

Saturday, March 1, 1890.

From the New York Herald. HOW TO GET RICH.

Russell Sage Gives the Young Men a Few Peints on Business Prosperity-His Own Fertune \$50,000,000-The Great Financier Says Any One May Grow Wealthy by Intelligence and Industry.

Russell Sage carved out his own great fortune of \$50,000,000. He is a notable example of a self-made man

Although he has for a third of a century been one of the most conspicuous figures in Wall street he has not been a speculator in the ordinary acceptation of the term. His operations have been conducted on a thorough knowledge of the value of the securities and accurate information as to the influences affecting the stock market. Thus the element of chance has to a large

extent been eliminated. He is believed to have more ready money than any single individual in the world. There are larger fortunes than Mr. Sage's, but they are invested in securities, property and business. Mr. Sage has large investments, but so carefully selected that no general financial disaster would make a difference of ten per cent. in them.

The reason that he keeps so much money or hand is to accommodate men and corporations that require loans. Many a crash has been averted in Wall street by his money. Of course he exacts interest and collaterals, the same as banks, but it often happens that money is of them, the greatest of all mistakes is to allow a needed without delay, and stocks and bonds are of no value in meeting the emergency except as security for the loan. Jay Gould once called Mr. Sage the "Grand Old Wheel Horse called Mr. Sage the "Grand Old Wheel Horse of finance." This was intended as a tribute to his reliability in the world of money. How to make money is a problem that every man tries to solve.

When Mr. Sage was asked for his solution h replied:-RESPECT AND CONFIDENCE.

"I believe that any man of good intelligence can accumulate a fortune, at least a moderate one, by adopting three principles-industry, economy, and patience. I place no reliance or luck. A mind capable of directing one in the right course makes success almost certain. A young man should start out in life trusting in God and resolved to attain a position of selfdependence. He must so conduct himself as to command the respect and confidence of all with whom he comes in contact. The way in which he is regarded by others will have a powerful influence on his future. To disregard the opin. THEY WILL STAND THE TEST. TRY THEM. ions of others would be to invite failure.

"Without economy no man can succeed even if he should be placed in circumstances where there are large gains. His gains would not be lasting, for he would not be prepared to withstand reverses which are likely to come to any one. A man must be ready for a set-back. David Markley. I see striking illustrations in Wall street of the lack of foresight in men. Great displays are made, and when the course of speculation changes to an adverse direction the money that is needed to tide the speculators over the trouble has been dissipated. It is the careful, prudent way that makes a man master of the situation -- the controller instead of the follower. This is true not only in business, but also in politics, religion and every occupation

SELF EDUCATION THE HANDIEST.

"A man should make it a point to save .-What percentage of his salary or income he should put aside it is difficult to say. That should be governed by circumstances. Men's surroundings are different, and a rule that one could follow another could not. Judgment must be exercised in saving as well as in spend. ing. It is safe to advise a young man to save all he can, and he will find that the saving of his first hundred dollars will teach him to save the second, and so on, until he has laid the foundation for a fortune that may by good management be made a large one. A man's health has much to do with his success in life. and it behooves him to look well after his bodily condition. Ill health will deprive him of energy, which he must use to achieve suc cess. The young man must work on a salary until he is able to comprehend the value of money, and also the source of supply and the ease with which it may be dissipated. He must read books and newspapers to keep posted on the topics of the day and the course of human events. It would be well for him to attend debating societies to qualify himself to ples. These samples, as well as the watch, are attend debating societies to qualify himself to free. All the work you need do is to show what we stand on his two feet and express himself in stand on his two feet and express nimself in send you to those who call—your friends and neighbors and those about you—that always results in a young man in his own room after his labors valuable trade for us, which holds for years when of the day are over is hard gained and for that | once statted, and thus we are repaid. We pay all reason more lasting than the education acquired in the great institutions of culture. The young man taught in a fashionable college is a house plant, while the young man who cultivates himself in an outdoor growth and better able to stand a severe drought or a severe storm, which all are subject to in the variations

CHOICE OF VOCATION.

"The question of choosing a business is a serious one. As a rule a young man should adopt the calling for which he has a preference. If he has no particular choice it would be well for him to try different occupations until he finds one that suits him. I do not counsel changing about to gratify a spirit of uneasiness, for once a young man is installed in the business that he is suited to he ought to stick to it. I have known young men who entered employments reluctantly and after a trial become fond of them. A young man must be determined to succeed. After all there is one greater lever, and that is will power. Without it very few men succeed.

