Saturday, August 24, 1889.

FIGHTING PIRATES. The Norfolk Virginian contains an article on a naval engagement between Chinese pirates and American seamen on August 8th, 1855.-Lieutenant R. B. Pegram, who commanded one of the launches engaged in the fight, is an uncle of Mrs. D. G. McIntosh, of Towson, and is still an active business man of Norfolk, and is now in the 77th year of his age. The account

of the fight says: "Owing to the war between the States following closely on this affair no historical account of the fight has probably ever been given to the public. The fight took place at one of the mouths of the river Canton, near Kuhlan, China. The American forces were from the U. S. frigate Powhatan, and the English from the English steamship Rattler. The two American launches were commanded by Lieut. R. B. Pegram, of Norfolk, Va., and Lieut. Henry Rolando, of South Carolina. Each of the boats were manned with 12-pound howitzers, while the English boats only had muskets. The Chinese pirates had a flotilla of 32 war junks. The firing commenced before the attacking boats got within range of the pirates, and as the Chinese had about 120 cannon the two American boats had a warm time of it. The boats were also exposed to broadsides fired from two heavily armed war junks, several of which had 20 guns each, of large calibre. The American boats pushed into the fight with all dispatch. The enemy's shots fortunately did not do much damage, and when the Americans got within 600 yards range the shrapnel had a telling effect on the Chinese boats. At point-blank range the execution was fearful, and as the shells burst on the deck of the enemy such a panic was produced that the crews jumped overboard and deserted. A few well-directed rounds of caunister thinned their number to such an extent as to enable the Americans to board them with their flags flying. Lieut. Rolando, with a cheer, boarded the nearest junk, while the other launch, commanded by Lieut. Pegram, pulled rapidly under the port quarter of the junk bearing the Chief's flag. The fire of the Americans had been concentrated on the junk which Lieut. Rolando boarded. The decks had been swept and the enemy were degram attacked the junk bearing the Chief's look upon it as a plea for the liquor traffic. It in a murderous fire of shrapnel and cannister,

were completely exhausted from the heat and The result of the action was the complete dispersion of the piratical fleet, which consisted of 32 junks, about 150 cannon, and 1,500 men. After the battle the bravery displayed by the American officers was the admiration of the world, and newspaper accounts of it were given. Capt. Fellows, of the English Navy, who commanded during the engagement, was so well pleased with the conduct of the Americans that he wrote Lieut. Pegram the following: I deem it encumbent upon me, before parting, to convey to you officially my great satisfaction at having had the honor of commanding so many brave men, with yourself at the head. The many instances witnessed by me of your bravery and intrepld conduct, consideration and generosity deserve my highest praise. Your intrepid conduct in attacking large war junks, crowded with men and guns, was only excelled by your bravery in maintaining such equal contests throughout the entire day, and the consideration you exhibited in fording assistance to boats when in need, particularly Paymasters Brownstone's cutter, after his ter rible accident, and the generosity shown to Mr James, the Boatswain, when attacking a large junk with his small means, by bearing down and driv ing the crew overboard with your superior force and permitting him to take possession, elicited the admiration of every one present. I cannot find terms sufficiently eugolistic of the admirable qualities displayed by you on the eventful 4th of August which bespeaks a superior mind and a truly noble heart. I hope that as it is not the custom of your country to promote officers for distingu shed conduct that some other mode may b

which soon swept the deck and enabled him to

board the junk. Capt. Fellows, of the En-

glish vessel who also boarded the junk at the

same time, was accorded the honor of hauling

and lasted until 4 o'clock P. M. The crews

The engagement began at 9 o'clock A.

down the Chinese flag.

Lieut. Pegram replied: My Dear Str :- I have had the gratification of rereceiving your communication of the 5th inst, and although I feel that the simple performance of my duty does not merit the high encomiums you pass upon me, yet the appropation of an officer who, by his own daring gallantry and bravery has commanded the admiration of all, cannot, I must confess, but be most flattering and agreeable to my feelings. Should another occasion call for the action our respective services, I can assure you must faithfully that I knew of no one under whose command I would more cheerfully serve, and in whose direction and true courage I have more confidence. Allow me to thank you in behalf of myself brother officers and men, for the kindness and courtesy extended to us on board your ship on the late expedition and for the favorable consideration you have been pleased to express for us and believe me. Very sincerely yours, R. B. PEGRAM. Lieutenant U.S. N.

found of rewarding one whom I consider an orna-

To Lieut Pegram, U.S. frigate Powhatan.

ment to his profession

Secretary Dobbins of the U.S. Navy also wrote the following letter: NAVY DEPARTMENT, May 10th 1856. Sir :- I have received and perused with much satisfaction and pride the correspondence between yourself and Captain William A. Fellows, the senior British Naval Officer at Hong Kong, dated in August, 1855, relating to the combined operations by British and American Naval forces, commanded y Captain Fellows, and ably sustained by yourself, against a flotilla of Chinese pirates, near the bouth of the Canton river. The correspondence which accompanies your letter of the 9th inst. I shall, unless you desire a different isposition made of it, place with the records of the department that it may be in future time referred to as evidence of your gallantry and bravery. Very respectfully your obedient servant

The gallantry of the American officers was elso complimented by Sir John Bowring, Governor-General of Hong Kong, the Board of Trade of Hong Kong, and Admiral Sir James Sterling, Commander-in-Chief of the British Naval forces in China. The Queen of England, through the Lords of the Admirality, and Mr. Buchanan, who was then Minister of the United States to Great Britain, expressed her thanks to Lieutenant Pegram, and the General Assemeulogistic resolutions and presented him with a gold mounted sword. Lieutenant Pegram was still in the Navy and | combination for the cure of all Kidney and Liver When the war between the States broke out on the Naval Register as from Virginia. The call of the Governor of his native State for the STORE, Towson.

services of her sons to protect their homes was promptly responded to by Lieutenant Pegram, and he made every sacrifice in order that he might fight for his State. For this reason it is probable that the records in this great encounter, where he displayed such bravery, have been allowed to remain undisturbed and to mould alway on dusty shelves. But they are still in existence, and the above story is what they tell. [Correspondence of the Maryland Journal.] GRAND JURY-AND HIGH LICENSE

