. 2.40 P. M.—Port Deposit Accommodation.

2.20 P. M.—Express for Philadelphia and N. Y. 4.23 P. M.—Express for Philadelphia and New 4.25 P. M.—Express for Finadelphia and New York, Sleeping Car through to Boston. 4.28 P. M.—Oxford Accommodation. 4.57 P. M.—Congressional Limited Express for Philadelphia and New York, Com-posed of Parlor and Dining Cars. 5.17 P. M.—Express for Philadelphia and New mmodation for Philadelphia.

SUNDAY TRAINS. and Dining Cars.
M.—Express for Philadelphia and N. Y.
M.—Accommodation for Philadelphia.

M.—Oxford Accommodation.

York City.

CONNECTIONS.

5.28 A. M. from President Street, and 6.40 A. M. from Union Station, at Port Deposit with Philadelphia and Baltimore Central Railroad. And at Newark, via the Newark & Delaware City Railroad, for points on the Delaware Division and Branches.

10.08 A. M.—At Wilmington with Delaware Division.

vision.

2.29 P. M.—From President street, 2:85 P. M. from Calvert street, and 2:40 from Union Station. At Port Deposit with Philadelphia and Baltimore Central Railroad.

2.30 P. M.—From Union Station. At Perryville for Port Deposit and Baltimore Central Railroad.

5.17 P. M.—From Union Station. At Newark with Newark and & Delaware City Railroad for points on Delaware Division and branches.

J. MAURICE WATEINS. PROFISIONS, TOWSON, MD.

Maitrend Time Gables

Annupolis and Ballimere Short Line B. R. SCHEDULE IN EFFECT DECEMBER 29, 1880. HALF HOUR QUICKER THAN ANY OTHER LINE. Leave Camden Station, Baltimore. For Annapolis and way stations, week days \*8.50 A. M., 2 P. M., 5.40 P. M. Sundays 9.85 A. M., 5.40 P. M.

On and after NOVEMBER 10th, 1889, trains will For Baltimore. Leavo Aunapolis, week days 7.20 A.M., 10.25 A.M., \*3.40 P. M. Sundays 8 A. M., 3.40 P. M. Trains marked thus (\*) do not stop at Pumphrey's, Linthioum's, Cromwell's, Boone's, Round Bay and Gedding's.

Round Trip Baltimore to Annapolis \$1.25. The only line offering this rate. C. M. LRILIOH, General Manager. A. BURCK, Secretary and Treasurer. innapolis, Washington & Baltimore R. R

Sunday Trains—Leave 8.37 A. M., 4.00 P. M. "—Arrive 10.35 A. M., 6.28 P. M. Through Coaches are run between Baltimore and Annapolis on all of the above trains. Annapolis on all of the above trains.

Through freight from Baltimore daily. Local freight trains leave Annopolis Tuesdays and Fridays at 9 A. M. Freight will be transported at the lowest rates, and received in Baltimore for shipment to Annapolis as late as 6 P. M.

J. WILSON BROWN, Manager.

JAS. H. BROWN, G. T. F. Agt.

Baltimore and Ohio Railroad SUNDAY, NOVEMBER 10th, 1889. LEAVE CAMDEN STATION:

