Maryland Journal PUBLISHED EVERY SATURDAY, At Towson, Baltimore County, Md., By WM. H. RUBY, \$1.50 PER ANNUM, IN ADVANCE. Terms for Transient Advertising: Six lines or less constitute a square. TERMS OF ADVERTISING PER INCH. 1 m. | 2 m. | 3 m. | 6 m. | 1 Year \$ 8.50 \$ 5.50 \$ 6.50 \$ 8.00 \$ 10.00 5.50 6.50 7.50 9.50 10.00 15.00 7.00 8.50 11.00 12.50 8.00 10.00 12.50 15.50 Botels and Restaurants. HOTEL RENNERT. EUROPEAN PLAN. SARATOGA AND LIBERTY STS., BALTIMORE. LAD ES' AND GENT'S RESTAURANT. 49-OPEN DAILY. ROBT. RENNERT, Prop. Rennert's RESTAURANT, CALVERT AND GERMAN STS.. BALTIMORE. OPEN DAILY EXCEPT SUNDAY. July 21.—tf T THE "OLD PLACE" URBAN'S RESTAURANT, YORK BOAD, NEAR THE CAR STATION, Having disposed of the amedicy House my friends will now find me at my OLD PLACE, as above.— As heretofore, I will always keep on hand the finest brands of LIQUORS, BRANDIES, &c.; also BROWN STOUT, BASS'S ALE, PORTER, and the choice brands of CHAMPAGNE, CLARET, &c. The BEST BEER on draught and in bottles, for family use.—A large stock of CIGARS of beat brands always on Summer residents can always be supplied at city prices. Ample stabling and shedding and polite hos tler always in attendance. LEWIS H. URBAN, Proprietor. June 7, '84.-1y THEN MILE HOUSE, ON THE YORK TURNPIKE. CHARLES O. CUCKEY, Proprietor. The undersigned, having purchased the well known TEN-MILE HOTEL PROPERTY, York by him. He has stocked his Bar with the choicest Liquors, Wines and Cigars, and an attentive hostler will be in constant attendance for the care of stock. The house has been thoroughly renovated, and the public can rest assured that the proprietor will use his utmost endeavors to make his guests comfortable and satisfied. A share of public patronage respectfully solicited. CHARLES O. COCKEY. Jan. 27, '76,--tf OVANSTOWN HOTEL. LEWIS RITTER, Proprietor. Having leased the above Hotel I most respectfully solicit the public patronage. The house being in complete order, offers an agreeable resort for Ladies and Gentlemen, where they can obtain Breakfast, Dinner and Supper, with all the delicacies which the markets afford. The Bar will always be supplied tention will be given to the comfort and pleasure visitors. LEWIS RITTER, Proprietor. visitors. Jan. 25, '79.—1y ST. JAMES' HOTEL, NOW OPEN. COR. CENTRE AND CHARLES STREETS BY THE WASHINGTON MONUMENT. FIRST-CLASS IN ALL RESPECTS. RESTAURANT-EUROPEAN PLAN. J. S. CROWTHER. Oct. 8.-tf Nouse and Sign Bainters. CYLVESTER BOWEN & SON, HOUSE AND SIGN PAINTER. TOWSONTOWN, MD. Every description of Plain, Ornamental and Fancy Painting, executed with neatness and despatch, and *A share of public patronage is respectfully so SYLVESTER BOWEN. Nov.1.-tf JOSHUA M. PARKS. DARKS & GERMAN (SUCCESSORS TO H. L. BOWEN,) HOUSE, SIGN AND FANCY PAINTER GRAINERS AND GLAZIERS, TOWSONTOWN, MD, IMITATIONS OF WOODS AND MARBLES And every description of ORNAMENTAL AND FANCY PAINTING PROMPTLY AND REASONABLY EXECUTED. Public patronage respectfully solicited. March 25, '71.—17 QIGN PAINTING. Sign painting in allits branchesandinan artistic manner at reasonable rates, with quick de-patch, for city or country. Orders may be left at the Office of the 'Maryland Journal,' Towsontown. THOMAS O. SWITZER, No. 887 W. Lombard St., Baltimore July 20 .- tf Auctioneering. Сто. W. ноок, AUCTIONEER. Towson, Md. SPECIAL ATTENTION GIVEN TO SALES OF REAL ESTATE PERSONAL PROPERTY Jan. 12.—6m GEORGE W. STOCKSDALE, CONSTABLE, COLLECTOR AUCTIONEER. REISTERSTOWN, BALTIMORE CO., MD. ALSO, AGENT FOR SALE OF REAL ESTATE. Prompt attent on given to all business entrusted CAMUEL G. WILSON. AUCTIONEER, TOWSON, Md. WILL GIVE PROMPT ATTENTION TO ALL SALES ENTRUSTED TO HIM. EORGE L. STOCKSDALE. AUCTIONEER, TOWSONTOWN, BALTO. COUNTY, MD. SAMUEL B. METTAM. AUCTIONEER, PIKESVILLE, BALTIMORE COUNTY, MD. Ordersleftattheofficeof" MarylandJournal"will OUR OFFICE IS OPPOSITE U. S. PATENT OFFICE and we can secure patent in less time than those Send model, drawing or photo., with description. We advise if patentable or not, free of charge. Our fee not due till patent is secured. A PAMPLET, "How to Obtain Patents," with name of actual elients in your State, county, or town, sent free. Address, C. A. SNOW & CO., Opp. Patent Office, Washington, D. C. OCH RAVEN LIME KILNS,



NO. 1278.

E COUNTY, MD., SATURDAY, JUNE 29, 1889.