Editor JOURNAL-Dear Sir: The last Grand Jury of Bultimore county, through a committee appointed to examine "licenses," report that as a result of their examination: "Nothing could be more beneficial than the adoption of a high license law for the county similar to the one existing in Philadelphia, and now being agitated in Baltimore." As the committee reported before, the Supreme Court of Pennsylvania, by its decision, destroyed the restrictive feature of the Brooks law, we will not charge it with a lack of consideration. The committee, however, evinced no little

the Brooks law when they attribute its good effects (?) to its high license feature. It was not the high tax, but its prohibitory character that secured the beneficial results ascribed to it. What is, strictly speaking, a high license law? It is a law simply requiring a high fee for the permission to open a saloon. Other conditions, such as a proper recommendation, &c., being complied with, any person may open a liquor bar that will pay the legal fee. this is not the nature of the Brooks law. An applicant under this law for permission to open a saloon may have all the legal requisites, such as money, bondsmen, reported good character, &c., and yet be denied a license. Wherefore? Not because of the high tax, but the arbitrary decision of the Judge, or Judges. In other words, the law authorized the Judges to prohibit, at their judicial discretion, all, and any

one, from engaging in the liquor traffic, they Take the following as an illustration: In Pittsburg, Pa., the license fee is \$500. The number applying for license, with the required fee and bonds, &c., last spring was 1,193. Out of this large number only 93 were granted a license. The other 1,100 were pre-emptorily refused permission to open saloons. And why? Not because they had not the \$500 fee, but because of the arbitrary power of the Judges .-The law empowered the Judges, in their judicial judgment, to permit or withhold, as they chose, from all or any one to sell liquor. And thus to the discretion of the Judges, and not to high license, is to be ascribed the small number of saloons in Pittsburg. Eleven hundred men were here ready to pay the required sum of \$500, but Judge White positively refused to allow them to run their salcons at any price. And being thus prohibited they went out of

business. All good men agree that the only mistake Judge White made was in not prohibiting all applicants from plying the whiskey

trade in the city. The same is true of Philadelphia. In that city 2,000 more men applied for license than was granted. Out of 3,200 applicants only 1, 200 got permission to open saloons. And for the same reason as in Pittsburg—because of the arbitrary refusal of the Judges to grant them permission. So much for the Brooks law. And then, again, could not this Special Grand Jury Committee see that if the Brooks law worked such beneficient results by lessening the number of saloons three-fourths, that a law GROUND BONE! prohibiting absolutely the other fourth would effect an almost infinite good to all the people? Could they not see that if to destroy 60 mad dogs out of 90 would be a great public benefit, would not the killing of the other 30 be an unspeakable good to everybody? Why advocate a law, as this committee does, that permits 30 to rid the county of a scourge shocking to con-

template. And then why should the committee deliberately recommend legal provision be made for licensing at any price the most devilish traffic known to civilized or savage lands? Why did not the committee as courageous, I will not say conscientious, men favor the prohibition of the accursed traffic instead of its partial suppression by a high tax? Why should honest men either license or regulate crime? Why plead for a curse so enormous and appalling as the liquor traffic? If the traffic be this, and the committee more than intimates that it is, why in the name of God and our homes and our country show it any quarter? Why not abolish it as with a stroke of lightning? The liquor trade can no more be run without boys than a saw-mill can be run without logs. And the saloons say they must have the boys for customers, and the reason is, if the youth don't learn to drink, who will support the saloon ten years hence? And by this very plea for high license the committee will powerfully facilitate the liquor trade in destroying the rising generation. We all know that many liquor sellers as readily sell whiskey and beer to minors as to adults; and yet to trap these minors and betray them to the curse of drink the Grand Jury, through its committee, advocate the licensing of the saloon. I don't charge them with this purpose, but, practically, it is true. High licensed saloons, because of the tax on them, will be as unscrupulous in their efforts and as adroit in their methods to capture the young men of the county as saloons under a low license. For the very reason of the high fee they pay, the liquor seller will have to increase the number of his customers, and

from whence will this increase come if not from the young men? Is any one of the members of the Grand Jury prepared to furnish a boy of his own to the rapacity of the rum seller? If not, why license saloons for the ruin of other people's boys? This endorsoment of high license by the Grand Jury of Baltimore county shows how extensively the craze of high license has infected the leading citizens of the community. lag, and getting into a raking position poured legalizes it, and imbeds the license system in tempt to give respectability to the nefarious trade, and to popularize it in the public mind as an honorable business. It is a bribe-offering a \$500 fee to the property holders of the county for permission to run a trade that blights every interest, social, civil and religious, and can only entail woe and poverty, and death to a large class of the community.

W. T. D. CLEMM.

Oct. 18.—17

LOOSE DIVORCE LAWS. To show the wretchedly loose condition of the mode of obtaining divorce in New York State, it may be mentioned that within a week or two a divorce was granted by Judge Bookstaver, in the Court of Common Pleas of New York city, the respective parties being, James A. Flack, Sheriff of New York city, and Mary E. Flack, his wife, upon representation of Benjamine Wright, Mrs. Flack's alleged lawyer. Wright had an agreement with the referce, Joseph Meeks, and Judge Monell, Sheriff Flack's lawyer, when Judge Bookstaver signed the decree. Mrs. Flack was astonished when she found out what had taken place, and made affidavit that she never sought divorce from her husband. It appears now that Flack wishes to get rid of his wife, and, in order to bolster up what has already been done, has commenced to blacken her character, alleging things that are not borne out by facts. Judge Bookstaver annulled the decree, and it is thought will send the papers before the Grand Jury, when the actors will be brought to jus-

Tammany Hall is taking steps to get Sheriff Flack out of office. If such a thing had happened in Chicago there would not be so much wonder; but, in enlightened and polished New York, it seems almost incredible. Judges in that city cannot take for granted agreements between counsel, has been unearthed and the "cat in the meal tub" has thus jumped out. The revelations have considerably startled New Yerk people, and for a while they forgot their proposed appropriation of the 1892 celebration, without the consent of Congress or the country.

