

Saturday, September 7, 1889.

[Written for the Maryland Journal.] THE DEFENSE OF BALTIMORE. Battle of North Peint-Bembardment of

Con Thursday next Baltimore city will celebrate the 75th anniversary of the battle of the city against the British invader. To give be more successful, and on the evening of Sepcombined powers of Europe, and was safely imprisoned on the Isle of Elba! This piece of intelligence notified the American people that the fleets and armies of Great Britain, which had for twelve years been waging war with France, were now free, and their energy would now be concentrated on this side of the Atlantic, to try and overwhelm and crush the United States Republic. We were then in the second year of that contest with Great Britain which we still term the "War of 1812." It was a summer of alarm, and the whole Atlantic coast of ours was alive with the preparations of defense. The invasion came. About the middle of August, 1814, Admiral Cochrane arrived off the coast of Virginia with a fleet of 21 vessels. conveying General Ross and 4,000 veterans, who had been trained on some of the most noted of European battle fields. Before this overwhelming force, the small flotilla with ascending the Potomac, and a second division moving up the Chesapeake as if to attack Baltimore, while the remainder followed Barney into the Patuxent, and anchored on the 19th of August at Benedict. Here Ross and his army disembarked. On the 21st they set out on the river-road and on the next day reached Upper Marlborough, 17 miles from Washington. Near this point Barney had moored his boats, blowing them up on the enemy's approach. He hastened with his marines to join General Winder, who was organizing a force for the defence of the National Capital. Consternation seized on the inhabitants; and the enemy cautiously advancing, found the whole line of their march deserted. The first resistance they encountered was at Bladensburg, 6 miles northeast of Washington, where their passage was disputed by an American army, consisting mostly of militia and hastily collected, under the command of General Winder. The British soldiers were almost overcome by the forced march and intense heat; they charged the American lines with vigor, however, and at the first onset the militia gave way in disorder some without even discharging their muskets. Commodore Barney, with his eighteen pounders, and Captain Miller's guns, doubleloaded with grape and canister, checked the enemy for a time, but their men, exposed on the flank by the flight of the militia, were driven back, and both of these brave officers were taken prisoners. The routed army carried terror with it to the Capital. Washington at this time contained about 10,000 inhabitants, most of whom, including the President and his Cabinet retired. On the evening after the battle General Ross entered Washington. By the order of his government he set fire to the President's house, the Capital, and other public buildings. Private property also suffered to a considerable extent. These occurrences violently excited the whole American people and brought down heavy censure on the Administration. General Armstrong, the Secretary of War, indignant at the charges of ineffi-

sum of \$500,000 to put her in a state of defense. BATTLE OF NORTH POINT. Encouraged by his success at Washington and Bladensburg, Ross now turned his attention towards Baltimore, beasting that he would make this city his winter quarters. The city was at this period the third in population and the fourth in wealth and commerce in the United States. England appeared to have a special dislike to this city and declared "that she was the great depository of the hostile spirit of the United States against England, and that her inhabitants must be tamed with the weapons which shook the wooden turrets of Copenhagen." Forewarned it forearmed, and the inhabitants of the city thus threatened, commenced immediate preparations of defense. Defences were thrown up and manned by the citizens of the city, militia of the State, with sailors from the flotilla and ship, and the military force was further strengthened by about 700 regulars and volunteers from Pennsylvania and Virginia. Among the volunteers from Pennsylvania were James Buchanan, afterwards President. Fort McHenry was garrisoned by about 1,000 men, mostly Baltimoreans under the command of Lieutant-Colonel Armistead. All of the forces, numbering about 13,-000 men, were under the command of General division commanders being General Wm. H. Winder and General John Stricker. On Sunday evening, September 11th, 1814, the British fleet appeared in the mouth of the Patapsco and landed about 9,000 troops at North Point, fourteen or fifteen miles below the city. At the same time Gen. Stricker's brigade, consisting mainly of Baltimoreans and numbering about 3.200 men, was sent out the same evening to meet the enemy's advance under Ross. On September 12th, Gen. Stricker took position about eight miles from the city, his right restthe advanced corps of Stricker's. In the skirforward for the purpose of reconnoitering was the action. shot by Daniel Wells and Henry McComas, lie under a monument erected in Ashland once to celebrate in verse the deeds of his gal-Square to their memory. Upon the death of lant countrymen. Ross the command of the British devolved upon

regiment sustained the laurels won at Bladens-

the ground to avoid the uncering fire that was from many other signs that the attack by both poured upon them. Finding his force unable | land and sea was a failure and that Baltimore to make headway against the superior force of | was safe. They could see with their glasses the enemy, and having given them a severe | the wounded troops carried on board the vescheck, Gen. Sricker ordered his line to retire | sels, and at last the whole British army reto the position occupied by the reserve. This embarking. position being too exposed, he fell back nearer the city. The enemy did not attempt pursuit, and the brigade assumed a position near the the issue of the battle, the impulse to express entrenchment ready for another struggle with the invader if the occasion demanded it. Allthough the American loss was severe it bore no comparison with that of the British. The loss of the former was 24 killed, 139 wounded, and about 50 prisoners; that of the British was between four and five hundred. Both parties slept on their arms the night following the engagement, and on the following morning the British again advanced as if to attack the city, Fort McHenry-History of the "Star Span- by the way of the Philadelphia Road, but being baffled in their design by Gen. Smith they regled Banner"-Reminiscences and Incitired to their former position.