"It depends on the circumstances whether failures betray incapacity in a man. If a failure is due to a cause not general, then it may be attributed to a lack of foresight and understanding. Shrewd merchants will not stock up with unsalable things; a shrewd farmer will not plant his ground to raise unsalable crops. Both the merchant and the farmer must find out what is most salable and act accordingly. There are exigencies, to be sure, like contagions, disasters, combinations, strikes and boycotts, that cannot be foreseen. The prudent man of business has prepared himself to stand losses from such causes, and when the troubles have passed the fact of his having weathered them makes his financial position in the community stronger than ever. The present condition of the coal trade well illustrates the uncertainty of things. The mild, open winter could not be foreseen and has caused great duliness and loss in the trade. Then there is the march of improvement. This is an age of competition, and it requires energy and perception to meet it. It used to take ninety days to find out the condition of the tea crop in Japan or the coffee crop in Brazil. Now an inquiry can be sent and an answer secured in a single day.

KEEP WITHIN THE LIMITS OF CONTROL. "The young man should start out in the world by the time he is twenty-one. If he is qualified to begin life for himself at an early age he should do it. I began as a clerk when I was twelve. At eighteen I was in business for myself and I have kept my sign up ever since. I should say that the average boy could take a clerkship at the age of sixteen or eighteen. A wrong start need not mean a per manent failure. Many of the most successful men have started wrong and afterward righted themselves. There are many instances where men educated for the pulpit have gone to the Bar and been conspicuous successes. Then, again, men educated for the Bar have gone to

the pulpit and achieved success. "It is very seldom that large fortunes are made by spreading out. The risk of disaster is too great. A man should never allow his affairs to get beyond his control. He should thoroughly master his business and let it grow to its natural dimensions. There is a vast difference between spreading out and develop-ment. The Standard Oil Trust is a notable example. It keeps within the limits of the oil business, and yet the enterprise is an enormous one. Commodore Vanderbilt was a transportation man. He followed one line of business and his interests became enormous by natural extension. So it is with Jay Gould. He engaged in transportation and adhered to it.

CLOSE APPLICATION AND INTELLIGENCE. "Intelligence is a prerequisite to success. One of the wealthiest men in America recently said that he considered intemperance the greatest cause of poverty. It is a great cause of poverty, but the lack of intelligence coupled with the lack of industry and economy is a greater cause. There is a wide difference in men. Some men have no more intelligence than a dumb animal. It is also with animals as with men. Some animals are almost human in their intelligence and others are the merest brutes, with only instinct, and that of the lowest order, to direct them. The intelligence of horses and dogs is often asionishing. "Close application is necessary in every businees. If I did not give personal and careful attention to my own business I could not hope to prosper. All are free and equal in this country and every man makes himself what he will. His mind directs his course in life. If

he has the will power to adopt wise principles

vaccess will come to him."

THE NATIONAL CAPITAL.

The City of Washington is an object of pe-

rennial interest to all patriotic Americans.-Not alone because it is the great throbbing heart of the mightiest and grandest Republic the earth has ever known, but also on account of its material magnificence. All Americans take pride in its beautiful avenues, majestic architecture, stately homes, and well stored galleries and museums as things of grandeur and beauty in themselves, apart from the historic interest with which they are invested. It is a hope and aspiration of all "Young America," at least, to some time or other visit the Capital of his country. The Baltimore and Ohio R. R. offers unequalled facilties in aid of this desire. All its through trains between New York, Philadelphia, and Baltimore on the east, and Pittsburg, Cincinnati, St. Louis and Chicago on the west pass through Washington. Its fast express trains are vestituled from end to end and heated with steam. Pulman's latest and best productions in the way of sumptuous Drawing Room Sleeping Cars are attached to all its through trains. The present management of the B. & O. have made vast improvements in

cers throughout the United States. WYORTH ITS WEIGHT IN GOLD. If you feel depressed, your appetite is poor and are troubled with Dizziness of the head, Biliousness or Dyspepsia, Dr. Lee's Liver Regulator will cure you. Trial size bottles free.

A well known physician in New York advises all his patients that suffer with Coughs and Colds to use Puritan Cough and Consumption Cure.
At MARLEY BROS. Drug Store, Towson.

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country. Through tickets via B. & O. R. R.

can be procured at all the principal ticket offi-

T IFE'S MISTAKES.

Somebody has condensed the mistakes of life and

TIVERY HOME SHOULD HAVE IT. It is not always convenient to call a Physician for every little ailment. Having Reg Flag Oil in the house you have a Physician always at hand, it kills Rheumatism, Nauralgia, 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. At MARLEY BROS. Drug Store, Towson.

May 11.-1y BOOTS, SHOES & RUBBERS. HORNER'S (E. Stout's Patent) SNAG-PROOF DUCK GUM BOOT. Also, HOR-NER'S YELLOW LABEL GENUINE OIL

We are seiling the best WASHING MACHINE MADE. Warranted to please. Price only \$8.00. GOODS SOLD AT LOWEST CITY PRICES AND SATISFACTION GIVEN.

GRAIN BOOTS AND SHOES.