27: 00: 00: 00: 00: 00: 00: 00: 0			
00 00 00	WOL. XXV.	TOWSON, BA	LTIMORE COUNTY Moetie.
=			
1	J. EDWARD BIRD & CO., BALTIMORE, MD. EVERY DEPARTMENT BRIGHT WITH ATTRACTIONS FOR SPRING.	A SNUG LITTLE FARM OF 44 ACRES	Could happier be on earth; With their merry plays, and their winsome ways,
!	BLACK SILKS	NICE IMPROVEMENTS, GOOD SOIL, AND UNDER THOROUGH CULTIVATION.	And the sound of their silvery mirth! Then I thought of those other children, So wizened, and hard, and hold, Who huddle in slum and cellar, And shiver with want and cold; Not fresh as the dew, or the morning's hue, But haggard, and lean, and old.
•	VELVETEENS UMBRELLAS. CALICOES GLOVES. CAMBRICS LINENS. SATTEENS WHITE GOODS. GINGHAMS DOMESTICS. COTTON PLUSHES LININGS. CRETONNES FLANNELS. FRINGES BLANKETS. LACES FANCY GOODS.	Party anxious to sell, so as to devote entire time to other business. H. C. TURNBULL, Jr., 5 E. Lexington St., Baltimore.	But yet may they still, those children, Be taught to forget their pain; And gathered in arms that love them, Their laughter may come again; And the stare of woe and the craft may go, And the spirit be washed of stain.
	WHITE EMBROIDERIES.NOTIONS, HANDKERCHIEFS. LADIES' CLOAKS AND DRESSES. LADIES' AND CHILDREN'S WHITE UNDER, WEAR. INFANTS' OUTFITS. LADIES' AND CHILDREN'S CORSETS, ALL NEW—THE BEST THAT CAN BE BOUGHT	PRIVATE SALE PRIVATE SALE VALUABLE FARM OF 309 IN BACK RIVER NECK, BALTIMORE COUNTY The undersigned offers at private sale, all that	But it is not in cold-book learning Those children's hearts to move; And the stony eye of the serpent Is death to the stricken dove; "Tis an angel alone can touch them, And that angel's name is love.
	OVER HALF A CENTURY of unsulled reputation is back of every offering that our shelves or counters carry. FAIR DEALING, ONE PRICE STRICTLY and Freshest Novelties in Fancy and Staple Pro-	Baltimore county, on the road leading from Stemmer's Run to Holly Neck, about 5 miles from Stemmer's Run and about 8 miles from Baltimore, containing 809 ACRES OF LAND, more or less. The farm has a landing and two ducking points on Back River. Improved by a TWO-STORY FRAME DWELLING, large Frame Barn, Wagon Mouse and Granary. Pump and well near the dwelling	For whatever the world may fancy, And whatever the wise men say
	ducts have made us Headquarters in Baltimore for Best Goods at Bottom Prices.	For particulars address R. R. BOARMAN, Attorney.	Miscellaneons.
	Mail Orders. We solicit correspondence (with order) from any	June 8.—tf Towsontown, Md.	
	We solicit correspondence (with orders) from any portion of the country, pledging our ample experience, immense facilities, expert help and superb stock to please all. The simplest to the largest want filled on day of its receipt. CALL ON OR ADDRESS J. EDWARD BIRD & CO.,	A T PRIVATE SALE. THE HOUSE AND LOT IN TOWSON OCCUPIED BY THE LATE MRS. JANE MOORE,	Projection of a 15-Mile System of Free Highways, and the Redemption of Nearly 600 Miles of Tell Reads in Maryland.
	13 E. BALTIMORE ST., BALTIMORE, MD. April 13.—tDec. 1, 89.	BEAUTIFULLY SITUATED, ABOVE THE YORK TURNPIKE.	BY EDWARD VAN REUTH.
	WALL PAPER: WALL PAPER:: WINDOW SHADES!	This lot is 142 by 150 feet; house has 11 rooms, 8 large and airy; pump of excellent water, inclosed; York Road cars pass the door every hour of the day from 6 A. M. to 10 P. M.; Maryland Central Depot close by. For terms, &c., apply to	Delivered Thursday, June 6th, 1889, at the Grangers' Meeting in 12th District. To the Masters and Members of Granges, Far-
	WINDOW SHADES!!	March 9.—tf WM. H. RUBY, Towson.	mers and Gardeners' Associations, and to the Citizens of Maryland Generally:
	JACOB MYERS,	POR SALE AT MT. WASHINGTON. 60 ACRES OF BEAUTIFUL BUILDING LOTS.	Gentlemen:—In the economy of the State, roads are like the arteries of the living body: they are a conduit for all its energy, moving to and from the manufacture are stated.
	No. 39 North Gay Street, [OPPOSITE TO THE ODD FELLOW' HALL,] BALTIMORE, MD.	Situated 1/2 mile west of the Station of Northern Central Railroad, on SMITH AVENUE. Apply to GEORGE D. SMITH, Opposite the land at Mt. Washington,	to and fro, the nourishing power of the whole. Also, with any pioneer settlement in a new and wild country, roads are the first thought of improvement. They start the life and many the start the life and th
	The Old and Reliable Wall Paper and Window Shade Store OF BALTIMORE CITY,	Or address JOSEPH SMITH JR., the owner, Pikesville P. O., Baltimore Co., Md. April 18.—7m	provement. They start the life and growth of a community; everyone has to use them, and their good or bad condition affects all alike.—
	Is now prepared to show his new styles of WALL PAPER, and send samples to any part of the country when application is made to him. Will send the best workmen to put up the same when wanted.	FOR SALE OR LEASE. LOTS ON GITTINGS AVENUE	Hence, as improvements, they are first thought of from necessity: on account of their usefulness, and the better they are the more useful

LOTS ON GITTINGS AVENCE

FOR SALE.