BOMBARDMENT OF THE FORT. Having failed to take the city by land the North Point—a battle fought for the defense of enemy hoped that an attack by water would our readers the necessary account of this event | tember 13th, the fleet commenced the bombardwe must take them back to the year 1814. * ment of the fort and adjacent work from the . We are now at war with England, and distance of about two miles. The bombardin the month of May, 1814, a piece of news is continued day and night and no less than 1,500 borne across the Atlantic which filled with fear | shells were thrown. A few of them fell short, and apprehension every American heart. Na- but a greater number burst over the fort, poleon Bonaparte had been overcome by the throwing their fragments among the garrison. About 400 fell within the works, some of them weighing 210 and 220 pounds. A shell fell into the magazine but failed to explode. The night of the 13th was passed in the greatest anxiety by the citizens of Baltimore, for in the maintenance of Fort McHenry was their chief hope for the safety of the city. If the fleet succeeded in passing the fort and co-operating with Brook's forces, as he intended, the city was lost. How their brave defenders in the fort were faring, the citizens of the city knew not, and after nightfall the incessant explosion of shells and the glare of rockets alone showed that the fort had not yet surrendered. About midnight the enemy sent a force of 1,

250 picked men with scaling ladders up the Patapsco in barges to assault the fort in the rear, but they were discovered and driven off by the various batteries. The cannonade at this time was so tremendous that the houses in | both of them for their flutes,) examined piece which Commodore Barney had tried to protect | the city were shaken to their foundations. At the coast retreated up the Patuxent, a river 7 o'clock next morning the British ceased firing I have hit it!" He had selected the air of a emptying into Chesapeake Bay just north of after having bombarded the fort for twenty-five favorite old English song called "To Anacreon the Potomac. The British fleet divided, part hours, during which Col. Armistead lost but 4 in Heaven," written by John Stafford Smith, nen killed and 24 wounded. The people of the was hailed throughout the country as an im- national songs, it is sung to a foreign air. As of the patriotism displayed by the citizens of mounted a stool and sung it to his assen.bled the city, said: "In the varied scenes which have put to the test the constancy of the nation, Baltimore ranks among the rortion most listinguished for devotion to the public cause. It has the satisfaction to reflect that it boldly and promptly espoused the resort to arms when no other honorable choice remained; that it found in its citizens a rampart against the assaults of an enterprising enemy; that it never wavered nor temporized with the vicissitudes of the contest, and that it had an ample share in the exertions which have brought it to an | precious relic of the War of 1812." The fol-

honorable conclusion." ORIGIN OF THE STAR SPANGLED BANNER. Having presented our readers with a fair account of the battle and bombardment, we will now give them an account of the famous song which was an outgrowth of the occasion. The Star Spangled Banner which floated over the Fort had been made by a lady of Baltimore. Mrs. Mary Pickersgill, aided by her daughter. These ladies, full of the patriotic feeling of the hour, made a flag worthy of the occasion. It contained four hundred square yards of bunting, and was so large that the ladies were obliged to spread it out in the malt house of Clagett's old brewery, which was gallantly tendered by the proprietor. A number of young girls assisted Mrs. Pickersgill and her daughter in the manufacture of the flag. The girls made quite a frolic of it, and their young hearts pulsated wildly for the safety of their beloved city, and the honor of the volunteers and regulars who were to defend the work of their delicate fingers. When Mrs. Pickersgill's daughter was an old lady of 76 years she used to describe the scene. "I remember," she wrote, "seeing my mother down on the floor placing the stars. After the completion of the ciency brought against him resigned, and the fiag she superintended the topping of it, havduties of his office were assumed by Monroe, ing it fastened in the most secure manner to the Secretary of State. Great alarm prevailed prevent its being torn away by balls. The in the seaboard cities. The militia were orwisdom of her precaution was shown during ganized and defensive works were thrown up. the engagement, many shots piercing it, but it on which the citizens of all ranks now for the still remained firm to the staff. My mother first time, laying aside party spirit, labored worked many nights until 12 o'clock to complete with their own hands. New York city voted a it in a given time." The reader will see the wisdom of this statement. But for the faith-

ful stitching of this patriotic lady we should probably have had no song of the "Star Spanpled Banner." The author of the song, Francis Scott Key, was not a combatant in the battle, although he witnessed it from beginning to end. During the first operations of the British on the coast Admiral Cockburn and several officers of the British fleet and army occupied as their headquarters a house at Marlboro', belonging to an aged physician of that place, Dr. Beanes, who they detained as a prisoner lest he should send news of their landing to Baltimore. He was a particular friend of Mr. Key and of his family. Hearing that the Doctor was about to be carried off by the enemy, Key obtained permission from the Commanding General of the American forces to visit the English fleet under a flag of truce, and make an attempt to procure the old gentleman's release. In a letter to his mother, written just as he was about to start upon his errand of friendship, he wrote: "I hope to return in about eight or ten days. though it is uncertain, as I do not know where to find the fleet." He set sail from Baltimore about the 3d of September, and found the British fleet at the mouth of the Patapsco bound Samuel Smith, an old revolutionary officer, his for the attack on Fort McHenry. He went on board the vessel of Admiral Cockburn, to whom he stated his errand and asked for the release of Dr. Beanes. The Admiral received him was naughly played as the old men left the City with the utmost civility, but informed him | Hall for their day's celebration, the veteran that he could not at present comply with his drummer boy. Lightner, who died in 1882, alrequest, and was obliged even to detain Mr. Key himself until after the operation upon Fort McHenry was concluded. The Admiral's vessel being overcrowded he sent the American gentlemen on board the frigate Sunrise. commanded by his son, Sir Thomas Cockburn. where they spent the night and then moved ing on Bear Creek and his left covered by a en to the attack. During the hombardment of marsh. The British under Ross and Cockburn | the Fort, Mr. Key and his friends, including | Defenders of Baltimore two relatives of his, advanced rapidly and was soon in action with Dr. Beanes, were sent on board of their own little vessel under a guard of marines. and mish which followed, Gen. Ross who had rode there had an ample opportunity of witnessing being members of Major Beall Randall's Light

Of the thousands of human beings living two young privates in Capt. Aisquith's com- within hearing and sight of the bombardment. pany of sharp shooters, who were sent in ad- there was probably none who were so moved vance with the other troops to annoy the by it as was Mr. Key. Then only 35 years old, enemy. We have it from the mouth of an old a lawyer in first-class standing and of disdefender that these two young riflemen were tinguished ability at the bar of his native concealed in a clump of bushes when they fired | State, and being the son of John Ross Key. an on Ross and his staff, and rising to see the officer in the army of the Revolution, he had effect of their shot received the fire of a pla- been noted from his youth up for the ardor of toon of British infantry. Their remains now his patriotism, and had attempted more than