Lauraville, HARFORD ROAD, BALTO. CO., MD., -DEALER IN-GENERAL MERCHANDISE,

DRY GOODS, NOTIONS, &c., FLOUR AND FEED, COAL AND WOOD, HARDWARE, QUEENSWARE, TINWARE, &c., GARDEN AND FARM SEEDS, MANUFACTURERS' AGENT FOR THE SALE OF THE BEST PLOW

AMERICA! H. S. MILLER & CO.'S, LISTER'S AND HUB-BARD & CO.'S STANDARD BRANDS OF FERTILIZERS, GROUND BONE, ORCHILLA GUANO. SOUTH CAROLINA BONE, PLASTER, KAINIT, LIME, CEMENT, &c. Sept. 28.--tf

HKHH OUR NEW \$85 SOLID HKHH WATCH GOLD WORTH

BEST \$85 WATCH IN THE WORLD. Perfect timekeeper. Warranted heavy, solid gold hunting cases. Both ladies' and gent's sizes, with works and cases of equal value. ONE PERSON in each locality can secure one free, together with our large and valuable line of Household Samexpress, freight, etc. After you know all, if you would like to go to work for us, you can earn from \$20 to \$60 per week and upward. Address, STINSON & CO.,

J. H. MEDAIRY & CO., PRINTERS

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BOOKSELLERS AND STATIONERS NO. 6 NORTH HOWARD STREET. Oppositethe Howard House, BALTIMORE.

LARGE STOCK OF SCHOOL SUPPLIES AL WAYS ON HAND. BLANK BOOKS MADE TO ORDER IN ANY

TTOWSON BOOK BINDERY. ALL KINDS OF BOOKS BOUND AND RE-BOUND.

MAGAZINES BOUND AT MODERATE CHARGES. BOOKS MADE TO PATROMAGE RESPECTFULLY SOLICITED.

REPRS TO WILLIAM S. KEECH. L. W. CALLENDER, Joppa Road Adjoining M. E. Parsonage, TOWSON, Md.

THEO. WARNER, HATTER. FINEST SUMMER HATS IN STRAW AND FELTS LIGHT WEIGHTS AND LATEST FASHIONS.

UMBRELLAS AND CANES IN VARIETY. ALSO, MANUFACTURER OF FINE SILK AND CASSIMERE HATS, IN ALL THE LATEST STYLES. New No. 324 W. BALTIMORE STREET. May 25.—1y

THEODRIC SMITH, RETAIL DEALER IN IMPORTED AND DOMESTIC DRUGS, CHEMICALS. FANCY AND TOILET ARTICLES, PATENT MEDICINES

AND MEDICINAL WATERS. Prescriptions and Family Recipes carefully com-pounded at short notice, and sent by Mail or Ex-COR. TOWNSEND ST. AND PENNA. AVE. BALTIMORE.

NYOTICE 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.

NOB SALE. HICKORY, OAK AND PINE WOOD by the cord. Also, CHESNUT POSTS.
SOAKED PUMP STOCKS kept constantly on Apply to JAMES R. GORDON, Pump Maker, Towson, Md

CAND, GRAVEL AND WOOD. The undersigned is prepared to furnish and deliver promptly, and at reasonable prices, SAND SUITABLE FOR STONE AND BRICK WORK AND PLASTERING; also SEASONED WORK OF Cut to order by the quarter, half or cord. JOHN EMGE.

Cor. York Road Europike and Washington Ave.,

May 11.—tf FORD & LAUGHLIN, MERCHANT TAILORS, NO.28 NORTH HOWARD STREET, BALTIMORE.

Ruitroud Cime Cubles.

MARYLAND CENTRAL RAILROAD. TIME TABLE. Taking Effect October 30th, 1889. 7.0 11.0 16.9 26.8 44.4 78.7

Dist No. 7. 86. 9.36 10.03 11.00 A. M. 11.00 11.28 K 15. 3 8552 58 18. the last two years, and the road is to-day one of 87.16.6 No. 22. *S.25 *8.58 *9.18 *9.33 1085 58 24. ₹ 21. No. 9.58 50. 888888 E 1. 300 11. No. 52. 55998 P No. 53. 803.688 0.00 ± 4.20 ★ 55.

8.77.56. No. 22. *Wednesday & Sat. only. •Wed. and Sat. only. C. F. KERCHNER, Superintendent. FRED. B. HUBBELL, Gen. Pass. Agt. Western Maryland Railroad

Commencing MONDAY, FEBRUARY 10th, 1890. Commencing MONDAY, FEBRUARY 10th, 1890, leave Hillen Station as follows:

DAILY.

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, Hageistown, and Coront Sunday Chambershurg Waynesborn and (except Sunday) Chambersburg; Waynesboro, and points on B. and C. V. R. R., and Martinsburg, W. Va., and Winchester, Va. DAILY, EXCEPT SUNDAY.

7.15 A. M.—Accommodation for Fairfield, Gettysburg, 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, Em-mittsburg, Martinsburg and Winchester. 10.30 A. M.—Accommodation for Union Bridge and dettysburg.

2.25 P. M.—Accommodation for Glyndon. 3.21 P. M.—Express for Arlington, Howardville, Pikesville, Owings' Mills. Glyndon and all points on B. & H. Division.