For Chicago and Northwest, Vestibuled Limited Express daily, 10:15 A.M., Express 8:30 P.M. For Cincinnati, St. Louis and Indianapolis, Vestibuled buled Limited Express daily, 2.10 P. M.: Express For Pittsburg and Cleveland, Vestibuled Limited Express daily, 10.15 A. M., Express 7.30 P. M.
For Washington, week days, 5.10, 6.20, 6.30, 7.20, 7.45, 8.00, 8.80, 9.15, 10.15 and 12.00 A. M., 12.15, 1.50, 7.45, 8.00, 8.30, 9.15, 10.15 and 12.00 A. M., 12.15, 1.50, 2.10, 8.00, 4.10, 4.15, 5.00, 6.00, 6.20, 7.10, 7.80, 8.30, 10.20, 10.25 and 11.00 P. M. On Sunday, 6.80, 7.45, 8.30, 9.15, 10.15 A. M.; 12.00, 12.50, 1.50, 2.10, 4.15, 5.00, 6.20, 7.10, 7.80, 8.30, 10.20, 10.25 and 11.00 P. M. For way stations between Baltimore and Washington, 5.10, 6.30 and 8.30 A. M.; 12.15, 8.00, 5.00, 6.20 and 11.00 P. M. On Sunday, 6.30 and 8.30 A. M.; 12.50, 5.00, 5.20 and 11.00 P. M. Trains leave Washington for Baltimore, 4.00, 5.00, 6.40, 7.20, 8.30, 9.20, 9.45, 11.00 A. M.; 12.00, 12.10 2.00, 2.30, 8.15, 8.25, 4.25, 4.30, 4.85, 5.30, 6.20, 7.10, 7.45, 9.00, 10.80, 11.30 P. M. Sunday, 4.00, 7.20, 8.30, 9.20, 9.45 A. M., 12.00, 1.15, 2.00, 2.30, 3.25, 4.25, 4.35, 6.20, 7.10, 7.45, 9.11, 80 P. M. Sunday, 4.00, 7.20, 8.30, 9.20, 9.45 A. M., 12.00, 1.18, 9.20, 2.30, 3.25, 4.25, 4.35, 6.20, 7.10, 7.45, 9.11, 80 P. M. 45, 9.00, 10.30, 11.80 P. M.

7.45, 9.00, 10.30, 11.80 P. M.

For principal points on Metropolitan Branch, †5.10, \*9.15, \$12.00, †3.00 and †4.15 P. M.

For Annapolis, 7.20, 9.15 A. M. 12.15, \$1.15 and 6.20 P. M. On Sunday, 9.15 A. M. and 5.00 P. M.

For Ellicott City, Mt. Airy and way points, \*4.00, †8.20, §9.80 A. M., †1.30, †a4.25, \*5.25, \*6.85, \*11.15 P. M. a Stope only at principal stations between Relay and Frederick Junction.

For Frederick, 4.00, 8.20 A. M., 1.30, 4.25 and 5.25 P. M. On Sunday, 9.30 A. M. and 5.25 P. M. P. M. On Sunday, 9.30 A. M. and 5.25 P. M. For Virginia Midland Railroad, and South, via Danville, \*915 A. M., and \*7.80 P. M. For Lexington, Staunton, 9.15 A. M. daily, except For Luray, Roanoke and all points on the Shen-andoah Valley R. R. \*4.00 A. M. and \*2.10 P. M. For Hagerstown, †4.00, †8.20, †9.15 A. M., †4.15 For Curtis Bay and intermediate points, 6.35 and .40, P. M. Leave Curtis Bay 7.50, 11.80 A. M., and 5.50 P. M. Sundays, 9.00 A. M. and 5.00 P. M.

Trains arrive from Chicago, Columbus and the Northwest daily, 1.00 and 5.20 P. M.; from Pittsburg, \*8.20 A. M., \*8.00 P. M.; from Cincinnati, St. Louis and the West, 4.50 A. M.; 2.55 P. M. daily.

NEW YORK AND PHILADELPHIA DIVISION. For New York, Trenton, Elizabeth and Newark, N. J., leave \*5.00, †8.35, \*10.15 A. M., \*12.50, \*3.20, \*4.55 and \*11.50 P. M. (Sleeping car open at 9.00 \*4.55 and \*11.50 P. M. (Sleeping car open at 9.00 o'clock on the night Express.

Trains leave New York for Baltimore, \*8.30, †11.00 A. M., \*2.00, \*3.20, \*5.00, P. M., \*12.15 night.

For Atlantic City, \*5.00 A. M., \*12.50 P. M.

For Philadelphia, Newark, Wilmington and Chester, \*5.00, †8.35, \*10.15 A. M., \*12.50, \*8.20, \*4.55, \*8.05, \*11.50 P. M. For way stations, †7.15, §8.30 A. M., \*2.40 and 44.50 P. M. 2.40 and †4.50 P. M.

Express trains leave Philadelphia for Baltimore. .40. \*8.15. \*11.10 A. M., +1.35, \*3.40, \*4.50, \*6.05, \*7.40. Except Sunday. Sunday only. \*Daily.