All day long the bombardment continued vers battle now commenced with the main | mained on deck, following with their eyes the (there being ne nearer heighborn than him The 51st Regiment having fallen into confu. to the Fort. Suddenly, about 3 o'clock in the miles off,) and also knowing the restless dispogion while executing an order, failed to keep morning, the firing ceased. What did it mean? sition of the negro slaves of the plantation, its ground, and by its retreat the American Had the Fort surrendered? As they walked who were being constantly incited by British forces was reduced to about one-third of the up and down the deck of their vessel in the emissaries to insurrection against their ewners. enemy. Notwithstanding this disparity the darkness and silence of the night, they kept he applied for a release, and through the influline maintained its ground with the greatest going to the binnacle to look at their watches once of Capt. Wm. Wheeler, one of the efficient Effects, pouring in a destructive fire upon the to see how many minutes more must pass be- of the American forces, and a personal friend ndvancing columns of the enemy. The artil- fore they could see whether the flag over Fort of his, he was enabled to could see whether the flag over Fort lery opened with terrible effect upon the left, McHenry was the stars and stripes or the union | to his family about six days before the union

ack of England.

The daylight dawned at last. With a thrill 6th, 1814, so just else days before the interwhich was opposed to the gallant 5th. This jack of England. burg. The front ranks of the British were fre- of gratitude and triumph they saw that "our fought. quently observed throwing themselves upon flag was still there." They soen perceived

A few moments after the dawn of that glorious day, when the post Key first felt sure of his feelings in verse rushed upon him. He found in his pocket a letter, and he wrote upon the back of it the first lines of the song. In the excitement of the hour he could not go on with his task, but he wrote some further brief notes and lines upon the letter. Some lines he retained in his memory without making any note of them. When his guard of marines left him free to hoist anchor and sail for the city. he wrote out the song on the way, very nearly as it now reads, and on reaching his hotel in Baltimore he made a clear copy of it. On the law, Judge Nicholson. Chief Justice of Maryland. Judge Nicholson had commanded a land. Judge Nicholson had commanded a his words with joy. He sought the suffering Company of volunteers in Fort McHenry dur- and oppressed. He sat by those in pain, and the Judge examined the song with no critical eye. So delighted was he with it that he sent it around to a printer, Benjamin Edes, who had also commanded a Company of treors in the late engagement. An apprentice named Sam'l Sanks (still living) instantly set it in type, and

in less an than hour it was distributed all over

Baltimore, and received by everyone with en-

thusiasm. But what is a song without music? An old soldier told in after years how the words became wedded to the air to which it has ever since been sung. A group of volunteer soldiers lay scattered over one of the hills near Baltimore a day or two after the bombardment. "Have you heard Francis S. Key's poem?" from his pocket and read it sloud to his companions as they lay on the grass. It was called for again. He read it a second and third time, more soldiers gathering about to hear it, until the whole regiment appeared to be present.— An actor, named Ferdinand Durang, who was one of the soldiers, sprang up, rushed into a worth." tent, seized his brother's music-book, (used by after piece, and at length cried out: "Boys, bout the year 1772. It was composed for a city felt in fear of immediate attack from the musical club which met at the Crown and Anland troops, but toward morning of the 14th these | chor Tavern in London, frequented by Dr. | string of bright colored globes. The cord got silently embarked and the discomfitted enemy | Johnson and Sir Joshua Reynolds. So our silently withdrew. This defense of the city | readers will see that though being one of our portant victory. President Madison, speaking soon as Durang had selected the music he comrades with all the spirit of which he was capable. An eye-witness of the scene says "How the men shouted and clapped, for never was there a wedding of poetry to music made under such inspiring influences. Getting a brief furlough the Durang brothers sang it in public soon after. It was caught up in the camps, and sung around the bivouse fires, and whistled in the streets, and when peace was de-

> lowing is the song l say can you see, by the dawn's early light, What so proudly we halled at the twilight's last gleaming, Whose broad stripes and bright stars, through the O'er the ramparts we watched, were so gallantly and the rockets' red glare, the bombs bursting in Gave proof through the night that our flag was still

clared and we scattered to our homes it was

carried to thousands of firesides as the most

there;
O! say does that Star-Spangled Banner yet wave,
O'er the land of the free, and the home of the On the shore dimly seen through the mists of Where the foe's haughty host, in dread silence re What is that which the breeze, o'er the towering As it fitfully blows, half conceals, half discloses

Now it catches the gleam of the morning's first beam, in full glory reflected, now shines in the stream. "Tis the Star-Spangled Banner, O | long may O'er the land of the free, and the home of the

and where is that band, who so vauntingly swore, That the havoc of war and the battle's confusion, home and a country should leave us no more?
Their blood has washed out their foul steps pollu-To refuge could save the hireling and slave. From the terror of flight, or the gloom of the grave And the Star-Spangled Banner in triumph shall O'er the land of the free, and the home of the

thus be it ever when freemen shall stand Between their lov'd homes and the war's desola-Blest with vict'ry and peace, may the Heav'n res Praise the Power that hath made and preserv'd Then conquer we must, when our cause it is just, And this be our motto: "In God is Our Trust."

And the Star-Spangled Banner in triumph shall

wave. O'er the land of the free, and the home of the Hail Jackson and Coffee! and all the brave band Who so gallantly foiled the foe's last demonstra And formed in firm phalanx resistless did stand.

Between their loved homes, and the war's desols

Long shall Britain deplore that terrific war,

l'ennessee's rifies on Orlean's shore, Where the Star-Spangled Sanner, in triumph In proud deflance of Britain's vile slaves. The author of the song died in Baltimore 1843, aged 64 years, and in 1857 a small volume of his poems was published in the city of New

York. He has living descendants. REMINISCENCES AND INCIDENTS. In the year 1842 the veterans then living cal have recently appeared at Aguila degli Abwho had participated in the battle and bom- ruzzi, in Italy. The editor is Carlo Arrigo association, to be known as the "Old Defender's Munich, and who enjoys a considerable reputa-Association, to be known as the "Old Defender's tion for learning among German philologians.