JOHN BROWN'S BODY LIES, &c.-The Atlanta Constitution says: "It is said that Jason Brown, a son of old John Brown, has written to a friend complaining of his poverty, and hinting that the colored people ought io raise a fund for him." That would be poetic justice, indeed! May be we can induce them to do it by reminding those who may have forgotten, and telling those who never knew it ----- that John Brown's first victim at Harper's Ferry was an industrious, inoffensive col-

[Virginia Free Press, Charlestown, W. Va. The Pennsylvania Steel Company has in creased the wages of its employees to the point where they were at several months since, when for good and sufficient cause they were reduced. The increrse is from 2½ to 10 per cent.

Is what they call that Famous Remedy Red Flag y of the State of Virginia passed highly logistic regulations and presented him with a No other medicine has won for itself such confidence as Dr. Lee's Liver Regulator. It is the best Complaints. Trial bottles free at MARLEY'S BROS. DRUG

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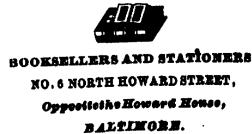
be certain, but this is one of them, Puritan Cough and Consumption Cure has no equal for Conghs Colds and Consumption. Price 25 cents. At MARLEY BROS. Drug Store, Towson. May 11.—1y NEW YORK WOOD-CUT COMPANY,

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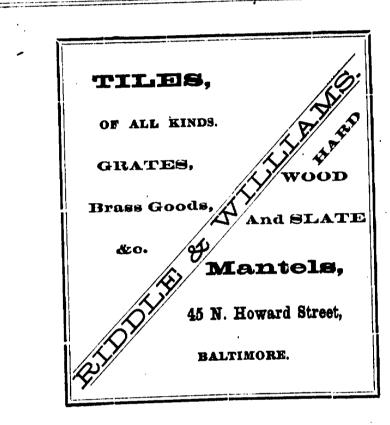
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GREAT PENNSYLVANIA ROUTE. DOUBLE TRACK. STEEL RAILS. SPLENDID BCENERY. MAGNIFICENT EQUIPMENT. Northern Central Railroad.

On and after JULY 22d, 1889, trains will leave as follows, (Baitimore Time:) 1.80-News Express daily for Harrisburg, Williamsport and Lock Haven; also connects for Pittsburg. 9.00-Niagara Express and Mail daily, except Sunday, for Harrisburg, Williamsport, Lock Haven, Elmira, Watkins, Rochester and Niagara 10.45—Chicagolimited, daily, for Pittsburg, Cincinnati and Chicago, with through sleeper from Harrisburg. 10.45- Fast Line daily, for Cleveland, Indianapolis, St. Louis and Cincinnati, and except Saturdays, for Chicago and Toledo; also, connects, except Sundays, for Lock Haven, Elmira and Watkins. P. M.
4.30—Harrisburg Passenger daily except Sunday.
8.45—Western Express, daily, for Pitisburg 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 York Accommodation, 6.30 P. M. week-days. Sundays, 5.30 P. M. Parkton Accommodation, 7.30 A. M., and 12 00 noon, and 3.30 and 5.50 P. M. daily, except Sunday. Sunday only, 7.30 and 10.15 A. M. and 1.30 P. M.
Cockeysville Accommodation, 6.00, 8.45, 10.15 A. M. and 1.30, 2.30, 5.00, 7.30, 9.00, 10.30 and 11.80 P. M. On Sunday, 10.00 P. M. 5.80 P. M.

For Green Spring Branch 6.30, 7.30 and 11 A. M. 4.00, 5.30 and 8.15 P. M. week days. FOR SPARROW'S POINT. From Calvert Station—6.10, 10.10 A. M., 1.45, 5.00 and 7.00 P. M. On Sundays, 9.00 A. M. and 5.00 P. M. From Union Station—6.15, 10.15 A. M., 1.50, 5.05 and 7.05 P. M. On Sundays, 9.05 A. M. and 5.05 P. M. From President Street—6.07 A. M. and 4.57 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 Potomac Railroad. TAKING EFFECT JUNE 30th, 1889. 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. week-days. Accommodation, 7.00 A. M., 12.25, 5.21 and 6.55 P. M. week-days. Sundays, 12.25 and 6.55 P.M. For Pope's Creek Line, 7.00 A. M. and 4.15 P. M. daily except Sunday.
For Annapolis, 7.25 and 8.40 A. M., 4.15 and 5.21 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. daily,
8.40 A. M. and 4.40 P. M. daily, except Sunday.

For the South via Pledmont Air Line at 8.40 A. M. and 5.21 P. M. week-days; 5.10 A. M. and 6.55 and 9.20 P. M. daily. For points on the Manassas Division, 1.55 P. M. For points on Chesapeake and Ohio Railway via week-days. Charlottesville 8.40 A. M., daily, except Sunday, and 6.55 P. M. daily. FROM UNION STATION.

For Washington, Express, 2.50, 5.20, 6.50, 7.35, 8.45 9.45, 10.42, 11.13 A. M., 12.40, 2.05, 2.59, 4.50, 6.09, 7.05, 8.12, 8.20 and 9.30 P. M. week-days. On Sunday, 2.50, 5.20, 6.50, 7.35, 9.45 A. M., 2.05, 4.50, 6.09 8.20 and 9.30 P. M. Accommodation, 7.05 A. M., 12.45, 5.26 and 7.10 P. M. week days. On Sunday, 12.45 and 7.10 P. M. For Pope's Creek Line, 7.06 A. M. and 4.20 P. M week-days.

For Annapolis 7.35 and 8.45 A. M., 12.40, 4.20 and 5.26 P. M. weck-days. On Sunday, 7.35 A. 1 and 4.50 P. M.
For Richmond and the South at 2.50 and 9.45 M. daily, and 4.50 P. M. week days.

For Piedmont Air Line at 6.50 and 9.45 A. M.
6.09, 8.20 and 9.30 P. M. daily. for points on Manassas Division, 2.59 P. M., week For points on Chesapeake and Ohio Railway via Charlottesville 9.45 A. M. and 8.20 P. M. daily. FROM PENNSYLVANIA AVENUE STATION.