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 Emmittsburg and B. and C. V. R. R., Shenandoah Valley R. B. and points South.

11 35 P. M.—Accommodation for Glyndon. BUNDAYB ONLY. 9.30 A. M.—Accommodation for Union Bridge 2.88 P. M.—Accommodation for Union Bridge.
TRAINS ARRIVE AT HILLEN. Daily, 6.30 P. M.; daily (except Sunday) 7.30, 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.

5.15 P. M.—Accommodation for Glyndon. 6.20 P. M.—Accommodation for Union Bridge.

Baltimore and Potomac Railread. TAKING EFFECT JANUARY 12th, 1890. FROM CALVERT STATION. For 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. weekdays. Accommodation, 7.00 A. M., 12.25, 5.05 and 7.00 P. M. week-days. Sundays, 12.25 and 7.00 P.M. For Pope'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 P. M. 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, FROM UNION STATION.

From Onion 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 9.80 P. M. Accommodation, 7.05 A. M., 12.45, 5.10 and 7.15 P. M. week-days. On Sunday, 12.45 and 7.15 P. M. week-days. 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. week-

days.

For 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 A VENUE STATION. For Warnington, 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-At6.85,7.20,8.10 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, \$.10, 10.00 and 11.20 P. M. On Sundays, at 9.00, 9.05, 10.50, 11.40 A. M., 2:10, 8.20, 3.30, 4.00 4.10, 6.00, 7.40, 11.40 A. M., 2.10, 5.20, 5.30, 4.00 4.10, 5.00, 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., 5.12, 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 Upion Station.—1. 1.50 and 9.85 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.

10.10 A. M., 2.40, 5.40 and 10.10 P. M.

Leave Pennsylvania Avenue Station.—At 7.55 and 9.40 A. M., 8.22, 5.05, 6.45, 9.25 and 11,25 P. M. week-days. Sundays, 10.15 A. M., 2.50, 5.45 and 10.15 P.M. Leave Catonsville for Ballimore.—At 6.50, 8.23 and 10.85 A. M., 8.49, 5.88, 7.12 and 10.10 P. M. week-days. Sundays, 9.05 A. M., 1.30, 4.37 and 6.40 P. M. Phila., Wilmington & Baltimore Railroad.

Commencing SUNDAY, NOVEMBER 10th, 1889. Passenger Trains will leave Baltimore as follows: FROM UNION STATION. 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.

9.16 A. M.—Accommodation for Philadelphia. 10,08 A. M.-Express for Philadelphia and New York. 10.45 A. M.—Limited Parlor Car Train for Philadel-

phia 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. 2.80 P. M.—Peninsula Express, through to points on Delaware Division. 2.40 P. M.—Port Deposit Accommodation. 8.20 P. M.—Express for Philadelphia and N. Y. 4.23 P. M.—Express for Philadelphia 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, Composed of Parlor and Dining Cars.
5.17 P. M.—Express for Philadelphia and New 7.85 P. M.—Accommodation for Philadelphia. 9.08 P. M.—Fast Express for Philadelphia. 11.85 P. M.—Night Express for Philadelphia and New York. SUNDAY TRAINS. M.—Philadelphia Express, connecting for New York and Atlantic City. M.—Mail for Philadelphia.

8.00 A. M.—Perryville 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 New York. Sleeping Car through to Boston. Congressional Limited Express for Phila, and N. Y. Composed of Parlor and Dining Cars.

M.—Express for Philadelphia and N. Y. 5.17 P. M.—Express for Philadelphia. 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 CALVERT STREET STATION WEEK-DAYS.

2.35 P. M.—Port Deposit Accommodation.
4.28 P. M.—Oxford Accommodation.
For Broeklyn, N. Y., all through trains connect at
Jersey City with boats of "Brooklyn Annex,"
affording direct transfer to Fulton street, avoiding double ferriage and journey across New York City. CONNECTIONS. 6,28 A. M. from President Street, and 6.40 A. M. from Union Station, at Port Deposit with Philadelphia and Baltimore Cantral 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 2.29 P. M.—From President street, 2.55 P. M. from Calvert street, and 2.40 from Union Station. At Port Deposit with Philadelphia and Baltimere Central Railroad.

Railroad.

230 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 WATERN, 14 TILLOYA, Meats, Groceries, &c., TOWSON, MD.

GREAT PRESENTATIA ROUTS. DOUBLE TRACK. STEEL RAILS. SPLENDID SCENERY. MAGNIFICENT EQUIPMENT. Northern Central Battered.
On and after NOVEMBER 10th, 1689, trains will leave as follows, (Baltimore Time:)

Builrend Thus Enbies.

4.30 News Express daily for Harrisburg, Williams-port and Look Haven; also connects for Pittaburg. 9,00—Niagara Express and Mail dally, except Sun-day, for Harrisburg, Williamsport, Look Ha-ven, Blmirs, Watkins, Boohester and Niagara Falls.