Association." It numbered at that time 1,259 The body of the publication is filled with short members, most of whom lived in Baltimore, articles concerning travels among foreign na-It was the custom of the Association to attend tions. The last two pages are filled with huchurch in a body on the Sunday previous to the Everything, of course, from the satutatory 12th of September, each member wearing a poem to the last fish yarn, is written in pure cockade and a piece of crape. On the 12th of and elegant Latin. September they would assemble at the City Monument, go to some convenient place out of been in litigation for five or six years between town and eat their annual dinner. The City Mrs. Costello, to whom he left it by will, and Council appropriated \$300 every year to aid in familiar air of "The Girl I Left Behind Me."

ways dexterously handling the drum sticks. The Association gradually dwindled away, and on September 12th of last year there were but two survivors. Nathaniel Watts and James Chamberlain Morford. These two old gentiemen have since died, Morford being the last to survive. * * * * The writer can say with a touch of pride that he can number among the namely, Thomas Parrish, Sr., and Amon Shipley, an uncle and great uncle respectively, both Infantry Corps. The writer's grandfather was also drafted for this engagement. He at that time was managing the estate known as "Bowling Green," belonging to Benjamin Hood. grandfather to Gen. John M. Hood, President of the Western Maryland R. R. "Bowling Green" was an estate of between two and three thousand acres, and at that time was situated in Anne Arundel county, now known as Howard county. That portion of the county of Anna Arundel containing the Hood estate was afterwards taken to help form Howard county. From this place, as the writer has before stated, his grandfather was drafted, but know-Col. Brook, who continued to advance. A se- without cossetion. During the night they re- ing the defenseless condition of his family. body of the British by a heavy cannonade continuous ares of fire from the enemy's fleet brother Robert's family, between two and three

CHARLES L. CO.

AN MLOQUENT TRIBUTE.

Whatever may be said of Col. Robert C Ingersoll in a religious point of view he is one of the most elequent men who writes the English language. Horace Seaver the veteran editor of the Boston Investigator recently died, and his last request was that Col. Ingersol should deliver his funeral address. This he did in the annexed eloquent thoughts:

"Horace Seaver was a pioneer, a torchbearer, a toiler in that great field we call the world-a worker for his fellow men. At the end of his task he has fallen salesp, and we are met to tell the story of his long and useful life-to pay our tribute to his work and worth. He was one who saw the dawn while others lived in night. He kept his face toward the 'purpling East' and watched the coming of that blessed day. He always sought for light. His object was to know, to find a reason for his faith -a fact on which to build. In superstitious sands he sought the gems of truth-in superstitions night he looked for stars." "He lived for this world; if there be another, next morning he showed it to his brother-in- he will live for that. For more than fifty years he labored to free the bodies and the souls of men, and many thousands have read

ing the bombardment. We may be sure that his hand was laid in pity on the brow of death." "But he has lived his life. We should re joice that he lived so long. In nature's course his time had come. The four seasons were complete in him. The spring could never come again. He had taken life's seven steps.
The measure of his years was full. When the day is done, when the work of life is finished, when the gold of evening meets the dusk of night beneath the silent stars, the tired laborer should fall seleep. To outlive usefulness is

double death." "How little after all we know of what ll or well. How little of this wonderous stream of cataracts and pools, this stream of ife that rises in a world unknown and flows to that mysterious sea whose shore the foot of one who comes hath never passed. How little of this life we know, this struggling ray of light twixt gloom and gloom, this strip of land by verdure clad between the unknown wastes. saked a member of the Company who had just this throbbing moment filled with love and come in from the town. He took a copy of it pain, this dream that lies between the shadowy shores of sleep and death." 'We stand upon this verge of crumbling time. We love, we hope, we disappear. Again we mingle with the dust and the knot in-

> know: A noble life enriches all the world .-You were my friend, and I was yours. Above your silent clay I pay this tribute to your THE WHOPPER OF THE SEASON. A Child's Narrow Escape-Carried a Hun-

dred Feet High by a String of Toy Balleons.

trinsecate'

forever falls apart. But this we

CHICAGO, August 19. At Sheffield Park yesterday an Italian pedpurchasers at once, and in doing so let go his purchasers at once, and in doing so let go his atring of bright colored globes. The cord got sundays 10 A. M., 2.40 P. M. Sundays 10 A. M., 2.40 P. M. twisted about the left arm of two-year-old Sophie Schwab and the buoyant rubber bubbles started heavenward, taking her along. Her mother fainted. The bystanders stood horror-stricken as the balloons swept close to a tree and the infant grasped a handful of twigs and checked her flight. A young German was ascending the tree in an instant and then crept ont on the branch nearest the child. At this moment Sophie's strength gave out and the balloons, suddenly released, went again upward at least one hundred feet, drifting then

out over the Lake. Gust Koch, a sharpshooter, grabbed a repeating rifle, hurriedly jumped into a skiff with two companions and pulled out into range. Koch succeeded in piercing several of the balloons, each successul shot helping the bunch to descend. Before t finally reached the water the boat was at the spot, and little Sophie did not even get her feet wet.—Philadelphia Times. The sea serpent and the bear yarns can now hide their diminished heads in very shame.— Munchausen in the sublimest heights of his

glory never equaled this, "and little Sophie did not even get her feet wet." The marvelous story telegraphed from Chicago on Monday, concerning the aerial journey made by little Sophie Schwab by means of a bunch of toy balloons and her subsequent rescue, has been disproved by the harmony of those interested in selling balloons, on the streets. Allowing that Sophie weighed at least twenty-five pounds, it would have taken 3,500 balloons of the ordinary size to hold her weight and the idea of a peddler having as many toy balloons for sale on one day is beyond the bounds of probability.—Philadelphia Times,

DREXEL INDUSTRIAL INSTITUTE Some time ago Mr. A. J. Drexel of Philadelphia approunced his intention to found and endow a large free college for girls at Wayne, and a mansion and grounds were purchased for that purpose. It was found, however, that the site was unsuitable for carrying out this generous purpose, and now Mr. Drexel has changed his plans altogether. He proposes to establish in Philadelphia an industrial institute to give practical education in useful trades and profession, to 1,000 girls in the daytime and 1,000 boys in the evening, and for this purpose has set aside

\$1,500,000. The instruction is to be absolutely free, and Mr. Drexel's present purpose is to so husband his funds as to have a permanent endowment left after building and furnishing the school, sufficient to yield an income of \$40, 000 to \$50,000 for the support of the enterprise. One feature of the building will be a hall for lectures and concerts capable of seating at least 2,000 persons, but capable of division into several smaller lecture halls. It is intended that the building shall be erected on some central site, and new trustees have been selected though not yet appointed, on account of the change of plan.