Baggage called for and checked at hotels and residences on orders left at Ticket Offices:

N. W. COR. CALVERT AND BALTIMORE STS., Camden Station, and No. 230 S. Broadway. CHAS. O. SCULL. Gen. Pass. Agent.

MARYLAND CENTRAL RAILROAD. TIME TABLE.

Taking Effect October 20th, 1889. 2216655 3436117 Dist Dist 1-1-1တစ်မ A. No. 9.28. 8.

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555444 No. 82 5 X 8 8 65. 8.7.7.5.8 No. 22. \*Wednesday & Sat. only. C. F. KERCHNER, Superintendent. FRED. B. HUBBELL, Gen. Pass. Agt.

Each hour from 6 A. M. to 10 P. M.

CHARLES B. McCLEAN.

MOT 27.1880,-41

COUNTY SURVEYOR

AND CIVIL BUGINARD.

PLANS and SPECIFICATIONS FURNISHED FOR

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ROOMS SAND 7 MASONICHALL,

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Leave Baltimore for lowsontown

All the Cars have STOVES IN THEM, and

ROUND TRIP TICKETS 45 Cts.

Catonsville Railway.

Leave Baltimore each nour from 6 A. M. to 9 P. M. and at 11.80 P. M. And for Loudon Park, Irvington, Mount Olivet and Cathedral Cemetery every half hour from 2 to 6 P. M., Leave Catonsville each hour

Borse Bussenger Bailwags. TORK BOAD CARS.

and at 11.80 P. M.

from 6 A. M. to 8 P. M., and at 7.30 A. M. and 10.30 P. M. For Ellicott City. on Sundays only, and at 8 and 10 A. M., and 2 and 5 P.M. Returning. leave Ellicott City at 10 A. M., 12 M. and at 5 and 7 P. M.

9.08 P. M.—Fast Express for Philadelphia. 11.85 P. M.—Night Express for Philadelphia and New York. 12.40 A. M.—Philadelphia Express, connecting for New York and Atlantic City. 6.40 A. M.—Mail for Philadelphia. 8.00 A. M.—Berryville Accommodation.
10.08 A. M.—Express for Philadelphia and N. Y.
12.45 P. M.—Express for Philadelphia and N. Y.
8.20 P. M.—Express for Philadelphia and N. Y.
4.23 P. M.—Express for Philadelphia and N. S. York. Sleeping Car through to Boston.
4.57 P. M.- Congressional Limited Express for Phila. and N. Y. Composed of Parlor

9.08 P. M.—Fast Express for Philadelphia.

11.85 P. M.—Express for Philadelphia and N. Y.
FROM PRESIDENT STREET STATION
WEEK-DAYS. 6.28 A. M.-Mail for Philadelphia 8.07 A. M.—Express for Philadelphia and N. Y. 2.29 P. M.—Port Deposit Accommodation.

4.17 P. M.—Oxford Accommodation.
7.24 P. M.—Accommodation for Philadelphia.
SUNDAYS. 7.49 A. M.—Perryville Accommodation.
FROM CALVEET STREET STATION
WEEK-DAYS.
2.35 P. M.—Port Deposit Accommodation.
4.28 P. M.—Oxford Accommodation.
For Brocklyn, N. Y., all through trains connect at
Jersey City with boats of "Brocklyn Annex,"
affording direct transfer to Fulton street, avoiding double ferriage and journey across New
York City.
CONNECTIONS.

Meats, Groceries, &c., May 5,-tf

Sarming Umplements, Zeeds, Mhogykutes, Ag., Ac.

GRIFFITH, TURNER & CO. --- MANUFACTURERS OF-

Animal Bone Phosphate, Ammoniated Bone Phosphate, Alkaline Plant Food, &c.

THIS LAST NAMED BRAND ESPECIALLY ADAPTED TO THE GROWTH OF CORN, POTATOES AND ALL CROPS REQUIRING A FERTILIZER RICH IN POTASH. GARDEN AND FIELD SEEDS Our stock of Seeds are new and true to name, embracing all the valuable varieties, and are from the

GIVE OUR CHAMPION OATS A TRIAL. STAVER BUCK-EYE FEED MILLS AND POWERS. THE MOST SATISFACTORY FEED MILL IN USE.