11.45—Chicagolimited, daily, for Pittsburg, Cincinnati 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, connects, except Sundays, for Lock Haven, Elmira and Watkins.

3.30—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 through Sleepers Harrisburg to Cincinnati, Chicago and St. Louis, and Dining Car to St. Louis from Union Station, also connects for Williamsport 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, Louis-

ville and Memphis, with through sleeper Pittsburg to Memphis. 1.20—Pacific and Northern Express daily, with through sleeper to Pittsburg; also, connects daily for Eric and Rochester and daily, except Saturdays, for Buffalo and Niagara Falls. York Accommodation, 6.30 P. M. week-days. Sundays, 5.30 P. M.
Parkton Accommodation, 7.30 A. M., and 12 00 noon, and 4.30 P. M. daily, except Sunday. Sunday only, 7.80 and 10.15 A. M. Sunday only, 7.80 and 10.15 A. M.

Cockeysville Accommodation, 6.00, 8.45, 10.15 A. M.
and 1.80, 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.

week-days.

For tickets to all points East, North and West apply at Calvert Station, at northeast corner Balti-nore and Calvert streets, and at Union Station. Baltimore and Ohio Railroad.

WEDNESDAY, JANUARY 1st, 1890. LEAVE CAMDEN STATION: For Chicago and Northwest, Vestibuled Limited Express daily, 10.15 A.M., Express 8.80 P.M.
For Cincinnati, St. Louis and Indianapolis, Vestibuled Limited Express daily, 2.10 P.M.: Express 10.25 P. M.
For Pittsburg and Cleveland, Vestibuled Limited Express daily, 10.15 A. M., Express 7.80 P. M.
For Washington, week days, 5.10, 6.20, 6.80, 7.20, 7.45, 8.00, 8.30, 9.15, 10.15 and 12.00 A. M., 12.15, 1.50, 2.10, 3.00, 4.10, 4.15, 5.00, 6.00, 6.20, 7.10, 7.80, 8.30, 8.85, 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, 8.35, 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, 3.00, 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, 8.80, 9.20, 9.45, 11.00 A. M.; 12.00, 12.10, 2.00, 2.30, 8.15, 8.25, 4.25, 4.80, 4.85, 5.80, 6.20, 7.10, 7.45, 9.00, 10.80, 11.80 P. M. Sunday, 4.00, 7.20, 8.80, 9.20, 9.45 A. M., 12.00, 1.15, 2.00, 2.80, 8.25, 4.25, 4.85, 6.20, 7.10, .45, 9.00, 10.80, 11.80 P. M. For principal points on Metropolitan Branch, †5.10, •9.15, \$12.00, A. M. †8.00 and †4.15 P. M.

For Annapolis, 7.20, 9.15 A. M., 12.15 and 4.16 P. M. On Sunday, 9.15 A. M. and 5.00 P. M.
For Ellicott City, Mt. Airy and way points, *4.10, †8.20, ‡9.80 A. M., †1.30, †a4.25, *5.25, *6.80, *11.15
P. M. a Stops only at principal etations between Relay and Frederick Junction.
For Frederick, 4.10, 8.20 A. M., 1.80, 4.20 and 5.25 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 88.80 P. M. For Lexington, Staunton, 9.15 A. M. daily, except For Winchester, †4.10, †9.15, A. M., †4.20 P. M.
For Luray, Roanoke and all points on the Shenandoah Valley R. R. *4.10 A. M. and *7.80 P. M. For Hagerstown, †4.10, †8.20, †10.15 A. M., †4.15

For Curtis Bay and intermediate points, 6.85 and 10.10 A. M. and 2.20 P. M. Sundays, 8.20 A. M., and 2.40, 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, Elizabet:: 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 o'clock on the night Express.)
Trains leave New York for Baltimore, *8.80, †11.00
A. M., *2.00, *8.20, *5.00, P. M., *12.15 night.
For Atlantic City, *5.00 A. M., *12.50 F. M.
For Philadelphia, Newark, Wilmington and Chester, *5.00, †8.85, *13.15 A. M., *12.50, *3.20, *4.55, *8.05, *11.50 P. M.
For way stations, †7.15, §8.30 A. M., *2.40 and †4.55 P. M.
Express trains leave Philadelphia for Baltimore. Express trains leave Philadelphia for Baltimore

*4.40, *8.15, *11.10 A. M., †1.35, *3.40, *4.40, *6.05, *7.40 Except Sunday. Sunday only, *Daily.

Haggage called for and checked from hotels and residences by Union Transfer Company on orders residences by Union Tibus.

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Camden Station, and No. 280 S. Broadway.

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J. T. O'DELL, Gen, Manager. Annapolis and Baltimore Short Line R. R. SCHEDULE IN EFFECT DECEMBER 29, 1889. 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. Surdays 9.35 A. M., 5.40

For Baltimore. Leave Annaponis, week days 7.20 A.M., 10.25 A.M., 8.40 P. M. Sundays 8 A. M., 8.40 P. M. Trains marked thus (*) do not stop at Pumphrey's, Linthicum'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. LEILICH, General Manager. L. A. BURCK, Secretary and Treasurer. Annapolis, Washington & Baltimore R. R.