One of the finest and most costly mausoleums in the country is about to be erected in a San Francisco cometery to receive the remains of the late Charles Crocker and ultimately those of his wife and children. The monument is of the Greek style and will cover the whole plot in the cemetery, which is circular and 60 feet in diameter. It will be of unpolished stone and solid, except that in the base will be a vault for the bodies of Mr. Crocker and his wife and other members of the family. The whole design is simple, plain and impressive. The cost of the monument will be about

The first two numbers of a Latin periodimorous poems, anecdotes, jokes, and fish stories.

THE TWO CATS AND THE CHEESE .- The Hall, and, after marching around the Battle estate of Peter Cullen, in Philadelphia, has his natural heirs, and a number of distant relatives. The estate was valued at \$260,000. Of paying the expenses of these reunions. The this \$109,000 has already been expended for lawyers' fees and expenses, so the claimants to save the remainder, have agreed to divide it equally, one half going to Mrs. Costello and one-half to the natural heirs.

A dog owned by Peter Flynn, of Red Bank, recently chewed up and swallowed a \$2 bill. As the dog had no commercial value, he was killed and the fragments of the bill, including the piece which bore the number, were recovered. The remains of the dog were buried and the remains of the bill were forwarded to the Treasury Department at Washington. A new bill was duly returned to Flynn.

man Ink and rust stains are removed easily by a solution containing ten parts each of tartaric acid, alum, and distilled water. The solution has the trade name of "enerivoir." [Pherm. Ztg.

The National Democrat is the name of s new Democratic daily paper about to be established at Washington, D. C.

COME STARTLING FACTS. The official returns from Boards of Health show that nearly three-fourths of all deaths are from Communition. When we think over this fact it is commanpaion. When we started with a simple cough or cold, realize how important it is to check this terrible malady which can be done by using Puritan Cough and Consumption Cure. Price 25 cents.
AT MARLEY BROS. DRUG STORE, Towson.

TYPE BODY TERRIBLY MANGEED. A shocking accident occurred at the Union Knitting Mills, whereby Issac Cox was horribly mutilated. Beg Fing Oil, the Famous Pain Cure, was quickly applied, and recovery soon followed. You can try this great remedy for 25 cents.

If you want to drive away Dyspepsia, Billiousness, Constipation, poor Appetite, and all evils arising from a disordered Liver, use Dr. Lee's Liver Regulator.

Trial bottles free at MARLEY BROS, DRUG STORE, Towson.

TAYERY MOME SHOULD MAYE IT.

GREAT PENNSYLVANIA ROUTS.

Muileoud Time Tubles.

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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.
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) 8.30, 9.15, 10.20, (45-minute train) 2.01, 8.00.

train.) A. M., 12.15, 1.45, (45-minute train.) 2.0), 8.00, 4.05, (45-minute train.) 4.15, 5.00, 6.00, 6.80, 7.40, 7.45, 8.00, 10.05, 10.10 and 11.00 P. M. On Sunday, 6.80,

1.15, 8.30, 9.15, 10.20 A. M.; 12.50, 1.45, 2.00, 4.15, 5.00, 1.30, 7.40, 7.45, 8.00, 10.05, 10.10 and 11.00 P. M.

For way stations between Baltimore and Washington, 5.10, 6.80 and 8.80 A. M.; 12.15, 8.00, 5.00, 5.80

ington, 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, 5.06, 5.40, 7.20, 8.30, 9.30, 9.45, 11.00 A. M.; 12.00, 12.10, 2.05, 2.30, 8.15, 8.25, 4.25, 4.30, 4.35, 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, 3.25, 4.25, 4.35, 6.30, 7.00, 7.30, 0.0, 10.30, 11.30 P. M.

7.80, 9.00, 10.30, 11.80 P. M.
For principal points on Metropolitan Branch, †5.10,
*9.15 A. M., †8.00 and †4.15 P. M.

Relay and Frederick Junction.

For Frederick, 4.00, 8.85 A. M., 1.10, 4.25 and 5.25

M. On Sunday, 9.80 A. M. and 5.25 P. M. For Virginia Midland Railroad, and South, via anville, *915 A. M., and *8.00 P. M.

For Lexington, Staunton, 9.15 A. M. daily, except

innapolis and Baltimore Short Line R.

SCHEDULE IN EFFECT JULY 7, 1889.

Leave Camden Station, Baltimore.

For Annapolis and way, week days 8.20 A. M.

For Baltimore

Leave Towsontown for Baltimore Each hour from 6 A. M. to 10 P. M.

Leave Baltimore for Towsontown

At half-past each hour from 6.80 A. M. to 9.80 P.

All the Cars have STOVES IN THEM, and

Catoneville Railway

Money to Loun.

VORE ROAD CARS.

TO LOAN.

Sept. 20.- \$1

SUNDAY, MAY 12th, 1889.