Dr. BAILEY HAY AND FODDER CUTTERS DOES MORE WORK WITH LESS POWER THAN ANY CUTTER ON THE MARKET STODDARD CABINET CREAMERY AND CHURN.

OLIVER CHILLED PLOWS. THE LIGHTEST DRAFT AND MOST EASILY ABJUSTED PLOW MADE. CLARK'S CUT-A-WAY HARROW STANDS AHEAD OF ALL COMPETITORS. BROWN'S WAGON POSSESSES MANY POINTS OF SUPERIORITY. HAY RAKES. HAY TEDDERS, CORN SHELLERS, AND A FULL LINE OF AGRICULTURAL IMPLEMENTS

PETREPAIRING DONE WITH DISPATCH. SEND FOR CATALOGUE. CA GRIFFITH, TURNER & CO., 205 and 207 N. Paca St., Baltimore, Md. Branch Store: Sykesville, Md.

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GRATES.

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RIDDLE & WILLIAMS. 124 NORTH HOWARD STREET. BALTIMORE.

Merchant Cailoring, Ac.

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OUR STOCK IS NOW COMPLETE -FOR THE-

WINTER SEASON! 

WINTER SUITS, THE LARGEST AND MOST VARIED IN THE CITY.

Men, Youth s, Boys' and Children

Styles and prices to suit all tastes in English and Domestic Goods. WE ARE NOW MAKING TO ORDER SCOTCH CHEVIOT SUITS FROM STRIPES, PLAIDS, CHECKS AND MIXTURES FROM \$18 TO \$25.

CALL AND EXAMINE OUR STOCK BEFORE PURCHASING ELSEWHERE. Samples, prices and rules for self-measurement sent free upon application.

NOAH WALKER & CO., 119 and 121 E. Baltimore Street, Baltimore, Md.

Bealens in Tumber, Coal, Bricks, &c,

--: 0 :----

GEORGE F. SLOAN & BRO.

414 Light St. Wharf, Baltimore. 414

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SHINGLES, FENCING, DOORS & SASH

FULL STOCK, LOW PRICES

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LUMBER LOADED on CARS Without EXTRA CHARGE. Dec. 8.-6m WILLIAM MCRERY,

-DEALER IN-LUMBER, COAL, WOOD, HARDWARD AND BUILDERS' SUPPLIES,

TOWSONTOWN AND LUTHERVILLE. TELEPHONE CONNECTION WITH BALTIMORE AND LUTHERVILLE.

Agent for the Oliver Chilled Plow and Castings.

Orders left at Corkran's Telephone Exchange, at Lutherville, will receive prompt attention. April 6,'89.—1y G. HERBERT RICE. GEO. SCHUMACHER. CHUMACHER & RICE,

GEO. SCHUMACHER,

DEALER IN LUMBER, JOISTS. SCANTLING. WEATHER-BOARDING, FLOORING, SHINGLES, LATES, SASH, DOORS, BLINGS, MOULDINGS, &c.. And everything usually found in a WHLL-STOCKED YARD will be constantly on han THE ATTENTION OF FARMERS and others on the REISTERSTOWN AND LIBERTY TURNPIKE especially is called to the convenience of this Yard for loading, it being BUT THREE SQUARES FROM THE HAY SCALES, thereby saving them a long drive down town. AS A call is respectfully solicited.

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Arofessional Cards.

EDWIN J. FARBER.
ATTORNEY AT LAW,
29 ST. PAUL STREET, BALTIMORE, CATORSVILLE, BALTIMORE COUNTY, MD.

W.GILL SMITH, ATTORNEY AT LAW, SMEDLEY ROW, TOWSON. Practices in the Courts of Baltimore City and Saltimore County. Jan. 4,'90.—tf v. H. DAWSON. | W. S. G. WILLIAMS. | P. E. TOME

ATTORNEYS AT LAW, HAVE MOVED THEIR OFFICE TO ROOM 44, MARINE BANK BUILDING BALTIMORE, MD. Nov. 23.→tf Telephone 1611. DANDOLPH M. ISAAC, ATTORNEY AT LAW.