For Washington, Express, 5.24, 6.55, 7.40 A. M., 2.10, 4.55, and 9.35 P. M. daily, and 8.50 and 11.18 A. M. week-days. Accommodation, 7.10, A. M and 5.31 P. M. week-days, and 12.50 and 7.10 For Annapolis 7.40 and 8.50 A. M., 4.25 and 5.31 M. daily, except Sunday. On Sunday, 7.40 A m. and 4.55 F. m.
Leave Washington for Baltimore—At 6.35, 7.20, 8.10, 9.00, 9.40, 9.50, 11.00 and 11.40 A. M.; 12.05, 2.10, 2.50, 3.45, 4.10, 4.20, 4.40, 6.00, 7.40, 8.10, 10.00 and 11.20 P. M. On Sundays, at 9.00, 9.05, 9.50, 11.40 A. M., 2.10, 2.50, 3.45, 4.10, 6.00, 7.40, 8.10, 10.00 and 11.20 P. M. CATONSVILLE BRANCH.

Leave Calvert Station.—For Catonsville, 7.45 and 9.30 A. M., 3.15, 4.55, 6.35, 9.15 and 11.15 P. M. Sundays, 10.05 A. M., 2.40, 5.35 and 10.05 P. M. Leave Union Station .- At 7.50 and 9.35 A. M., 5.00, 6.40, 9.20 and 11.20 P. M. week-days. Sundays, 10.10 A. M., 2.45, 5.40 and 10.10 P. M. Leave Pennsylvania Avenue Station .- At 7.55 and 10.35 A. M., 3.55, 5.38, 7.12 and 10.10 P. M. week-days. Sundays, 5.38, 7.12 and 10.10 P. M. week-days. A. M., 3.55, 5.38, 7.12 and 10.10 P. M. week-days.

Sundays, 9.05 A. M., 1.30, 4.30 and 6.40 P. M. Phila., Wilmington & Baltimere Railread. Commencing MONDAY, JUNE 29th, 1889, Passenger Trains will leave Baltimore as follows: FROM UNION STATION. -Philadelphia Express, connecting for New York and Atlantic City. -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. M.—Accommodation for Philadelphia. York, connecting for Atlantic City.

M.-Express for Philadelphia and New -Limited Parlor Car Train for Philadelphia and New York.
M.—Express for Philadelphia and N. Y. connecting for Atlantic City;
--Express for Philadelphia and New York, connecting for Atlantic City. 2.30 P. M.—Peninsula Express, through to Ocean City, points on Delaware Division. 2.40 P. M.—Port Deposit Accommodation. M.-Express for Philadelphia. M.-Express for Philadelphia and New York. Sleeping Car through to Boston M.—Oxford Accommodation.
M.—Oxford Accommodation.
M.—Congressional Limited Express for Philadelphia and New York. Composed of Parlor and Dining Cars.
M.—Express for Philadelphia and New

P. M.—Accommodation for Philadelphia.
P. M.—Fast Express for Philadelphia.
M.—Night Express for Philadelphia and New York. SUNDAY TRAINS. -Philadelphia Express, connecting for New York and Atlantic City. Mail for Philadelphia. -Perryville Accommodation. Express for Philadelphia and N. Y. 10.08 A. M.—Express for Philadelphia and N. Y.
12.46 P. M.—Express for Philadelphia and N. Y.
8.20 P. M.—Express for Philadelphia.
8.55 P. M.—Express for Philadelphia and New
York, Sleeping Carthrough to Boston.
4.49 P. M.—Congressional Limited Express for
Phila and N. Y. Composed of Parior

and Dining Cars.

Express for Philadelphia and N. Y.

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

M.—Oxford Accommodation. -Accommodation for Philadelphia. SUNDAYS. 7.49 A. M.—Perryville Accommodation FROM CALVERT STREET STATION WEEK-DAYS. 2.35 P. M.—Port Deposit Accommodation. 4.00 P. M.—Oxford Accommodation.
For Brooklyn, 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 Central Rallroad. 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 Di-

vision.
2.29 P. M.—From President street, 2.85 P. M. from Calvert street, and 2.40 from Union Station. At Port Deposit with Philadelphia and Baltimore Central Railroad.

Herm Union Station. At Perryville 2.30 P. M.—From Union Station. At Perryville for Port Deposit and Baltimore Central Railroad.
5.17 P. M.—From Union Station. At Newark with Newark and & Delaware City Railroad for points on Delaware Division and branches. Western Maryland Railroad. Commencing SUNDAY, JULY 7th, 1889, leave Hillen Station as follows:

4.10 A. M.-Fast Mail for Shehandoah Valley and Southern and Southwestern points. Also, Glyndon, Westminster, New Windsor, Union Bridge, Mechanicatown, Blue Ridge, Highfield, Blue Mountain, Hagerstown, and (except Sunday) Chambers-burg, Waynesboro, and points on B. and C. V. R. R. 9.02 P. M.—Accommodation for Glyndon, (Reis-DAILY, EXCEPT SUNDAY. 7.06 A. M.—Accommodation for Fairfield, Gettys-burg, Hanover and all points on B. & H. Division, 8.05 A. M.—Mail for Williamsport, Hagerstown,

Shippensburg and intermediate points on Main Line and B. and C. V. R. R., also Frederick, Em-mittaburg, S. V. R. R. and connections. 9.16 A. M.—Pen-Mar Express. 10.00 A. M.—Accommodation for Union Bridge and Gettysburg. 2.25 P. M.—Accommodation. For Glyndon (Reis terstown).

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

8.25 P. M.—Blue Mountain Express, with parlor car (50c.) for Westminster, New Windsor, Union Bridge, Frederick Junction, Blue Ridge, Blue Mountain and Hagaratown: also connection for Frederick. Bridge, Frederick Junction, Blue Ridge, Blue Biddi-tain and Hagerstown; also connection for Frederick. 4.00 P. M.—Express. For Arlington, Mt. Hope, Pikesville, Owings' Mills, St. George's, Glyndon, Glen Falls, Finksburg, Patapaco, Carroliton, West-minster, Medford, New Windsor and Main Line Stations west, also Emmittsburg and B, and C. V. 5.15 P. M.-Accommodation for Union Bridge and Hanover, and on Saturdays for Gettysburg.
6.22 P. M.—Accommodation for Union Bridge.
SUNDAYS ONLY.