On and after JULY 22d, 1889, trains will leave as follows, (Baltimore Time:) 4.80-News Express daily for Harrisburg, Williams port and Lock Haven; also connects for Pittsburg. 9,00—Niagara Express and Mail daily, except Sunday, for Harrisburg, Williamsport, Lock Ha-ven, Elmira, Watkins, Bochester and Niagara 10.45—Chicagolimited, daily, for Pittsburg, Cincin-nati and Chicago, with through sleeper from 10.45— Fast Line daily, for Cleveland, Indianapolis, St. Louis and Cincinnati, and except Satur-

P. M.
4.80—Harrisburg Passenger, daily except Sunday.
8.45—Western Express, daily, for Pittsburg and
the West, with through sleepers to Chicago
and St. Louis; except Saturdays for Toledo
and Cleveland; and for Cincinnati, Louisville; and Memphis, with through sleeper Pittsburg to Memphis.
1.20—Pacific and Northern Express daily, with

Winchester, †4.00, †9.15, A. M., †4.25 P. M. For Lursy, Roanoke and all points on the Shen-andoah Valley R. R. *4.00 A. M. and †8.35 A. M. For Hagerstown, †4.00, †8.35, †9.15 A. M., †4.15, 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, 11.80 A. M., and 5.50 P. M. Sundays, 9.00 A. M. and 6.00 P. M. 5.80 P. M.
For Green Spring Branch 6.80, 7.80 and A. M.,
4.00, 5.80 and 8.15 P. M. week days.
FOR SPARROW'S POINT. 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.; 255 P. M. daily. NEW YORK AND PHILADELPHIA DIVISION For New York, Trenton, Elizabeth and Newark, N. J., leave *5.00, †8.89, *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., *1.80, *2.80, *8.15, *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, *8.20, *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., *8.40 and †5.40 P. M.

Trains leave Philadelphia for Baltimore, *4.10, *8.15, *11.10 A. M., †1.85, *4.15, *5.05, *5.43, *7.80 P. M. +Excent Sunday. \$Sunday only. *Daily. Baltimore and Potomae Railroad. TAKING EFFECT JUNE 80th, 1889. FROM CALVERT STATION. †Except Sunday. §Sunday only. *Daily.
Baggage called for and checked at hotels and residences on orders left at Ticket Offices:
N. W. COR. CALVERT AND BALTIMORE STS.,
Camden Station, and No. 230 S. Broadway.
CHAS. O. SCULL.

For points on Chesapeake and Ohio Railway via Charlottesville 8.40 A. M., daily, except Sunday, and 6.55 P. M. daily. For Annapolis and ways 8.20 A. 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., 5.4 FROM UNION STATION

Leave Annapolis, week days 6.50 A.M., 10.25 A.M., 8.40 P. M. Sundays S A. M., 8.40 P. M. Leave Round Bay, week days 7.08 A. M., 10.43 A. M., 8.68 P. M., 7.10 P. M. Sundays 8.18 A. M., 8.58 P. M., 7.10 P. M. 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 Bassenger Bailwags.

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 7.15

ROUND TRIP TICKETS 45 Cts. Leave Calvert Station.—For Catonsvible, 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., 3.20, 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 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 7.80 A. M. and 10,80 P. M. For Ellicott City, on Sundays only, and at 8 and 10 A. M., and 2 and 6 P.M. Returning, leave Ellicott City at 10 A. M., 12 M. and at 5 and 7 P. M.

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, for New York. M.—Mail for Philadelphia. \$300. \$600, \$1,000, \$1,800, \$3,000, \$3,000, \$3,000, or almost any amount to suit borrower, on long or short time, on first-class JAMES J. LINDSAY, Attorney at Law, Towson, Md.

OANS NEGOTIATED. \$3,350, \$3,000, \$3,100, 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. Apply to

WM. GRASON Attorney at Law, Smedley Row, Towsontown. Dec. 12,-- tf MONEY TO LOAN.
IN SUMS TO S IN SUMS TO SUIT, FROM \$500 to \$5,000. bly to HENRY L. BOWEN, Real Estate Agent, Towson, Md.

\$600, \$1,000, \$1,000 AND \$2,000 AT6 PER CENT., FROM 2 TO 5 YEARS.
Apply to M. W. OFFUTT.
Attorney at Law, Smedley Row, Towsontown, Md.

\$80,000 TO LOANON MORTGAGE OR GROUND RENT ON SUMS TO SUIT ON BALTIMORE COUNTY PROPERTY.

R.W.TEMPLEMAN & CO. 87 LexingtonStreet, Baltimore, Md. Feb. 10.--tf

Justices of the Beace.

TOS. B. MITCHELL,

JUSTICE 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.

July 18.—tf TOHN A. BOSLEY. Constable and Collector BALTIMORE COUNTY. Residence-TOWSON, MD.

All business entrusted to his care promptly attended to.

March 16.—6m N.C. LOGSDON, JUSTICE OF THE PEACE

REISTERSTOWN, BALTIMORE CO., MD. March 8,'88.—tf TOHN J. PILERT. JUSTICE OF THE PEACE FOR BALTO. CO. -OFFICE-

AUCTIONEER,

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.

SAMUEL B. METTAM. JUSTICE OF THE PEACE. THIRD DISTRICT. PIERSVILLE: BALTIMORE COUNTY. Willattend promptly to all business entrustedto his care. Claimscollected and promptreturnsmade. April 25.-tf GIDEON HERREST.

JUSTICE OF THE PEACE. -OFFICE-COURT HOUSE, TOWSONTOWN, MD. Wiliattendpromptlyto all business placed in his CLAIMS OF ALL KINDS COLLECTED . June14.--

HOR SALE "JOURNAL" OFFICE, BLANK MORTGAGES. FOR SUILDING ASSO-CLATIONS, seepand by carried the most esceral At-ternate of the Saltimole County Bar. Tel. 5.—tr A MARCHINE WATERNA.

Miller.

Builroud Sime Subles.

DOUBLE TRACK. STEEL RAILS. SPLENDID SCENERY. MAGNIFICENT EQUIPMENT. Northern Control Bailroad.

days, for Chicago and Toledo; also, con-nects, except Sundays, for Lock Haven, El-mirs and Watkins.

*9.10 A. M., 75.00 and 74.10 P. M.
For Annapolis, 7.20, 9.16 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, †8.35, \$9.80 A. M., †1.10, †a4.25, *5.25, *6.85, *11.15 P. M. a Stops only at principal stations between Relay and Fraderick Investion through sleeper to Pittsburg; also, connects daily for Erie and Rochester, and daily, except Saturdays, for Buffalo and Niagara York Accommodation, 6.30 P. M. week-days. Sun days, 5.80 P. M. Parkton Accommodation, 7.80 A. M., and 12.00 noon, and 3.30 and 5.30 P. M. daily, except Sunday. Sunday only, 7.80 and 10.15 A. M. and 1.80 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 11.30 P. M. On Sunday, 10.00 P. M.