ON EASY TERMS

UNIMPROVED LANDS

ON FIRST MORTGAGE, MONEY TO LOAN IN

SUMS FROM \$500 TO \$10,000; ONE SUM \$265. Apply to S. PARKER BOSLEY,

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REAL ESTATE & COLLECTION OFFICE.

NO. 83 WEST FAYETEE STREET.

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Mortgage Loans negotiated, Lands, Houses and Ground Rents hought and sold. All claims collected and promptly remitted.

May 15.—tf

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H. L. BOWEN.

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COLLECTOR OF HOUSE AND GROUND RENT

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LOANS NEGOTIATED.

WILLIAM H. SHIPLEY.

SURVEYOR.

OFFICE—87 LEXINGTON STREET

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In connection with R. W. TEMPLEMAN, will giv

WILLIAM POLE, SR.,

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-OFFICE-

26% ST. PAUL STREET, BALTIMORE.

PUCHCHASES, SALES, LOANS AND

COLLECTIONS

PROMPTLY ATTENDED TO.

GROUND RENTS, LOTS, AND DWELLINGS, 10

sale in Baltimore city, and county, Loans negoti-

Aurserymen, Alorists. &s.

ROSEBANK NURSERIES.

GOVANSTOWN. BALTIMORE COUNTY, MD.

We invite the attention of Planters and Amate

PEARS.STANDARD AND DWARF:

PEACHES, PLUMS, AND SEAPS VINES.

ORNAMENTAL, DECIDUOUS AND EVERGREEN

TREES AND SHRUBS.

VERBENAS, GERANIUMS.

and other Bedding Plants. OSAGE and JAPAN

QUINCE, suitable for hedging,

CATALOGUES for wanted on application.
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WAVERLY, YORK ROAD, BALTO.COURTY

A GENERAL-ASSORTMENTOR

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18. Bouquets, Pyramids, Wreaths, Orosses, Crownson, made to order at short notice.

18. Complety Lots and Gardens laid out and fur mished with Evergreens, Flowers, &c., &c.

18. Allorders prompty filled. A call respectfull policited.

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with ROSES in great variety. Also a largestock

BIROKHEAD & MURDOCH, 48 St. Paul Street, Baltimore, Md.

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Bosebank Murreries

GARRISON AVENUE, HOOKSTOWN,
BALTIMORE COUNTY,
Nov.4,1871.—tf

DEAL ESTATE AGENCY.

APPLES, Do., Do.;

TERMS MODERATE.

MARLES HAMILTON.

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LOANS NEGOTIATED.
Jan.24.—tApril12

COWENTON, ON B. & O. R. R. TO PHILADELPHIA.

R. R. BOARMAN.

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Towson, Or 55 Saratoga St., Baltimore

Powsontown

Apply to

June 4.-tf

Nov. 28,--tf

B. ALMONY,

Jan.19,'78,--1y

March 21.-tf

TARMS FOR SALE.

2^3

the best workmen to put up the same when wanted.
Will sell WALL PAPER AND WINDOW SHADES
AT FACTORY PRICES. Call on or send to him

Hes no branch house or any connection with

JACOB MYERS, No. 39 Gay St.,

A. E. WARNER

Kost respectfully informs his numerous

customers and friends that he has

removed to the store adjoining Brown Bros.' Banking House,

Old No. 157) W. BALTIMORE STREET.

Oppo. the B. & O. R. R. Building,

BALTIMORE, MD.,

Where he intends to continue the manufacturing of

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Of the finest Standard,

And hopes from his personal attention to merit the favor of all in want of a superior article in every respect, together with a fine stock of DIAMOND

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est Silver Plated Ware, Table Cutlery, French Clocks, Opera Glasses, Eye Glasses and Spectacles,

Gold Pins, Gold and Silver Canes, &c.

Will be a great inducement to merit your favor.

Feb. 26.—tf

-WHOLESALE-

LIQUOR DEALER.

409 N. CALVERT STREET 409

OLD NO. 111.

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THE BUST \$2 WHISKEY IN THE CITY.

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\$93 SEWING-MACHINE.

To at once establish trade in all parts, by placing our machines and goods where the people can see them, we will send tree to one person in each locality, the very best sewing madhine made in the world, with all the attachments. We will also send

free a complete line of our costly and valuable ar samples. In return we ask that you show what we

samples. In return we ask that you show what we send, to those who may call at your home, and after 2 months all shall become your own property. This grand machine is made after the Singer patents, which have run out; before patents run out it sold for \$93, with the attachments, and now sells for \$50. Best, strongest, most useful machine in the world. All is free. No capital required. Plain, brief instructions given. Those who write to us at once can secure free the best sewing-machine in the world, and the finest line of works of high art ever shown together in America.

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LIVERPOOL AND LONDON AND GLOBE IN-SURANCE COMPANY, insures against loss by FIRE or LIGHTNING, and pays promptly.

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Policies written on DWELLINGS, STORES, BARNS and other BUILDINGS. Also, on FURNITURE, STORE GOODS, and other valuable CHATTELS, LIVE STOCK, &c.

C. H. MANN, SR., Agent,

Towson, Md.

COUNTY SURVEYOR

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PLANS and SPECIFICATIONS FURNISHED FOR

BUILDINGS AND BRIDGES.