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.

Forse Bussenger Brilwags. TYORK ROAD CARS.

Leave Towsontown for Baltimore Each hour from 6 A. M. to 10 P. M. Leave Baltimore for Lowsontown At half-past each hour from 6.80 A, M, to 9.80 P. M 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., Lesve Catonsville each hour from 6 A. M. to 8 P. M., and at 7.80 A. M. and 10.80 P. M. For Ellicott City. on Sundays only, and at 8 and 10 A. M., and 2 and 5 P.M. Returning, leave Ellicott Olty at 10 A. M., 12 M and at 5 and 7 P. M.

CHARLESS. MOCLEAN, COUNTY SURVEYOR AND CIVIL ENGINEER. PLANS and SPECIFICATIONS FURNISHED FOR Buildings and Skidges.

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Ammoniated Bone Phosphate, Alkaline Plant Food, &c. THIS CAST NAMED BRAND ESPECIALLY ADAPTED TO THE GROWTH OF CORN. POTATOES AND ALL CROPS REQUIRING A FERTILIZER RICH IN POTASH.

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Our stock of Seeds are new and true to name, embracing all the valuable varieties, and are from the most reliable growers only. GIVE OUR CHAMPION OATS A TRIAL. STAVER BUCK-EYE FEED MILLS AND POWERS, THE MOST SATISFACTORY FEED MILL IN USE.

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

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

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BUILDING LUMBER,

SHINGLES, FENCING, DOORS & SASH

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WHOLESALE AND RETAIL.

FULL STOCK, LOW PRICES.

LUMBER LOADED on CARS Without EXTRA CHARGE. WILLIAM MCRERY,

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

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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

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CORMER FREEMONT AND PRESSTMAN STREETS, BALTIMORE, MD.,

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WEATHER-BOARDING, FLOORING, SHINGLES, LATES, SASH, DOORS, BLINGS, MOULDINGS, &c. And everything usually found in a WELL-STOCKED YARD will be constant THE ATTEMPTON OF FARMERS and others on the REISTERSTOWN AND LIBERTY TURNPIKE senecially 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. APA call is respectfully solicited.

MONUMENTAL WOOD WORKS.

Oct. 13.—Lf

A. STURCK & SONS, DOORS BLINDS. Ac. LUMBER, SASE -YARD & FACTORY-

THE WORL MANUEL THE CAN SERVED LINES AND SEL HORSE LINCOLD STREET

Brofessional Cards.

Edwin J. Parber, attorney at law, 20 St. Paul Street, Baltimore, CATOMEVILLE, BALTIMORE COUNTY, MD. Aug. 15.—tf

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

ATTORNEYS AT LAW, HAVE MOVED THEIR OFFICE TO BOOM 44, MARINE BANK BUILDING, . BALTIMORE, MD. Telephone 1611.

RANDOLPH M. ISAAC, ATTORNEY AT LAW. SMEDLEY ROW, TOWSON. Sept. 14.--tf W. FRANK MITCHELL. BEORGE 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

JAS. S. CALWELL, H. M. Benzinger. BENZINGER & CALWELL, ATTORNEYS-AT-LAW NO. 19 AND 20 LAW BUILDINGS, EAST LEXINGTON STREET, BALTIMORE.

Phos. J. Hunter, ATTORNEY AT LAW,
TOWSONTOWN, Mb.
Office—Room No. 6 MASONIC TEMPLE, (Formerly occupied by Mr. S. Parker Bosley,)
Dec. 29.—17 JAMES J. LINDSAY,
ATTORNEY AT LAW.
MASONIC TEMPLE, TOWSON, MD.

ONLY, 120 EAST LEXINGTON ST., CORNER OF CALVERT.

A W. MACHEN, ATTORNEY AT LAW, 88 LEXINGTON ST., BALTIMORE, MD. Walter B. Townsend,
ATTORNEY AT LAW,
52 LEXINGTON STREET, BALTIMORE.

April 2, '81.—17 HYLAND P. STEWART, ATTORNEY AT LAW, NO. 801 ST. PAUL STREET, April 7.-tf

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

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

EUGENE BURTON, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY. -OFFICES:-206 COURTLAND STREET, BALTIMORE, GREENWOOD, BALTIMORE COUNTY. Sept. 15.—tf GEORGE LEWIS STOCKSDALE. ATTORNEY AT LAW, WESTMINSTER, MD.

Office-- 232 East Main Street, —OPPOSITS THE—
Law Office of McKellip and Clabaugh. Will practice in Carroll and Baltimore counties, and the several Courts of the State. Will attend promptly and diligently to all business entrusted to him.

ATTORNEY AT LAW, NO. 8 COURTLAND STREET BALTIMORE. THERDINAND C. DUGAN, Practices in the Courts of Baltimore City and Baltimore County.