SMEDLEY ROW, TOWSON. W. FRANK MITCHELL GEORGE YELLOTT. TELLOTT & MITCHELL. ATTORNEYS AT LAW. OPPOSITE SMEDLEY HOUSE, TOWSONTOWN Having associated for the practice of law, will promptly attend to all business entrusted to them. Will practice in all the Courts of the county and

city and in the Court of Appeals. Aug. 3.—1y H. M. BENZINGER. JAS. S. CALWELL BENZINGER & CALWELL,
ATTORNEYS-AT-LAW,
NO. 19 AND 20 LAW BUILDINGS, EAST LEXINGTON STREET, BALTIMORE.

PHOS. J. HUNTER. TOWSONTOWN, MD.

Office—Room No. 6 MASONIC TEMPLE,

(Formerly occupied by Mr. S. Parker Bosley,)

Dec. 29.—tř ATTORNEY AT LAW. TAMES J. LINDSAY, ATTORNEY AT LAW. MASONIC TEMPLE, TOWSON, MD.

ONLY, 120 EAST LEXINGTON ST., CURNER OF CALVERT. A. W. MACHEN, ATTORNEY AT LAW, 88 LEXINGTON ST., BALTIMORE, MD. Sept. 16,'82.—tf

Walter R. Townsend, attorney at law, 52 Lexington Street, Baltimore. April 2, '81.-1y HYLAND P. STEWART, ATTORNEY AT LAW, NO. 301 ST. PAUL STREET,

WOOD

April 7.-tf ATTORNEY AT LAW, AND JUSTICE OF THE PEACE, Office-NO. 6 SMEDLEY ROW, TOWSON, MD. April. 7.—tf

JOHN F. GONTRUM, ATTORNEY AT LAW, SMEDLEY ROW, OPP. COURT HOUSE, TOWSON GARDENVILLE, BEL AIR ROAD. DEUTSHER ADVOCAT.

RUGENE BURTON, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY. -OFFICES:-206 COURTLAND STREET, BALTIMORE, GREENWOOD, BALTIMORE COUNTY. 1889. GEORGE LEWIS STOCKSDALE, ATTORNEY AT LAW WESTMINSTER, MD. Office-- 222 East Main Street,

-OPPOSITE THE-Law Office of McKellip and Clabaugh Will practice in Carroll and Baltimore coun ties, and the several Courts of the State. Will attend promptly and diligently to all business entrusted to him.

Jan. 8.—tf TERDINAND C. DUGAN.

ATTORNEY AT LAW, NO. 8 COURTLAND STREET, BALTIMORE. Practices in the Courts of Baltimore City and Bal timore County. J. FRED. C. TALBOTT, ATTORNEY AT LAW, SMEDLEY ROW, TOWSONTOWN.

Baltimore City Office:
17 LEXINGTON STREET, FACING MONUMENT SQUARE. Will attend promptly to all business entrusted to his care. May 15.—tf JAMES HOLLIS BUCHANAN,
ATTORNEY AT LAW.
Practices in the Courts of Baltimore city and in Baltimore county, also in the United States Courts.

Office—NO. 58 S. ST. PAUL STREET,
BALTIMORE, MD.

Towsontown Office:
TUESDAYS and WEDNESDAYS of each week.

June 26,-tf John I. Yellott. Milton W. Offutt. TELLOTT & OFFUTT, ATTORNEYS AT LAW, SMEDLEY ROW, TOWSONTOWN, MD.

at his office, NO. 25 LEXINGTON STREET, BAL-TIMORE. April 11.—tf W BURNS TRUNDLE,
ATTORNEY AT LAW,
N. E. COR. ST. PAUL AND SARATOGA STS., BALTIMORE, MD. WILLIAM S. KEECH,
ATTORNEY AT LAW AND SOLICITOR
IN CHANCERY,
SMEDLEY ROW, TOWSONTOWN, MD.

Gives prompt attention to the Collection of Claim and business in general in the Orphans' Court and Circuit Court of Baltimore county. CHAS. E. FENDALL,
ATTORNEY AT LAW
AND SOLICITOR IN CHANCERY,
TOWSON, MD.