8.25 A. M.—Hagerstown Express for Mechanicstown, Blue Ridge, Pen Mar, Blue Mountain, Smithsburg and Hagerstown.

9.50 A. M.—Accommedation for Union Bridge and Hanover.

2.83 P. M.—Accommodation for Union Bridge.

TRAINS ARRIVE AT HILLEN.

Daily, 7.17 and 11.10 P. M.; daily (except Sunday)

7.80, 8.42, 9.81 and 11.11 A. M., 12.20, 2.40, 8.10, 6.29,

7.05 and 8.20 P. M.; Sundays only, 9.07 A. M. and Ticket and Beggage Office, 217 East Baltimon All trains stop at Union Station, Pennsylvania Avenue and Pelton Stations.
J. M. HOOD, General Manager.
B. M. GRIENTOED, Gen. Passenger Agent.

Builroud Time Tables.

Baltimore and Ohio Rallroad. BUNDAY, MAY 12th, 1889. LEAVE CAMDEN STATION: For Chicago and Northwest, Vestibuled Limited Express daily, 10.20 A.M., Express 8.00 P.M., For Cincinnati, St. Louis and Indianapolis, Vestibuled Limited Express daily, 2.00 P.M.; Express 10.10 P.M. 10.10 P. M.

For Pittsburg and Cleveland, Vestibuled Limited Express daily, 10.20 A. M., Express 7.40 P. M.

For Washington, week days, 5.10, 6.20, 6.30, 7.15, 7.20, 8.00, (45-minute train) 8.80, 9.15, 10.20, (45-minute train.) A. M., 12.15, 1.45, (45-minute train.) 2,00, 3.00, 4.05, (45-minute train.) 4.15, 5.00, 6.00, 6.30, 7.40, 7.45, 8.00, 10.05, 10.10 and 11.00 P. M. On Sunday, 6.80, 7.15, 8.30, 9.15, 10.20 A. M.; 12.50, 1.45, 2.00, 4.15, 5.00, 6.30, 7.40, 7.45, 8.00, 10.05, 10.10 and 11.00 P. M.

For way stations between Baltimore and Washington, 5.10, 6.30 and 8.30 A. M.; 12.15, 8.00, 5.00, 6.30 and 11.00 P. M. On Sunday, 6.30 and 8.30 A. M.; 12.50, 5.00, 6.30 and 11.00 P. M.

Trains leave Washington for Baltimore, 4.00, 6.06,

12.50, 5.00, 6.30 and 11.00 P. M.

Trains leave Washington for Baltimore, 4.00, 5.06, 5.40, 7.20, 8.80, 9.30, 9.45, 11.00 A. M.; 12.00, 12.10, 2.05, 2.30, 8.15, 8.25, 4.25, 4.80, 4.85, 5.30, 6.30, 7.00, 7.30, 9.00, 10.30, 11.30 P. M. Sunday, 4.00, 7.20, 8.30, 9.30, 9.45 A. M., 12.00, 1.15, 2.05, 2.30, 8.25, 4.25, 4.85, 6.80, 7.00, 7.30, 9.00, 10.80, 11.80 P. M. 7.80, 9.00, 10.80, 11.80 P. M.

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

For Annapolis, 7.20, 9.15 A. M., 12.15, 4.15 and 6.30 P. M. On Sunday, 9.15 A. M. and 5.00 P. M.

For Ellicott City, Mt. Airy and way points, *4.00, †8.85, \$9.30 A. M., †1.10, †84.25, *5.25, *6.85, *11.15 P. M. a Stops only at principal stations between Relay and Frederick Junction.
For Frederick. 4.00, 8.35 A. M., 1.10, 4.25 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 *8.00 P. M. For Lexington, Staunton, 9.15 A. M. daily, except Sunday.

For Winchester, †4.00, †9.15, A. M., †4.25 P. M.

For Luray, Roanoke and all points on the Shenandoah Valley R. R. *4.00 A. M. and †8.35 A. M. For Hagerstown, †4.00, †8.85, †9.15 A. M., †4.15 †4.25 P. M.
For Curtis Bay and intermediate points, 6.30 and 10.10 A. M. and 2.20 P. M. Sundays, 8.20 A. M., and 1.40, P. M. Leave Curtis Bay 7.50, 11.30 A. M., and 5.50 P. M. Sundays, 9.00 A. M. and 6.00 P. M.

Trains arrive from Chicago, Columbus and the Northwest daily, 12.45 and 5.15 P. M.; from Pittsburg, *8.20 A. M., *7.50 P. M.; from Cincinnati, St. Louis and the West, 4.50 A. M.; 2.55 P. M. daily. NEW YORK AND PHILADELPHIA DIVISION. For New York, Trenton, Elizabeth and Newark, N. J., leave *5.00, †8.39, *10.20 A. M., *12.50, *8.20, *4.59 and *11.50 P. M. The 4.59 P. M. train does not *4.59 and *11.50 P. M. The 4.59 P. M. train does not stop at Elizabeth or Newark.

Trains leave New York for Baltimore, *8.30, †11.00 A. M., *1.30, *2.30, *3.15, *5.00, P. M., *12.00 night.

For Atlantic City, *12.50 P. M.

For Philadelphia, Newark, Wilmington and Chester, *5.00, †8.39, *10.20 A. M., *12.50, *3.20, *4.59, *7.55, *11.50 P. M. (Sleeping car open at 9.00 o'clock on the night Express.) For way stations, *7.15 A. M., *3.40 and †5.40 P. M.

Trains leave Philadelphia for Baltimore. *4.10, *8.15, *11.10 A. M., †1.35, *4.15, *5.05, *5.48, *7.30 P. M. †Except Sunday. §Sunday only. *Daily.