July 8.—tf

J. FRED. C. TALBOTT,
ATTORNEY AT LAW,
SMEDLEY ROW, TOWSONTOWN. Towsontown Office:
TUESDAYS and WEDNESDAYS of each week. Baltimore City Office: 17 LEXINGTON STREET, FACING MONUMENT

SQUARE. Will attend promptly to all business entrusied o his care. TAMES 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.

June 26.—tf Milton W. Offutt. John I. Yellott. 6th District.—Wm. Oeligrath.
7th District.—J. W. Armacost. TELLOTT & OFFUTT, ATTORNEYS AT LAW, SMEDLEY BOW, TOWSONTOWN, MD. 8th District.—George B. Chilcoat of Jno. 9th District.—Chas. A. Steuart.

Mr. Offutt can be found EVERY SATURDAY this office, NO. 25 LEXINGTON STREET, BAL-FIMORE. 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. Jan. 7, 1865.—tf

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

G. McINTOSH,
ATTORNEY AT LAW.
Will practice as heretofore in the Courts of Baltimore County.

Offices.-- TOWSON, BALTIMORE COUNTY.

NO. 12 ST. PAULSTREET, BALTO. CITY. 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 88 ST. PAUL STREET, BALTIMORE. C. Bohn Slingluff, Fielder C. Slingluff,
Towsontown. 46 St. Paul St., Balto. <u> Linglüff & slinglüff</u>

C. BOHN SLINGLUFF will be found daily at his own office in Towsontown, and in connection with F. C. SLINGLUFF will attend to all business entrusted to him promptly, either in the county or C. BOHN SLINGLUFF,
DEUTSCHER ADVOCAT and RECHTS ANWALT,
TOWSONTOWN. DEM COURT HOUSE GEGENUBER

Sept. 4.—tf YOHN HENRY KEENE, Jr., R. GOLSBOROUGH KEENE, ATTORNEYS AT LAW, MORSE BUILDING, 50 W. FAYETTE ST., BALTIMORE.
Practices in Courts of Baltimore city and county as well as in the various Courts of the State.

R. QUINCY HALL, ATTORNEY AT LAW, NO. 25 LEXINGTON STREET, Cot. 21.—tf BALTIMORE, MD. **y emuel** D. Offutt, ATTORNEY AT LAW, NO. 6. E. LEXINGTON STREET, BALTIMORE.

H. HAMDY, ATTORNEY AT LAW, NO. 10 COURTLAND STREET, BALTIMORE. Oct. 21.—tf H. C. TIECK,
ATTORNEY AT LAW AND SOLICITOR
IN CHANCERY AND NOTARY PUBLIC.
LEXINGTON AND ST. PAUL STS., BALTIMORE.

Aug. 5, '76,-1y JOHN T, ENSOR, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY.

OMCO-SMEDLEY ROW,
TOWSONTOWN, MD. On Saturdays and Mondays will be at 208 N. Calvert St., Beltimore.

April 17.—tf

ATTORNEY AT LAW, TOWSONTOWN, MARYLAND. Will give strict attention to all business placed in his hands. May 18.—tf

YOHN F. CONREY.

A NDREW C. TRIPPE.

COUNSELLOR AT LAW,

NO. SI W. FAYHTTE STREET,

OPPOSITE BARRUM'S, BALTIMORE, MD.

Feb. 27.—SEC HOPPER EMORY, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY, NO. 3 SMEDLEY ROW, TOWNONTOWN.

Bullimore Comés Birochi BALTIMORE COUNTY DIRECTORY. Oleout Court.

Terms 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. d. Fendall; General Assistant, Jas. E. Green; Index Clerk, Martin O'Hara; Record Clerks, Jos. B. Herbert, John Hitchue. 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.

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.

County Commissioners.-Thos. Todd, John Smith,

Orphans' Court. Judges .- Mark Mellor, Chief Judge; B. Howard lorsuch, Andrew Dorsey.

Register of Wills.—Benjamin W. Ady. Deputy Register.—John F. Conrey. Copy Clerk—James Kelley. Bailiff to Orphans' Court.—Geo. W. Stansfield. Surveyor's Office.

County Surveyor.—Charles B. McClean.

Registers of Votors. Dist.

Ist—Henry S. McDonald.

Sd—Henry B. Fritogle.

Sd—Geo. H. Elder.

bth—Wm. A. Slade.

bth—I). Frank Resh.

bth—J. Nelson Dally.

Sth—Zephaniah Potest.

Sth—Zephaniah Potest.

Sth—Zephaniah Potest.

Sth—Zephaniah Potest.

Sth—Thomas Potest.

Sth—Thomas B. Todd.

Isth—Dr. Thos. B. Hall. 5th—1). Frank Resh. 6th—J. Nelson Daily. 7th—Charles L. Almony.