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TOWSONTOWN.MD

THOUGHTS ON HAMLET, illustrated by recitations from the Play. LABOR IN RELATION TO HUMAN DEVELOPMENT, and the Demands of

abor upon the Diviligation of the Age.
POETIC AND DRAMATIC RECITATIONS AND

PERSONATIONS, introducing the late Mr. JOHN E. OWENS popular character of "JOHN UNIT" in Self, and Miss CHARLOTTE CUSHMAN'S wonderful impersonation of "MEGN MERRILES" in Guy.

Mannering. ENGAGEMENTS RESPECTFULLY SOLICITED.

CASH CAPITAL, 250,000.

Open daily, from 10 c'clock A. M. until 2,80 P. M., for Deposits. Making Loans on first-class security, and doing a general banking business.

TERMS REASONABLE. 42

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THE TOWSON NATIONAL BANK :

H. CLAY PREUSS,

CHARLES B. McCLEAN,

T ECTURES.

Dec. 81.--tf

Maryland Central Railroad.

Having increased facilities for BURNING LIME

we take this method of informing the people of Baltimore and Harford counties that we are now prepared to furnish BUILDING, WHITEWASH AND AGRICULTURAL LIME, which we offer at reasonable rates. Our stone being of a superior quality we guarantee settlefaction.

quality we guarantee satisfaction.

The Bottom Lime is celebrated as the finest for Whitecoating purposes.

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"JOURNAL" OFFICE.

BLANK MORTGAGES FOR BUILDING ASSO-

CIATIONS, prepared by one of the most careful Attorneys of the Baltimore County Bar.
Feb. 5.—tf

J. MAURICE WATEINS.

DEALER IN

PROFIBIUNE,

Meats, Groceries, &c.,

THOR SALE

May 5,-tf

TRUE & CO., Box 740, Augusta, Maine.

May 28,'87.—1y

has. McRae.

BALTIMORE, MD.

Members of Granges, Far-Generally: aries of the living body: ne has to use them, and dition affects all alike. nts, they are first thought from necessity: on account of their usefulness, and the better they are the more useful they will be. Thus, it was the expression, not Dimensions to suit purchasers, on reasonable terms. Within a few minutes' walk of Steam or Horse Railof mere sentiment but of truth, when the Governors of Maryland and Pennsylvania, in their meeting last winter, agreed that "Good roads | do; still, all are interested in good roads; they | or shell road are wanted to form a State system give comfort to the people and prosperity to want them for all time and are willing to pay of free highways, it follows that 1,500 miles To get them good and keep them so requires methodical ways of doing things—that is: a

system which, from beginning to end, will | work well for all parts of the country, under any condition. That loose methods and the lack of a stable. organized force are at the bottom of road trou-

bles finds its best proof in the precarious state and hap-hazard care-taking of county roads. This is said, not to blame the county authorities, for they only follow the law on the subject, but simply to state what everybody knows to be a regrettable fact.

Now, if the inquiry of present road troubles be limited to the condition of toll roads, known as turnpikes, we find that the burden of complaint against these is two-fold : First, against all their costliness. Second, against a yearly increasing number, their deterioration through the company's failure to keep the beds in good | thoroughfares, the following remedy is reorder as a fair return for the costly toll spectfully offered for meditation and discuscharges. Instead of being kept up to the best | sion amongst yourselves; next among memstate called for by the charter, they are suffered to lapse into the worst, ill-ballasted, ill-drained, at most a patched-up concern, beset with ruts, mud holes and stumbling rocks.

Accounting for the weak side of human nature, it is more than a wonder that many more road corporations have not become negligent of their duties. Like the railways, gas and telegraph companies, and, like all corporate enterprises, they were launched and operated, not | ing would ever be able to do. so much from a kind feeling to benefit the publie as from a desire to make heavy money on the outlay. For a long while turnpike stock remained the most profitable of investments. But the extension of railways with so-called feeders, traversing and tapping the State in every direction, and consequent facilities for shipment near the home of production, has diminished the carrying trade on the old-time

pike to a point that, before long, turnpike shares may become utterly worthless. Worthless! because receipts at the toll-gates strict attention as LAND AGENTS, NEGOTIATE LOANS OF MONEY ON REAL ESTATE, &c., EUY for keeping the road in repair.

ment, though it be written on sheepskin, is this independently of rail facilities. worse than worthless. At last it is thrown to the four winds, as was done before with the charter of the Washington Pike; and the last state of such a road is the worst.

With this fatal end in view it is reasonable to think that intelligent owners of turnpike stock do not wish better than an equitable settlement-that is: a fair compensation for the surrender of their just rights, rather than see what was once of great value dwindle down to

nothing, sooner or later. So much for existing legitimate interests of its owners. As to customers of toll roads, have they rights which road corporations are bound to respect? It seems not. They are called upon to pay toll quite often-every day of the year, and two and three tolks for an up and down trip, if they live at the upper end of the pike. Their sole privilege appears to be that of suing and elsiming damage for broken necks or limbs, or for losses from any accident happening through the company's criminal neglect. Also, people, as a rule, don't love road corpotogether with other amail PRUITS of popular rations. The gate keeper is hard of heart. He stands there regularly to collect, and cach of us feels sore, more or less, at each payment; yet few realize the total of the yearly drain it makes on the purse. Count is up and you find that every nemon, whether living in town or country, who drives a team past a toll-gate on any thoroughfare outside town limits, pays from 121 cents to 25 cents for each re-and-return trip. This applies to all of the State. except the Eastern Shore and the southern part of Maryland. All persons then, whether country or townspeople, who travel the roads have to pass at least one toll-gate, the one From Savage Post Office to Rock nearest a town. Say this happens three times. Ellicott to Laurel 10, Ellicott to Towa week. (but with most it will happen daily or six times a week,) at the rate of 191 cents toil for a single horse team, this amounts, for three times per week, to 372 sents, or to \$19.24 a year; say in round numbers menty dellars a year for tri-weekly trips of a single horse team. Of source daily trips run up the amount to forty dollars a year. With double house tennes the cost is doubled in each instance—that is: forty deliars for tri-weekly and elahte deliars for

> live in the country. You may be unbrounded by tree consister names, but if you which as more

Let your proting and buy your storing balls!

daily trips a year.