> FUR. SPARROW'S POINT.
>
> From Caivert 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 Baltimore and Calvert streets, and at Union Station.

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. 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 Piedmont 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.,

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, 8.12, 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, 7.05 A. M. and 4.20 P. M.

week-days.
For Annapolis 7.85 and 8.45 A. M., 12.40, 4.20 and 5.26 P. M. week-days. On Sunday, 7.36 A. M. and 4.50 P. M. For Richmond and the South at 2.50 and 9.45 A M. daily, and 4.50 P. M. week days. or Piedmont Air Line at 6.50 and 9.45 A. M. 6.00, 8.20 and 9.30 P. M. daily. for points on Manassas Division, 2.59 P. M., week points on Chesapeake and Chio Railway via Charlottesville 9.45 A. M. and 8.20 P. M. daily. FROM PENNSYLVANIA AVENUE STATION.

P. M. daily.

For Annapolis 7.40 and 8.50 A. M., 4.25 and 5.31 P. M. daily, except Sunday. On Sunday, 7.40 A. Leave Washington for Baltimore—At 6.85, 7.20, 8.10, 9.00, 9.40, 9.50, 11.00 and 11.40 A. M.; 12.05, 2.10, 2.50, 8.45, 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.

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

Leave Pransylvania Avenue Station.—At 7.55 and
9.40 A. M., 3.25, 5.05, 6.45, 9.25 and 11.25 P. M. weekdays. Bundays, 10.15 A. M., 2.50, 5.45 and 10:16 P.M.

Leave Catonsville for Baltimore.—At 6.50, 8.28 and
10.35 A. M., 8.55, 5.88, 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 & Baltimore Railroad. Commencing MONDAY, JUNE 29th, 1889, Passenger Trains will leave Baltimore as follows:
FROM UNION STATION.

2004. 18.—1y

-Philadelphia Express, connecting New York and Atlantic City. 4.10 A. M.—Express for Philadelphia, connecting -Philadelphia and New York Express 8.25 A. M.—Philadelphia and New York Express.
9.08 A. M.—Fast Express for Philadelphia.
9.15 A. M.—Accommodation for Philadelphia.
10.08 A. M.—Express for Philadelphia and New York, connecting for Atlantic City.

10.45 A. M.—Limited Parlor Car Train for Philadel phia and New York.

12.05 P. M.—Express for Philadelphia and N. Y 12.05 P. M.—Express for Philadelphia and N. I., connecting for Atlantic City,

12.45 P. M.—Express for Philadelphia and New York, connecting for Atlantic City.

2.80 P. M.—Peninsula Express, tarough to Ocean City, points on Delaware Division.

2.40 P. M.—Port Deposit Accommodation.

2.40 P. M.—Fort deposit Accommodation.

8.20 P. M.—Express for Philadelphia and New York. Sleeping Car through to Boston.

4.05 P. M.—Oxford Accommodation.

4.49 P. M.—Congressional Limited Express for Philadelphia and New York. Company Conference of Philadelphia and New York. posed of Parlor and Dining Cars. 5.17 P. M.—Express for Philadelphia and New York.
7.85 P. M.—Accommodation for Philadelphia. 9.08 P. M.—Fast Express for Philadelphia. 11.85 P. M.—Night Express for Philadelphia and New York.

SUNDAY TRAINS. 12.40 A. M.—Philadelphia Express, connecting for New York and Atlantic City. 6.40 A. M.—Mail for Philadelphia. 6.40 A. M.—Mail for Philadelphia.
8.00 A. M.—Perryville Accommodation.
10.08 A. M.—Express for Philadelphia and N. Y.
12.45 P. M.—Express for Philadelphia and N. Y. M.—Express for Philadelphia.
M.—Express for Philadelphia and New

York. Sleeping Car through to Boston.

Congressional Limited Express for Phila, and N. Y. Composed of Parior and Dining Care, M.—Express for Philadelphia and N. Y. M.—Accommodation for Philadelphia. 9.08 P. M.—Fast Express for Philadelphia. 11.85 P. M.—Express for Philadelphia and N. Y. FROM PRESIDENT STREET STATION

6.28 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. 7.24 P. M.—Accommodation for Philadelphia. SUNDAYS. 7.49 A. M.—Perryville Accommodation FROM CALVERT STREET STATION WEEK-DAYS.

2.35 P. M.—Port Deposit Accommodation.
4.00 P. M.—Oxford Accommodation.
For Brooklyn, N. Y., all through trains connect at
Jersey City with boam 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 Railroad. And at Newark, via the Newark & Delaware City Railroad, for points on the Delaware Division and Branches.

10.08 A. M.—At Wilmington with Delaware Division, 2,29 P. M.—From President street, 2.85 P. M. from Calvert street, and 2.40 from Union Station. At Port Deposit with Philadelphia and Baltimore Central Railroad. Railroad.
2.30 P. M.—From Union Station. At Perryville for Port Deposit and Baltimore Central Railroad.
5.17 P. M.—From Union Station. At Newark with Newark and & Delaware City Railroad for

points on Delaware Division and branches Western Maryland Bailroad. Commencing SUNDAY, JULY 7th, 1888, leave Hillen Station as follows: DAILY,
4.10 A. M.—Hast Mail for Shenandoah Valley and 4.10 A. M.—Hast Mail for Shenandosh Valley and Southern and Southwestern points. Also, Glyndon, Westminster, New Windsor, Union Bridge, Mechanicstown, Blue Ridge, Highfield, Blue Mountain, Hagerstown, and (except Sunday) Chambersburg, Waynesboro, and points on B, and C. V. R. R. 9.02 P. M.—Accommodation for Glyndon, (Reis-

DAILY, EXCEPT SUNDAY.

DAILY, EXCEPT SUNDAY.