R. BOARMAN, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY, SMEDLEY ROW, TOWSONTOWN, MD. Will promptly attend to all business entrusted to his Jan. 7, '65.-tf D. G. McINTOSH, ATTORNEY AT LAW.

more County.

Offices.-- TOWSON, BALTIMORE COUNTY.
NO. 12 ST. PAUL STREET, BALTO. CITY. William Grason Rich/d Grason. RICHARD GRASON (late chief Judge of the 3d Judicial Circuit) and WILLIAM GRASON, having associated themselves in the practice of law, will give prompt attention to all business entrusted to their care. Will practice in the Courts of Baltimore city and county and the Court of Appeals.

-Offices-SMEDLEY ROW, TOWSONTOWN, 88 ST. PAUL STREET, BALTIMORE. Jan 6.-tf C. Bohn Slingluff, Fielder C. Slingluff, Towsentown. 48 St. Paul St., Balto. Towsontown. 48 St. CLINGLUFF & SLINGLUFF TTORNEYS AT LAW.

O. BOHN SLINGLUFF will be found daily at his own office in Towsontown, and in connection with F. C. BLINGLUFF will attend to all business en-

trusted to him promptly, either in the county or C. BOHN SLINGLUFF, DEUTSCHER ADVOCAT and RECETS ANWALT, DEM COURT HOUSE GEGENUBER TOHN HENRY KEENE, JR.,

R. GOLSBOROUGH KEENE, ATTORNEYS AT LAW, MORSE BUILDING, 50 W. FAYETTE ST., BALTIMORE. ractices in Courts of Baltimore city and county as well as in the various Courts of the State. March 14, '75,--tf R. QUINCY HALL,
ATTORNEY AT LAW,
NO. 25 LEXINGTON STREET,
Oct. 21.—tf BALTIMORE, MD.

T EMUEL D. OFFUTT, ATTORNEY AT LAW, NO. 6. E. LEXINGTON STREET, BALTINORE. May 5 —tf JOHN T. ENSOR, ATTORNEY AT LAW AND SOLICITOR

IN CHANCERY.

OMC6-SMEDLEY ROW,
TOWSONTOWN, MD. On Saturdays and Mondays will be at 208 N. Calvert St., Baltimore. April 17.-tf JOHN F. CONREY, ATTORNEY AT LAW, TOWSONTOWN, MARYLAND.

Will give strict attention to all business placed in his hands. May 18.—tf A NDREW C. TRIPPE.

COUNSELLOR AT LAW,

NO.51 W. FAYETTE STREET.

OPPOSITE BARNUM'S, BALTIMORE, MD. Feb. 27.—8m

NO. 10 COURTLAND STREET, BALTIMORE. HOPPER EMORY.
ATTORNEY AT LAW
AND SOLICITOR IN CHANGERY.
NO. 2 SMEDLEY BOW, TOWSONTOWN.

H. HANDY,

47 ST. PAUL ST., BALTIMORE Nov. 38.--tf H O. TIECK,
ATTORNEY AT LAW AND SOLICETOR
IN CHANCERY AND NOTARY PUBLIC.
EXEMPTON AND ST. PAUL STS., BALTIMORE.

Exitimore County Birectory.

BALTIMORE COUNTY DIRECTORY. Olrowit Court. Judges.—Chief Judge, Hon. David Fowler; Associate Judges, Hon. Jas. D. Watters, Hon. N. Charles Burket. Burke.
State's Attorney.—Frank I. Duncan.
Auditor.—Richard Grason.
Commissioner to Take)
Testimony and Ex- John Grason.
aminer in Rquity....
Orier.—George W. Seipp.
Interpreter and Bailiff.—Lewis Vogle.
Bailiffs.—Henry Kaline, Tobias C. Linzey.

Torms of Court. (First Monday in March.
Third Monday in May.
Second Monday in September
First Monday in December. First Monday in January.
First Monday in March.
First Monday in May.
First Monday in July.
First Monday in September.
First Monday in November.