Ellicott to Laurel 10, Ellicott to Towton 10, Ellicott to Reisterstown 18,
Sandy Springs to Laurel and Annapolis Road 17.

Annapolis Road.

From junction on Annapolis Road
to Prince Fredericktown.

From Laurel to Bowie; from Masihono to Brandywine, Port Tobacco and Prince Fredericktown, extending to and matthing as Laon-The same helds good, no matter where you Secretificate mileage of toll reads

mittsburg, Williamsport, Taneytown, West- Oakland. In this northwestern section most of minster, Manchester, Ellicott, Towson, Rockwille, etc.: and, chiefly, Baltimore, the largest centre, surrounded proportionately by the dition, but easily improved. What is most greatest number of toll roads. While country people pay but one toll is 571 miles of toll road as per appended list.

through one gate on the return trip, no matter how many times they pass it afterwards with the same team on the same day, city people, for obvious reasons, pay on each recurring up and down trip, and this to bakers, butchers, and other traders who serve custom or deal on the fighways, must be quite a costly item.

Now, a man's whole tax bill, should he be owner of a fifteen hundred or two thousand dollar holding, runs up to no more than the improved with solid beds of shell. Considerleast yearly sum, say \$20 paid for toll money. ing their tax levy, (which is but one-tenth o Small farmers and truckers residing at the total assessed value of property in the "Haper End," on or beside a toll road, pay State,) one-fifth of the road seems a very libtwice and thrice twenty dollars a year for toll | eral allowance for the Eastern Shore, yet, if we money of a single horse team, consequently consult the map, the allowance is a just one, twice and thrice over the sum of their annual | for that part of Maryland presents a large, comtax bill. Large farmers, breeders, traders, millers, manufacturers, storekeepers, iron masters, wealth. quarry owners, etc., those who run several vehicles, and often four, six and eight horse teams, to and fro great distances, pay yearly sums of toll money running into the hundreds. From this statement, which is quite moder-

ate, we see that all tax-payers in the State who use the public roads (excepting those of the Eastern Shore and of southern Maryland) pay over and above their annual State and local taxes in no case less than twenty dollars addi-

for the convenience, whatever is just and rea- multiplied by \$3,000 dollars or \$4,500,000, at the them also, if possible, under responsible control. subject to authority, that they may know where to lodge complaint and get redress without going to law. Not subject to mere public spirit, like the roads on the Eastern Shore; because public spirit, however good in itself, may

die out and then the care of public interests becomes nobody's business. Nor do the citizens want the care of public highways subject to political favor, like in other Maryland counties; because political favoritism is dear, slovenly and unjust to the people at large. And, last of all, the citizens prefer roads to be free. if free they can be made. To make them free, to do away with existing evils, and, at the same time to provide every part of Maryland, even the worst conditioned as to road bettom, with good, standard

bers of kindred associations, and between all interested, so that, by agitation of the subject. a well-digested reform may be the outcome of our joint labors. Just here figures, rather than arguments,

have to be dealt with. To these your attention is more particularly called, because they throw more light on and show the bearings of the proposed system better than mere reason-

A look at Martenet's map of Maryland ex plains the object in view. If we follow the road signs and heed the county centres served by these roads, and trace up their needs as to other desirable connections, we find by addition that it takes about fifteen hundred (1.500) miles of road length to spin a net-work of free highways over the State of Maryland. By highways in the modified form caused by

the introduction of steam travel are meant roads that radiate from a trade centre in a county, and which, running from county to county centre, or to State line, bind the counties to one another and the border counties to Well, a turnpike charter that yields no profit, those of other States. They spread themselves no dividend; that leaves only responsibility in such a manner over the domain that not pockets for honoring the contract, such a docu- all the neighboring States are connected, and

way System. Philadelphia Road to Elkton and

Bel Air Road to Junction on Har-Harford Road to Bel Air and State Towson to Jarrettsville with bifur-Blate Line. Frederick to Emmittaburg over Mechanics.
Frederick to Larkville Post Office Hagerstown to Sharpeburg...
National Road from Hagerstown to
Hancock, Cumberland and Pennsylvania State line
Hagerstown to State line Post Office. eratown to Williamsport and SOUTHERN MARYLAND. as indemnity.

built by award of contract to lowest bidder. eto., all other or new roads as devised and intended by the scheme. As soon as all the roads mentioned above are 20 | completed and taken charge of by anthority is

atks for an intelligent, firm direction, and a stable, vigorous, fully-equipped, organised force to maintain them in fine-class order. If politice have to enter into anything of so general interest and perfulness, it is far better | pike or shell, but rether much less, the whole that it be never undertaken. To avoid poll- | road tax, interest and sinking fund charges intion at least the demonstrate destricts and to ig-

Of this 1,500 mile total, the plan allots thousand (1,000) miles to north and west Maryland -that is: from Baltimore west over the Alleghanies to the West Virginia border and to the projected lines are laid out and in use, some well made, and others in all sorts of conneeded here is to make half of them free, that to tempt. In older countries than ours this is counties, and to the largest property ewners Southern Maryland is accorded one hundred and eighty (180) miles of State highways with three divisions running from Laurel in nearly equal shares over Marlboro', to Prince Fredericktown. Port Tobacco and Leonardtown.