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

N. W. COR. CALVERT AND BALTIMORE STS., Camden Station, and No. 230 S. Broadway.

Camden Station, and No. 230 S. Broadway. CHAS. O. SCULL. Gen. Pass. Agent. Annapolis and Baltimore Short Line R. R. SCHEDULE IN EFFECT JULY 7, 1889. Leave Camden Station, Baltimore. For Annapolis and way, week days 8.20 A. M., 2 P. M., 5.40 P. M. Sundays 8.20 A. M., 5.40 P. M. For Round Bay, week days 8.50 A. M., 2 P. M., 5.40 P. M. Sundays 8.20 A. M., 10 A. M., 2.40 P. M., 5.40 P. M. For Bay Ridge, week days 8.50 A. M., 4.30 P. M. Sundays 10 A. M., 2.40 P. M.

For Baltimo Leave Annapolis, week days 6.50 A.M., 10.25 A.M., 3.40 P. M. Sundays S A. M., 3.40 P. M. Leave Round Bay, week days 7.08 A. M., 10.43 A. M., 3.58 P. M., 7.10 P. M. Sundays 8.18 A. M., 3.58 P. M., 7.10 P. M. Leave Bay Ridge, week days 6.30 A. M., 10.05 A M., 6.40 P. M., 8.40 P. M. Sundays 7.35 A. M., 2.40 P M., 6.40 P. M., 8.50 P. M. C. M. LEILICH, General Manager A. BURCK, Secretary and Treasurer.

Borse Massenper Bailwags. TORK ROAD CARS.

Leave Towsontown for Baltimore Each hour from 6 A. M. to 10 P. M. Leave Baltimore for Towsontows At half-past each hour from 6.30 A. M. to 9.30 P. h and at 11.80 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 11.30 P. M. And for Loudon Park, Irvington, Mount Olivet and Cathedral Cemetery every half hour from 2 to 6 P. M., Leave Catonsville each hour from 6 A. M. to 8 P. M., and at 7.30 A. M. and 10.30 P. M. For Ellicott City. on Sundays only, and at 8 and 10 A. M., and 2 and 5 P.M. Returning leave Ellicott City at 10 A. M., 12 M. and at 5 and 7 P. M.

Money to Loun.

TO LOAN. ONE SUM OF \$1,000 AND ONE OF \$640 TO LOAN ON FIRST MORTGAGE. Security offered to be first-class. Apply to THOS. J. HUNTER, \$300, \$600, \$1,900, \$1,800, \$3,000, \$5,000, or almost any amount to

suit borrower, on long or short time, on first-class mortgages. JAMES J. LINDSAY, Attorney at Law, Towson, Md. Sept. 29.—tr T OANS NEGOTIATED. \$3,250, \$3,000, \$2,100, 1,100 \$1,000 TO LOAN ON FIRST MORTGAGE, IN SUMS TO SUIT FARMS FOR SALE. Apply to S. PARKER BOSLEY,

Towsontown, Md. Money to loan on mortgage. WM. GRASON Attorney at Law, Smedley Row, Towsontown MONEY TO LOAN. IN SUMS TO SUIT, FROM \$500 to \$5,000.

HENRY L. BOWEN,

Real Estate Agent, Towson, Md. Apply to

Nov. 18.—tf \$600, *1,000, *1,000 A AND \$3,000. AT 6 PER CENT., FROM 2 TO 5 YEARS. Apply to M. W. OFFUTT.

Lttorney at Law, Smedley Row, Towsontown, Md.

Aprilit, —\y \$80,000 TO LOAN ON MORTGAGE OR GROUND RENT

ON SUMS TO SUIT ON BALTIMORE COUNTY PROPERTY. R W TEMPLEMAN & CO. 87 LexingtonStreet, Baltimore, Mo Austices of the Mexce.

TOS. B. MITCHELL, USTICE OF THE PEACE FOR BALTIMORE CO., Will attend promptly to any business entrusted to him; will give special attention to the collection of CLAIMS, SEARCHES, DRAWING PAPERS AND GENERAL CONVEYENCING, &c. -OFFICE-

WITH C. BOHN SLINGLUFF, Esq., OPPOSITE COURT HOUSE FRONT, TOHN A. BOSLEY, Constable and Collector BALTIMORE COUNTY. Residence—TOWSON, MD. All business entrusted to his care promptly anded to.

March 16.—6m tended to.

C. LOGSDON, JUSTICE OF THE PEACE AUCTIONEER, REISTERSTOWN, BALTIMORE CO., MD. March 8,'88.--tf

TOHN J. PILERT, JUSTICE OF THE PEACE FOR BALTO. CO. -OFFICE-NO. 258 FREDERICK AVENUE, NEAR THE CITY LIMITS, BALTIMORE COUNTY. -RESIDENCE-WILLOW GROVE, BALTIMORE COUNTY. Will attend promptly to the SALE OF REAL ESTATE and will also act as AUCTIONEER FOR SALES OF ALL KINDS OF PROPERTY.

Dec. 16.—6m

SAMUEL B. METTAM, JUSTICE OF THE PEACE, THIRD DISTRICT. PIKESVILLE, BALTIMORE COUNTY Willattend promptly to all business entrustedto A Claimscollected and promptreturnsmade. April 25.—tf GIDEON HERBERT.

JUSTICE OF THE PEACE,

OFFICE
IN THE SHERIFF'S OFFICE,

COURT HOUSE, TOWSONTOWN, MD. Williattend promptly to all business placed in his hands. CLAIMS OF ALL KINDS COLLECTED June14.-TIT H. MARTENET, D. V. S. VETERINARIAN.

LATE VETERINARY INSPECTOR FOR THE AGRICULTURAL DEPARTMENT. 2140 E. HOFFMAN STREET, BALTIMORE, MD. 13-Telephone to No. 148-8. Ti Dir 6.-1m

Brofessional Cards. TODWIN J. FARBER.

29 ST. PAUL STREET, BALTIMORE, CATONSVILLE, BALTIMORE COUNTY, MD. Aug. 15.-tf W. FRANK MITCHELL. BORGE 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. 8.—1y JAS. S. CALWELL H. M. BENZINGER. BENZINGER & CALWELL,
ATTORNEYS-AT-LAW
NO. 19 AND 20 LAW BUILDINGS, EAST LEXINGTON STREET, BALTIMORE.