Clerk's Office. Clerk of the Court .- John W. Shanklin. Assistants.—Court Clerk, Lewis M. Bacon; Equity Chas. E. Fendall; General Assistant, Jas. E. Green;

Index Clerk, Martin O'Hara; Record Clerks, Jos. B. Herbert, John Hitshue, Edw. M. Norwood, Jas. L. Burgoyne, Dixon M. Tipton, George F. Wheeler, Jr.; Messenger, Wm. Denny. Sheriff's Office. Sheriff.—Charles J. Beckley. Clerk.—George C. Tracey. Deputy.—William M. Risteau.

Commissioners' Office.

County Commissioners.—Thos. Todd, John Smith, Robert Magruder. Chief Clerk and Auditor.—Michael F. Connor. Assistant Bookkeeper.—Walter B. Warner. Treasurer's Office. Treasurer and Collector.—George W. Yellott.

Clerks J. Harman Schone.
Thomas R. Laurence.

Orphans' Court.

Judges.—Mark Mellor, Chief Judge; B. Howard Gorsuch, Andrew Dorsey. Register of Wills.—Benjamin W. Ady. Deputy Register.—John F. Conrey. Bailiff to Orphans' Court.—Geo. W. Stansfield. Surveyor's Office. County Surveyor .- Charles B. McClean Registers of Voters. Dist.

1st—Henry S. McDonald.

8th—Zephaniah Poteet.

8th—Charles H. Mann.

9th—Charles H. Mann. 10th—Christopher C. Hall. 11th—James Kelley. 12th—Thomas B. Todd. 3d—Geo. H. Elder. 4th—Wm. A. Slade. 5th—1). Frank Resh. 6th—Reuben H. Wineholt. 7th—Charles L. Almony. 10th—Christopher C. Hall. 11th—James Kelley. 12th—Thomas B. Todd. 13th—Dr. Thos. B. Hall. Public Schools.

Commissioners.—Samuel M. Rankin, 11th District, Commissioners.—Samuel M. Rankin, 11th District, President; Charles J. R. Thorpe, 3d; Jacob Sham-berger, 6th; John P. Clark, 9th; Oregon R. Benson, 13th. Secretary, Treasurer and Examiner.-Charles B. Rogers.
Assistant Examiner.—Mrs. Nora Bruff. Police Force. 12th District-Marshal-George Hofstetter. Patrol-men-Chas. B. Lewis, Wm. H. Carter, Michael Ken-

nedy, Henry Miller, Joseph V. Smith, John McKay, Wm. H. Wade. Keepers of Police Stations. Canton.—Alexander Brown.
Mt. Winans—George Narer.
Catonsville—Terrence Doyle. Lamplighters and Watchmen Towson—Sylvester Bowen. Mt. Washington—Frank Smith.

Special Officers. Towson-Wm. H. Murray. Arlington—John Hall.

Mt. Washington—Dennis F. Starr, Frank Smith. Removers of Garbage. Towson—Jacob D. Smith. Vanton.—Edward Dunnigan.

Physician—Dr. Jackson Piper. Walchman—Peter Emge. Alms House. Superintendent-Abijah H. Cole. Engineer-Thomas Kenney. Chaplains.—Revs. P. H. Lenaghan and A. T. Pindell. Sanitary Physicians. Towsow.—Dr. H. S. Jarrett. Catonsville.—Dr. N. R. Gerry.

County Jail.

Superintendent of Bridges.—William H. Shipley. Inspector of Weights and Measures.—Nathaniel Watchman at Court House-John P. Murphy. Bailiff to Commissioners.—Conrad Doenges. Superintendent of Court House.—Geo. L. Stocks. Counsel to Board .- John Grason, Col. D. G. Mc-Station House Magistrates. Canton .- James P. Dorsey

Miscellaneous.

Assessors for New and Missed Property. 1st District .- John S. Wilson. 2d District.—Caleb S. Hobbs. 3d District.—William T. Cox. 4th District.—Joseph Tase. 5th District.—W. H. Kelly. 6th District.-Wm. Oeligrath. 7th District.—To be supplied. 8th District.—George B. Chilcoat of Jno. 9th District.—Chas. A. Steuart. 10th District.—Leonard Brown. 11th District.—Frank B. Boarman.