.The Eastern Shore is credited with about three hundred (300) miles, or one-fifth of the total. Most of these are already provided for local needs and are, it is said, many of them pact area, steadily growing in enterprise and

In Mr. Simon J. Martenet's opinion these esimates of mileage as regards toll roads and of needed lines of main communication are about correct. "I think," he writes me, "from such examination as I have had time to give to the term of office, would mitigate the worst pelist of roads, that your allowance of mileage is litical danger—that of upsetting and disorganquite liberal and rather exceeds the number of ising the labor force with every important main thoroughfares, if anything."

Now a mile of first-class turnpike may be estimated to cost on the average three thousand tional tax through toll money; and again, that (\$3,000) dollars. In some localities the price many tax-payers pay in excess a great deal will be much less; in others higher, according without ever a thought that it is a heavy year- easy transportation by steam, organized skill ly tax, the costlicat of all. From necessity and labor, advanced machinery for grading, everybody submits. Intelligent people over- leveling and ballasting, and for crushing stone, look the price when the read is good, a pleas- have reduced the price of road contracts to a ure to drive on, and at all seasons in reasonably minimum. On this head it is learned from good condition and repair. They take the evil official sources that in Frederick county "turneconomy of the State, with the good. When the situation is wretched pike roads, recently built, have cost about \$2,and dangerous, as on the Harford Pike and 000 a mile—that is: first-class, of good limeall its energy, moving other neglected roads, it is met by all as a soul- stone," which stone, it is added, "is the best hing power of the whole. trying and curse-provoking nuisance. Can for a good road bed." Next, semi-officially, er settlement in a new and such nuisance be abated by process of law? (clipped from Baltimore American, February re the first thought of im- Probably not, at least not permanently and to 17th last,) that the total estimated cost of seven art the life and growth of a desirable extent; for, granting that the peo- miles of new turnpike in Howard county from ple's case be won in Court and the charter for- Clarksville to Ashton and the other to Green's feited, or even that the charter be thrown up | bridge is \$13,000, or less than \$2,000 a mile. by a pike company as being hopelessly un- Last, that shell roads cost only the labor and profitable, the trouble does not end but begin. expense of hauling and spreading the shells. We may be inclined to ignore the merits of Now, taking three thousand (\$3,000) dollars this conclusion, yet it is that which most to be the average cost of a mile of good turntouches everybody. Not all the citizens of pike or shell road, which is certainly excessive, Maryland pay toll, though a majority of them | and granted that 1,500 miles of good turnpike

> sonable. For the sake of stability they want highest valuation, will give Maryland a network of 1.500 miles of perfect road, free to all. Disposing of this sum the State can either buy or build up, namely: fifteen hundred miles of improved free thoroughfares. It does not follow, however, that all of this sum is needed to bring about the wished-for result. That depends altogether on what has to be expended on each mile from the allowance of \$3,000 per mile for a standard road. Saving on is to be expected, but how much can hardly be foretold. Nor is it important to know, but rather how to get the means. The only and ought to be easily placed in the form of Mary- | round to look daily after his section of eight land State Road Bonds at 3 per cent., perhaps at | miles.

2½ per cent. No doubt they would be readily taken up by prudent investors at a premium. If. besides this \$4,500,000, we allow a \$500,-000 fund for bridges, culverts, etc., the whole more, represents fifteen hundred miles of finis drawn upon as follows :

After careful survey by the State Engineer mapping out of main lines of communication. with signs of grading, etc., and, after the adop- i est, besides preventing the danger of loaning tion of a well-digested, complete system by in excess. legal authority, vested in the Legislature, the State or its delegated power takes up in the first place all county roads that agree with the plan and puts them under control of a State administration of roads. By award of contract to the lowest responsible bidder they are clinching argument with the average tax-payer, improved to standard specifications, and ever after kept up to first-class order. This trans- in what part of the State the subject be conaction reduces county taxes by as much as the laidered. yearly cost of repairs on these transferred vatem are to the credit of the road fund, and are a saving on the \$3,000 gllowed for every

mile of finished road. The State, through its representative authority, in the next place redeems charters of turn-It does so at an equitable rate of settlement, according to bons fide improvements, up to the limit of \$3,000 per mile. With the redemption of toll roads the State transfers to itself the charter of each and reserves all the rights originally granted beyond that which the Legislature may further enact on the subject.

except the right of collecting toll, which is abolished forever. Thus, for existing improved toll roads, the State pays the adjudged price for every mile 32 redeemed, and once adopted the improvement 10 on that mile is carried up to standard. On the other hand, for neglected toll roads no more is 20 paid than what the improvements are shown to be worth by a jury of condemnation; and 15 should a road have gone to wreck, the improve-68 ments not worth speaking of, it is condemned, and rightly so, without indemnity. For after all. improvement on a toll road is the only valus held by the corporations through their chartor. The land was never bought and paid for (as with railroad companies who buy in fee and possess title). It still belongs to the original owners, since they are taxed for it in the levy. Strictly speaking, it is no more than a conces-120 sion of land with a perpetual lease for a public purpose under certain stipulations and in re-8 turn for the small favor of a reduced toll fare. Hence, right of way for a toll road is not property in tee, but only leasehold, perpetual to 20 those who take charge, and, consequently, 35 transferable to those who take charge, without