7.06 A. M.—Accommodation for Fairfield, Gettysburg, Hanover and all points on B. & H. Division.

8.05 A. M.—Mail for Williamsport, Hagerstewn, Shippensburg and intermediate points on Main Line and B. and C. V. R. B., also Frederick, Emmittaburg, S. V. B. B. and connections.

9.15 A. M.—Pen-Mar Express.

10.00 A. M.—Accommodation for Union Bridge and Gettysburg.

2.25 P. H.—Accommodation. For Glyndon (Reistenstown).

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

3.26 P. M.—Blue Mountain Express, with parlor car (50c.) for Westminster, New Windsor, Union Bridge, Frederick Junction, Blue Ridge, Blue Mountain and Hagerstown; also connection for Frederick.

4.00 P. M.—Express. For Arlington, Mt. Hope, Pikesville, Owings' Mills, St. George's, Glyndon, Glen Falls, Finkburg, Patapseo, Carroliton Westminster, Medford, New Windsor and Main Line Stations west, also Emmittaburg and B. and C. V. B. R.

R. R.
5.15 P. M.—Accommodation for Union Bridge
and Hanover, and on Seturdays for Gestyeburg.
6.22 P. M.—Accommodation for Union Bridge.
SUNDAYS CNLY.
8.25 A. M.—Hagerstown Express for Mechanicstown, Blue Ridge, Pen Mar, Blue Mountain, Smithsburg and Hagerstown.
8.50 A. M.—Accommodation for Union Bridge

Animal Bone Gertilizers, de.

H. S. MILLER & CO. -PURE-

ANIMAL BOND FERTILIZERS: SPECIAL HIGH-GRADE MANURES FOR ALL CROPS.

PURE BONE MEAL! GROUND BONE Dissolved Pure Raw Bone and Raw Bone Phosphate.

SEND US YOUR ADDRESS. DESCRIPTIVE PAMPHLET MAILED FREE. WHARF, BALTIMORE, MARYLAND. AND 206 BUCHANAN'S

HOME OFFICE AND FACTORY-NEWARK, N. J. -FOR SALE BY-

C. N. ROBINSON & BRO., 507 E. Pratt St., Baltimore, J. H. LIVINGSTON, 628 Forrest St., Baltimore: J. B. ROBINSON, Perry Hall; D. MARK-LEY, Lauraville: DIXON STANSBURY, Sweet Air; E. S. CHOATE, Randallstown; JOHN SMITH, Bosley; SAM'L MULLINEAUX, Gorsuch's Mills; ALEX. D. BROOKS, Belfast: JOHN W. BENSON, Woodensburg, Md.; W. T. ALGIRE, Fowblesburg, Md.

Merchant Cailoring, Ac.

1889. OUR STOCK IS NOW COMPLETE

-FOR THE-SUMMER SEASON!

SUMMER SUITS,

THE LARGEST AND MOST VARIED IN THE CITY, 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. week-days. Sundays, 12.25 and 6.55 P. M. Touth's, Hoys' and Children.

For Pope's Creek Line, 7.00 A. M. and 4.15 P. M. daily

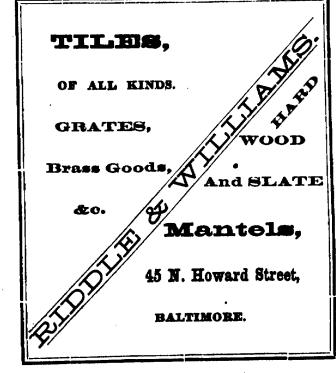
Men, Youth's, Hoys' and Children.

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

Samples, prices and rules for self-measurement sent free NOAH WALKER & CO.,

119 and 121 E. Baltimore Street, Baltimore, Md. Sept. 8.-tf

Tiles, Grates, Mantels, Brass Goods, &c.



Bealegs in Tumber, Coal, Bricks, &c,

GHORGE F. SLOAN & BRO.,

--:0:---

414 Light St. Wharf, Baltimore. 414

--:0:--

BUILDING LUMBER.

SHINGLES, FENCING, DOORS & SASH.

WHOLESALE AND RETAIL. FULL STOCK, LOW PRICES

LUMBER LOADED on CARS Without EXTRA CHARGE.

WILLIAM MCRERY.

LUMBER, COAL, WOOD, HARDWARD AND BUILDERS' SUPPLIES,

TOWSONTOWN AND LUTHERVILLE. TELEPHONE CONNECTION WITH BALTIMORE AND LUTHERVILLE. CO.

Agent for the Oliver Chilled Plow and Castings. Orders left at Corkran's Telephone Exchange, at Lutherville, will receive prompt attention.

April 6, 89.—1y

G. HERRERT RICH.

GEO. SCHUMACHER. CHUMACHER & RICE, SUCCESSOR TO GEO. SCHUMACHER.

CORNER FREEMONT AND PRESSTMAN STREETS, BALTIMORE, MD., LUMBER. JOISTS. SCANTLING. WEATHER-BOARDING, FLOORING, SHINGLES,

LATES, SASH, DOORS, BLINGS, MOULDINGS, &c., And everything usually found in a WELL-STOCKED YARD will be constantly on hand THE ATTENTION OF FARMERS and others on the REISTERSTOWN AND LIBERTY TURNPIKE especially is called to the convenience of this Yard for loading, it being BUT THREE SQUARES FROM THE HAY SCALES, thereby saving them a long drive down town. APA call is respectfully solicited. Oct. 13.—U

MONUMENTAL WOOD WORKS. A. STORCK & SONS. —Dealers IX— DOORS BLINDS, &c.

LUMBER, SASE, -YARD & FACTORY-

TO HAST MONUMENT STREET AND 281 NORTH PRONT STREET BALTIMORE. March 14, '85,-4f

DHILIP WALSH & SONS. ALL KIMDS OF LUMBER AND DUILDING MATERIALS AT THE LOWEST MARKET RATES

Tardo-Earford avenue, Mear Hoffman Street, MARTIAND AVERUS AND OLIVER STREET, BALVINGES.

LAND CHITHAL BAILBOADS PAIR OF CHARGE COMPANY IN THE PARTY OF