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

ONLY, 120 EAST LEXINGTON ST., CURNER OF CALVERT. W. MACHEN, ATTORNEY AT LAW, ELEXINGTON ST., BALTIMORE, MD. Α. Sept. 16,'\$2.--tf WALTER R. TOWNSEND, ATTORNEY AT LAW, 52 LEXINGTON STREET, BALTIMORE. April 2, '81,-1y

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, FOWSON, MD. April. 7.-tf TOHN F. GONTRUM, ATTORNEY AT LAW,

SMEDLEY ROW, OPP. COURT HOUSE, TOWSON, GARDENVILLE, BEL AIR ROAD. DEUTSHER ADVOCAT. Oct. 22.--tf EUGENE BURTON, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY.

-OFFICES:-

206 COURTLAND STREET, BALTIMORE, GREENWOOD, BALTIMORE COUNTY EORGE LEWIS STOCKSDALE, ATTORNEY AT LAW, WESTMINSTER, MD. Office--999 East Main Street, -OPPOSITE THE-Law Office of McKellip and Clabaugh. Will practice in Carroll and Baltimore counties, and the several Courts of the State. Will at-

tend promptly and diligently to all business entrusted to him. REBDINAND C. DUGAN, ATTORNEY AT LAW, NO. 3 COURTLAND STREET, BALTIMORE. Practices in the Courts of Baltimore City and Bal imore County. 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 Will attend promptly to all business entrusted
May 15.—tf 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. Offuti. John I, Yellott. Y ELLOTT & OFFUTT,
ATTORNEYS AT LAW,
SMEDLEY ROW, TOWSONTOWN, MD. Mr. Offutt can be found EVERY SATURDAY it his office, NO. 25 LEXINGTON STREET, BAL-April 11.—tf

ATTORNEY AT LAW, N. E. COR. ST. PAUL AND SARATOGA STS., BALTIMORE, MD. W. Gill Smith. S. Parker Bosley. BOSLEY & SMITH, ATTORNEYS AT LAW Having formed a co-partnership for the practice of law in the Courts of Baltimore county and city, business entrusted to either will receive the atten-OFFICES-NO. 3 SMEDLEY ROW, TOWSON, 120 E. LEXINGTON STREET, BALTIMORE CITY.

ON FRIDAYS AND SATURDAYS. Dec. 81.-tf WILLIAM S. KEECH,
ATTORNEY AT LAW AND SOLICITOR IN CHANCERY, SMEDLEY ROW, TOWSONTOWN, MD. lives 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.

ATTORNEY AT LAW AND SOLICITOR IN CHANCERY. SMEDLEY ROW, TOWSONTOWN, MD. Will promptly attend to all business entrusted to his

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

Offices.-- NO. 12 ST. PAULSTREET, BALTO. CITY Jan. 5.—tf Rich'd Grason.

RICHARD GRASON (late chief Judge of the 3d Judicial Circuit) and WILLIAM GRASON, having associated themselves in the practice of law, will give prompt attention to all business entrusted to their care. Will practice in the Courts of Baltimore

city and county and the Court of Appeals. -Offices-SMEDLEY ROW, TOWSONTOWN, 88 ST. PAUL STREET, BALTIMORE. Fielder C. Blingluff, 48 St. Paul St., Balto. C. Bohn Slingluff, LINGLUFF & SLINGLUFF. TTORNEYS AT LAW.

C. BOHN SLINGLUFF will be found daily at him 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 TOHN HENRY KEENE, JR., R. GOLSBOROUGH KEENE,

MORSE BUILDING, 50 W. FAYETTE ST., BALTIMORE. ractices in Courts of Baltimore city and county as well as in the various Courts of the State. CHARLES BURKE, Office-BOOM NO. 3 MASONIC HALL, TOWSONTOWN, MD. Special attention given to Conveyancing and Setlements of Estates. June 12.—tf

R. QUINCY HALL, ATTORNEY AT LAW NO. 25 LEXINGTON STREET, 1.—tf BALTIMORE, MD. T EMUEL D. OFFUTT, ATTORNEY AT LAW. NO. 6. E. LEXINGTON STREET, BALTIMORE. May 5.—tf

JOHN T. ENSOR,
ATTORNEY AT LAW AND SOLICITOR
IN CHANCERY.
Office—SMEDLEY ROW,
TOWSONTOWN, MD.
TOWSONTOWN, MD. On Saturdays and Mondays will be at 208 N. Calvert St., Baltimore. April 17.—tf JOHN F. CONREY, ATTORNEY AT LAW, TOWSONTOWN, MARYLAND.

Will give strict attention to all business placed his hands. H. C. TIECK.
ATTORNEY AT LAW AND SOLICITOR
IN CHANCERY AND NOTARY PUBLIC.
LEXINGTON AND ST. PAUL STS., BALTIMORE. Ang. 8, 76.-17 A NOREW C. TRIPPE.
COUNSELLOR AT LAW,
NO. 51 W. PAYETTE STREET,
OPPOSITE BARNUM'S, BALTIMORE, MD.

J. H. HANDY, ATTORNEY AT LAW, NO. 10 COURTLAND STREET, BALTIMORE. Oct. 21.—tf

HOPPER EMORY.
ATTORNEY AT LAW
AND SOLICITOR IN CHANCERY.
NO. 2 SMEDLEY ROW, TOWSONTOWN. 47 ST. PAUL ST., BALTIMORE

Miscellaneous. OLD

SHERWOOD

Rye and Malt

MEDICINAL WHISKEY.