In the last place, the State proceeds to have

performance of duties or hired and contract labor be provided for, under the most approved forms of checks, guards and control. The prudent housewife is not suspicious, because what is valuable as precious metal or jewelry, the plate, the tea set, the silver spoons and forks, she stores it away safely under lock and key. She can afford to trust when she leaves nothing or pleasure; to all who hold property in the brought about by so-called Courts of Audit or most, the dearest tax of all is bed roads. This Account Chambers, where all bills, accounts and claims for, against and between all the deparaments of government, with the proper attests and vouchers, have to be looked into and approved before they can be finally settled .-

Its manner of investigating, book-keeping and

recording, as that of the U.S. Treasury, leaves

no loophole; irregularity is hunted down to its

key of the prudent housewife.

To insure a sterling service it is also needed to rigidly exclude the hydra-headed creature called a Board, and to have but one administrative head, nominated by the Governor, confirmed by the Legislature, and; for obvious reasons of good policy, with a steady tenure of office. That is best always in the case of official positions which require special aptitude and training, but if the people are not ready yet to clearly see sheir interest as to such arrangement, then a long, at least a six-year tenure, like the Baltimore Police Commissioners'

election. To the head or chief all connected with the road service ought to be made responsible absolutely, since he is responsible for all to the lingly as members of the Legislature. These authority of law. He cannot be called to power more. This is done with grumbling, truly, but to the lay and bottom of the land. But order, unless he be fit naturally and by special train- from agitation and discussion; by study of the ing technically qualified. He ought to know best what qualifications are desirable in subordinates, and being the only one answerable for their performances it is but just that he have over all exclusive direction and control. Granting this, a road chief, dependent on the

law, and independent of political influence or power, and removable only for just cause at law, the personnel of a State road administra- far as this matter goes, in the form of good tion as proposed and the expenses attendant therson for a road bed of 1.500 miles would be: Chief or Superintendent of Roads...... 5,000

Associate Superintendent or Inspector...... Civil Engineer or State Surveyor...... Assistants to Surveyor and Draughtsmen....

one cart and horse, or five dollars daily to each eight (8) miles, which is fifteen hundred (\$1,500) dollars a year to each section of eight miles,) 187 sections multiplied by \$1,500 equals....

Total of salaries and wages. Add to this: The material yearly needed for repair—say, \$200 for section; 187 sections multiplied by \$200 equals.....\$ 37,400

Total estimated cost of a free road system ..\$400,000 early interest on road debt (\$5,000,000) at 3

Of course this is an overdrawn estimate, and purposely so, because it shows the scheme in its dearest light. In every particular the allowance is liberal, and with some greatly in 1 too, he loved the bird which had proved so apt this head may amount to one-ninth, or two- excess of what the figures would really come a pupil, ninths, or one-third, in the total cost. Saving to. For instance, the cost of Moor is calculated for every day of the year, winter and summer, rain or shine. One sixth of this item could be safely deducted, even should one of the three shortest way is to raise a road fund by public men in each squad (the one who runs the horse pleasantly, and then, alas! he fell into the loan. With the good credit of the State it and cart) be employed as foreman the year

Again, the yearly estimate of material for completed and in perfect order, from the start; but then part of the balance on this head guests. loan to be called for would stand to \$5,000,000. | might go towards purchasing and planting This road fund, it should be understood once i shade trees, which, in the course of time. would adorn these highways and make them ished standard highway, and to realize this it | comfortable for travel and pleasant to look at throughout the land. Also, the loans for the road fund need not be issued in lumps, but as of local condition and needs, and the accurate needed, in sums of \$2,000,000 or \$1,000,000 at a time : and this would save considerable inter-

Having shown the need, practicability and working plan of the proposed system, it is now in order to prove its economy—to show what to most people is of greater interest than comfortable driving on well-kept roads, and the namely: its comparative cheapness, no matter

The whole of assessed value of property in roads, and the State tax for them remains in | Maryland for 1888 is marked \$490,016,183. For proportion, to the interested tax-payer, about easy figuring we will call it \$500,000,000, and the same on the annual tax bill. Existing im- it will exceed that sum for next year's taxes. or the other. Try to find the mediam line of a provements on county roads adopted for the With a levy at the rate of 8 cents on each hun-

would yield \$400,000, exactly the sum needed to cover all the permanent expenses of administration, labor and material for repair. This tax of \$400.000 would remain a fixed charge pikes entered upon the State Surveyor's plan. like to, but a great deal less than, that for schools, and its levy, of course, would diminish with the increase of the taxable basis.

Those who are now paying special road taxes for special improvements on local roads to the county, which is the case in Southern Maryland and on the Eastern Shore, would, as said already, if their roads were acceptable as highways in the proposed system, come out about even in the amount of tax, because their connty tax would be reduced by as much; but to all others-to those whose roads have to be redeemed or built, or considerably improved, the permanent charges of 8 cents on the hundred would affect their yearly tax bill as follows: Property assessed at twelve or fifteen hundred dollars: 96 cents and \$1.20 a year respectively; not one-twentieth part of the smallest yearly toll rate for one horse and wagon three times a week. Property assessed at three or four thousand dollars: \$2.40 or \$3.20 respectively. Property assessed at ten and fifteen thousand dollars, whose owners run two or more double teams, paying from sixty to a hundred dollars a year toll, the tax would be no higher than eight for the first and twelve dollars for the last. In all cases, as each business person may reckon out best from date in his own case, with

saving of 8 in 10. Temporarily, however, the counties that have no improved free roads, or whose roads have to be redeemed, would have to pay additional, until the extinction of the contracted road debt, a yearly interest and sinking fund theree of three or four cents on the hundred. This count is made on the supposition that the whole of the five million dollar .zoed fund be needed to build up the system at the price of \$3,000 a mile, in which case the yearly interest charge at 8 per cent. would come to \$150,000. er 3 cents per hundred additional, not counting

sinking fund provision. But, whoreas, it is not likely that the cost will be so high per average mile of standard claded, wenid, for a time, be 11 cents on the sure a clean and already building throughout. I \$100 Just now fall tout more than the present The property of the property o

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fitted, and forever after blessed with fine, well kept roads.