Public Schools. Commissioners .- Samuel M. Rankin, 11th District, President; Charles J. R. Thorpe, 3d; Jacob Shamberger, 6th; John P. Clark, 9th; Oregon R. Benson, Secretary, Treasurer and Examiner.-Charles B. logers. Assisiant Examiner.—Mrs. Ners 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-Terence Doyle. Lamplighters and Watchmen. Towson—Sylvester Bowen, Mt. Washington—Frank Smith.

Towson—Wm. H. Murray. Texas—John Banahan. Arington—John Hall.

Mt. Washington—Dennis F. Starr, Frank Smith.

13th District—James Cavey. Removers of Garbage. Towson-Jacob D. Smith. Canton.-Edward Dunnigan. County Jail.

Physician—Dr. Jackson Piper.

Watchman-Peter Emge.

Special Officers.

Alms House. Superintendeni-Abijah H. Cole. Engineer—Thomas Kenney. Physician.—Dr. Bennett F. Bussey Chaplains.—Revs. P. H., Lenaghan and A. T. Pindell. Sanitary Physicians. Towsow.-Dr. H. S. Jarrett.

Miscellaneous. 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. Calonsville—Albert Smith. Mt. Winans—George S. Kelffer. Assessors for New and Missel Property. 1st District.-John S. Wilson. 2d District.-Caleb S. Hobbs. 3d District.—William T. Cox. 4th District.-Joseph Tase. 5th District.—To be supplied.

10th District.—Leonard Brown. 11th District.—Frank B. Boarman. 18th District .- John M. Herrman. 13th District .- George A. Meeter. Fire Department. Superintendent of Fire Department and Lamp Lighters—George W. Morgan.
Superintendent of Telegraph Line-Chas. J. McAlecce.
No. 7, Highlandtown Henry Trishman, Captain;
James E. Mann, C. M. Jackson, Henry Filler, fireman.
No. 8, Canton-Frederick Trow, Captain; John Feehely, Wm. J. Lambdin, fireman.

Road Supervisors. 1st District.-G. W. Lurman, Peter Link, Michael Wallace. sd.—Frank Parlett, William F. Piel, Albert 3d.-Wm. H. Chenoweth, Samuel Roach, John 4th.—John W. Shipley, Jesse Upperco, Jacob 5th.—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. 8. Cowley, Patrick Gallagher, Rich'd B. Hyland.
10th.—Wm. F. Perdue, John Schmidt, Benjamin 11th,-Francis Cardwell, Michael Dunn, James 18th.—George Adams, Edward Krastel, William

T. Stevens.

15th.—Halbert Hoffman, Wm. T. Randle, M. Justices of the Peace. 1st District—David Feelemyer, Jas. Holden, Jno. J. Pilert, Albert Smith, Albert F. Brunier, John Schaible, Wm. T. Sears. ad District-Jas. W. Offutt, Robt. A. Harker, Jas. Sd District—Jas. W. Offutt, Robt. A. Harker, Jas. B. Heiser, Robt. B. Chapman.

3d District—Wm. Pole, Sr., Sam'l B. Mettam, Henry T. Daley, James Hamilton, Richard E. Tidings, B. Frank Knight, Chas P. Newman.

4th District—David L. Slade, J. Smith Orrick, Samuel P. Storm, 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 District—John F. Heisse, Thomas E. Pearce, Wm. Rutledge.

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

9th District—Gideon Herbert, Albert W. Perrie, Jos.
B. Mitchell, Herman B. L. Everding, Chas. H. M. Hoover Richard P. Pindell. Hoover Richard P. Pindell.

10th District—Thomas Kaufman, R. Thos. Smith.

11th District—Frederick Haile, Patrick Bradley,
John T. Ambrose, John W. Burton, Sam'l Bachtel,
Henry Walter, Frederick Schuts.

12th District—N. C. Brockmyer, Wm. T. Jenkins,
Jas. P. Dorsey, John Hevern, William H. Bever,
Thomas G. Carter, George A. Cook. Thomas G. Carter, George A. Cook.

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

Notaries Public—Jas. E. Green, James Kelley.

Constables. let District.-Wm. E. Negle, Henry Mellor, Geo. 8. Kalb.

#d.—Caleb S. Hobbs.

#d.—William H. Reed.

#th.—George W. Stocksdale.

#th.—William H. Benson. 6th.—Charles Ensor. 7th.—Edward Hawkins and Joseph Hoshall. 8th.—John W. Green, John H. Jones. 9th.—Joseph S. Rogers, Bobert E. Oele, 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. Leiritz. THE HOME PERMANENT MUTUAL LAND AND BUILDING ASSOCIATION OF BALTIMORE COUNTY. TOWSON, MD.

Par value of shares \$150. Dues 25 cents nee Interest upon unredeemed shares averages from 5 to 6 per cent. per annum. Meets coury Saturday Might IN THE OFFICE OF "MARYLAND JOURNAL" WM. H. RUBY, President. WM. M. ISAAC, Secretary. JAMES E. GREEN, Treasurer March 17.-tf TORN BURNS,

underledt, TOWIONIOWN, MD.