This whiskey is old stock of standard strength and purity particularly adapted to all cases of indisposition requiring a stimulating Tonic. It has been submitted to the test of the most exacting requirements of Physicians, and convols-seurs as well, receiving their commendation. Take no other, but insist on having this only, if you desire the very best. Sold only in pint (Blake) bottles with wrappers, sealed top and bottom, bearing cautionary notices

with our signature, WIGHT & LEUTZ, Cockeysville, Md. FOR SALE BY-

Samuel J. Robinson, Jno. H. Heid, W. T. COWMAN & CO., RANKIN & KANE. LEEF & CO., HOPPER & CATOR, ADAM DIETRICH, WM. M. MAYNADIER, LESTER CLARK, JNO. W. HITSHUE, J. M. WHITEFORD. PERCY M. REESE, W. TIPTON & SON. L. LAWRENCE & SONS, ENGLAR, KETTE & Co., EWIS H. URBAN, A. C. Smith, J. D. Almony & Son, C. A. KROEBER. LIBINGE SUTTON. AMUEL MILLER, March 24, '88.-tf

WILLIAM D. RANDALL, BUCCESSOR TO

B. R. YOE & CO.,
WHOLESALE AND RETAIL DEALERS IN STAPLE AND FANCY GROCERIES, FINE LIQUORS, CHOICE WINES, AND STORES FOR NAVAL VESSELS AT THE OLD STAND. No. 88 West Baltimore Street, Baltimore.

TO THE PUBLIC: The undersigned takes this method to notify the Public and especially the Patrons of the late firm of B. R. YOE & CO., that he has taken the OLD STAND occupied for so many years by that firm where he proposes to continue the GROCERY BUSINESS. He believes that his long experience in the employment of the late Mr. YOE, has given him a thorough knowledge of the business and made him acquainted with the tastes and wants of his old curtomets, he therefore respectfully solicits a continuance of their patronage and earnestly asks the General Public for a share of their custom.

He will keep a full stock of the best
STAPLE AND FANCY GROCERIES,

CANNED GOODS, FINE LIQUORS CHOICE WINES. CHOICE WINES,
CIGARS AND STORES
FOR NAVAL VESSELS
and will provide the BEST FACILITIES for supplying Goods at MOST REASONABLE PRICES and with the greatest dispatch.
Very respectfully, Very respectfully, WM. D. RANDALL. Oct. 28.—tf

J. H. HARTMAN'S

BOOT AND SHOE STORE, WAVERLY, MD. I take this means of informing my patrons and the public in general that I am now prepared to MAKE, MEND AND SELL BOOTS AND SHOES OF ALL KINDS,

at a better advantage to the consumer than hereto fore, having made addition to my stock on hand and facilities for making and mending Boots and Shoes according to the latest styles. AT LOWEST PRICES FOR FIRST-CLASS WORK. I have just received a lot of FRENCH CALF AND KIPP LEATHER,

and am now ready for orders for FALL AND WIN-TER BOOTS AND SHOES, and it will pay to order J. H. HARTMAN. 1130 York Road, Waverly, Md. July 6.—tJune 1, '90

485 SOLID GOLD WATCH. SOLD FOR \$100 UNTIL LATELY. BEST \$85 WATCH IN THE WORLD. Perfect time-keeper. Warranted. Heavy. Solid Gold Hunting Cases. Both ladies' and gents' sizes, with works and cases of equal value. ONE PER-SON in each locality can secure one free, together with our large and valuable line of HOUSEHOLD SAMPLES. These samples, as well as the watch, we send free, and after you have kept them in your nome for & months and shown them to those who may have called, they become your own property.

Those who write at once can be sure of receiving the WATCH and SAMPLES. We pay all express, freight, etc. Address
GEO. STINSON & CO.,
Main Box 812, Portland, Maine. W.L. DOUGLAS' \83.00 Shoe, W. L. DOUGLAS' \ 2.50 Shoe, W. L. DOUGLAS' W. L. DOUGLAS' (\$2.25 Shoe, W. L. DOUGLAS'

W. L. DOUGLAS & 2.00 Boys Shoe, ---SOLD BY----JAMES PHIPPS, Towson, ----DBALER IN----ALL KINDS OF BOOTS AND SHOES. CUSTOM BOOTS AND SHOES

MADE TO ORDER.

REPAIRING NEATLY DONE. June 15.—tf ODD FELLOWSHIP. ITS HISTORY AND MANUAL, BY THEODORE A. ROSS, BECRETARY TO SOVEREIGN GRAND LODGE This work is the most succinct and correct history and chronological record ever prepared by any historian of the Order. Mr. Ross, from his constant association with the internal workings of the Order for many years past, and his prominence in official station, makes him the best qualified person to prepare such a history as he presents.

The work, besides, is a complete Manual to the interested Odd Fellow. It corrects many facts as to the origin and wonderful progress of the Order.

No intelligent Odd Fellow should be without the

Copies supplied upon application to WM. H. RUBY,

JOURNAL Office, Towson. WILLIAM C. DEAL, PRACTICAL LEAD IRON PIPE PLUMBER, GUEST BUILDING. Saratoga and St. Paul Streets, BALTIMORE, MD. Residence-WAVERLY, BALTIMORE COUNTY Keeps constantly on hand LIFT AND FORCE PUMPS BATH TUBS, WATER CLOSETS Vash Stands, Sinks.

COPPER AND IRON BOILERS,

LEAD AND IRON PIPE, &c.
RANGES, STOVES AND FURNACES REPAIRED
JOBBING PROMPLY ATTENDED TO. June 8,'82.-17 THE HOME PERMANENT MUTUAL LAND AND BUILDING ASSOCIATION OF HALTIMORE COUNTY. TOWSON, MD. Par value of shares \$150. Dues 25 cents per share. Interest upon unredeemed shares averages from 5 to 6 per cent. per annum.

Meets every Saturday Night

IN THE OFFICE OF "MARYLAND JOURNAL."

WM. H. RUBY, President. WM. M. ISAAC, Secretary. JAMES E. GREEN, Treasurer March 17.-tf 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.

Dec. 81.--1y TOHE BURNS. UNDERTAKER, TOWSORTOWN, MD.

CARRETS AND COFFINS OF ALL STYLES FUR-MISHED AT SHORT MOTICE. Having purchased a NEW HEARSE I am prepared to attend Funerals in a first-class manner. April 26.—6m THOR SALE A BARGAIN,

MITGRELL'S SERIES OF OUTLINE MAPS OF THE UNITED STATES, nine in number, with Linen Backs. Revised and improved. Published by Chase & Co., Hartford. Apply at JOURNAL OFFICE, Townson, Sept. R.—tr