12th District .- John M. Herrman.

15th District,-George A. Meeter.

Mt. Winans-George Narer.

Fire Department. Superintendent of Fire Department and Lamp Lighters—George W. Morgan.
Superintendent of Telegraph Line-Chas. J. McAlecse.
No. 7, Highlandtown Henry Trishman, Captain;
James E. Mann, C. M. Jackson, Henry Filler, fire-No. 8, Canton-Frederick Trow, Captain; John Feehely, Wm. J. Lambdin, fireman. Road Supervisors.

1st District.-G. W. Lurman, Peter Link, Michael Wallace.

2d.—Frank Parlett, William F. Piel, Albert 3d.—Wm. H. Chenoweth, Samuel Roach, John 4th.-John W. Shipley, Jesse Upperco, Jacob 6th.-George Hale, Edward Martin, John H. Bosley.
6th.—Lysander McCullough, Christian Deckmyer,
Frank Shuchart. 7th.—Henry S. Wright, Wm. E. Miller, Lewis Rosier.
8th.—William H. Todd, Wm. Gent, Jr., B. M. Brooks.
9th.—Wm. S. Cowley, Patrick Gallagher, Rich'd 10th.-Wm. F. Perdue, John Schmidt, Benjamin 11th.-Francis Cardwell, Michael Dunn, James Shanklin. 18th.—George Adams, Edward Krastel, William 18th.—Halbert Hoffman, Wm. T. Randle, M.

O'Brien.

Justices of the Peace. Justices of the Peace.-Ist District-David Feelemyer, James Holden, Jno. J. Pilert, Albert Smith, J. Emory Zimmerman, Nicholas W. Steele, A. F. Brunier. 2d District—Jas. W. Offutt, Robt. A. Harker, Wm. H. Timanus, Robt. B. Chapman.

Sd District—Wm. Pole, Sr., Sam'l B. Mettam,
Henry T. Daley, James Hamilton, Richard E. Tidings, Charles P. Newman.

Lib District—Jas, W. McCubbin, J. Smith Orrick, Nimrod C. Logsdon, Alanson F. Shipley.

5th District—Noah S. Coffell, John T. Thompson, Wm. H. Ehler, John M. Bond. 6th District—John Kearney, Sr., E. Lewis Palmer, Samuel Ehrhart, Wm. S. McCullough.

7th Diarici—Mathew H. Barton, M. D., Thomas
Pearce, Wm. Rutledge.

8th District—Joshus Cain, Abram W. Ensor, Orrick W. Gent, Joshus G. Bosley.

9th District—Gideon Herbert, Albert W. Perris, Jos.
L. Brooks, Daniel C. Wilhelm, H. B. S. Everding.

10th District—Thomas Kaufman, R. Thos. Smith. 11th District—Alex. Wisnom, Patrick Bradley, Samuel Pinkerton, John W. Burton, Samuel Bach-tel. Henry Walter, Robert Blair. 12th District—N. C. Brockmyer, Alex. Hughes, Jas. P. Dorsey, John Hevern, William H. Rever.

Thomas G. Carter, George A. Cook.

13th District—George S. Kieffer, Z. Taylor Gregg.

Notaries Public—Jas. E. Green, Wm. O. B. Wright Constables. 1st District.-Wm. E. Nagle, Henry Mellor, Geo. S. sd.—Caleb S. Hobbs. sd.—William H. Reed 4th.—George W. Stocksdale. 6th.-Charles Ensor 7th.—Edward Hawkins and Joseph Hoshall. 8th.—John W. Green, John H. Jones. 9th.—Joseph S. Rogers, Robert E. Cole, Wm. H.

Murray, Samuel Markley. 10th.—John Williams. 11th.-Wm. H. Knight. 18th.—Harry Councilman, John H. Wienhold, Alexander Hughes, Frank Wolf. 18th.—John C. Leirits. T H. MEDAIRY & CO.,

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July 9.—tf PODD & LAUGHLEY, MERCHAFF TAIRORS. NO. 18 HORTH HOWARD STREET.

BALTIMORE.