Here we conclude with a last remark: A road tax, whether in the shape of toll charges or tax levy, is paid, with few exceptions, by all property owners, small and large alike. But to all who run teams for business hard truth wants no better illustration than the yearly bills of wheelwright and blacksmith, or the depreciated value and undesirable character of fine estates along bedly-kept

roads. Surveyor Simon J. Martenet, whe, (better than anyone is able to indge in them matters,) having surveyed the whole field himself, and source. Such organisation is like the lock and who knows every good and bad read in the State, says that the finest sections of land in Maryland, those abounding in rich clay soils, are, for that very reason, the worst provided with means of resignmentostics during five months of the year. Any assured improvement to their roads witald cahance the value of property immediately.

Judging by the number and character of complaints, road neglect is steadily on the increase. Now and then we notice a spasmodic but barren trial at repair, as is the case at our own door, but real and just redress is not given. The long-suffering public can remedy this promptly with their votes at the pelling places. Let them find and clearly point out the means for a vast and fixed improvement, and that improvement is bound to be made, for the reason that Maryland has enough of soute politicians who will take care of the means quite wilect here, there and everywhere. As kindling match for that light I present the thoughts expressed in this paper and submit

them for examination. "These thoughts have struck me; weigh them well and take them or leave them." But if ye leave, do not fail to put better instead, and the good and true, which is our aim, will come, as cheap roads, free to all.

EDWARD VAN REUTH. LAURAVILLE, March 28th, 1889. A BRIGHT BIRD.

He was an English starling, and was ewned by a barber. A starling can be taught to speak, and to speak very well, too. This one had been taught to answer certain questions, so that a dialogue like this could be carried on: "Who are you?"

"I'm Joe." "Where are you from?" "From Pimlico." "Who is your master?"

"The barber." "What brought you here?" "Bad campany." Now it came to pass one day that the star-

ling escaped from the cage and flew away to enjoy his liberty. The barber was in despair. Joe was the life of the shop: many a customer came attracted by the fame of the bird, and the barber saw his receipts falling off. Then. But all afforts to find the stray bird were in

Mean ime Joe had been enjoying life on his own account. A few days passed on very snare of the fowler, literally, A mam lived a few miles from the barber's

home, who made the snaring of birds his business. Some of these birds he stuffed and sold current repairs is too high for roads thoroughly Others again were sold to the hotels near by, to be served up in delicate tid-bits to fastidious

Much to his surprise, Joe found himself one day in the fowler's net. in company with a large number of birds as frightened as himself. The fowler began drawing out the birds one

after another, and wringing their necks. Joe saw that his turn was coming, and something must be done. It was clear that the fowler would ask questions, Joe piped out: "I'm Joe!" "Hey! what's that?" cried the fowler. "I'm Joe." repeated the bird.

"Are you?" said the astonished fowler .-What brings you here?"

"Bad company," said Joe promptly. t is needless to say Joe's neck was not wrung. and that he was soon restored to his rejoicing master, the berber.

RER NOSE WASN'T PLUMB.

I have been making a study of noses lately.

and really it's astonishing to find how large a proportion of the noses are twisted to one side

straight would find by a close inspection that those appendages gee or haw a little-perhaps to their ammement and maybe to their cha-A portland dentist tells a story to the point-

who imagine that their noses are perfectly

Says he: "After I had fitted a set of false teeth to a lady, she exclaimed, 'Why !- you haven't got the middle of the set in the middle of my "I looked again, and thought I had.

"'But just look at my nose!' said she. 'The middle of the set certainly is not in line with the middle of my nose.

"That may be,' said I. 'but your nose"-"'Do you mean to tall me that my ness ain't straight?

"'I think you will find that such is the case. "'How much is your bill? I'll pay it, and

you can keep your old teeth!' "She paid the bill, threw down the set and flounced out, as angry as any woman could

be. She went home, her friends told her how foolise she was, she lay awake all night, and the next night came back applogized, and had her work finished."

AN INCRNIOUS TRIEF.

A gentlemen dressed in a loom coat command a ladice' outfitting establishment in Paris, et a time when the proprietor was alone in the shop. The gentleman asked to be shown some ready-made ladits' clocks, as he wiched to give his wife a little surprise. After a careful inspection he fixed upon one, and seked the salesman: "Have you not a lady at hand to put on the clock to see how it looks?" The preprietor regretted that none of the indies of the etablishment were in at that moment. "Well, perhaps you wouldn't object to putting it on yourself?" The unsuspecting shopkeeper slipped on the cloak, buttoned it and turned around in all directions. "Magnifecent." and claimed the purchaser with exeming assingr but at the same time he made a make the all which he thrust under his out, and helied out of the shop. The herrified pregnitude rushed after him into the street, whose however, he was select by the punctions, who dragged him book to the shoo in the same tion that the poor follow had gone mad, and before he sould explain matters the signs had