Maryland Journal

TOWSON, MD.

Saturday, November 9, 1889.

[Correspondence of the Maryland Journal.]

WASHINGTON LETTER.

WASHINGTON, October 28th, 1889.

Secretary Noble seems to be able to get into more trouble than all the rest of the administration together. The idea seems to be getting into people's heads that he is a good deal like the man on the jury who got mad because the other eleven obstinate fellows kept him away from his wife all night. Another idea that is making friends among the working Republicans, is to bring about a state of things which will enable Mr. Noble to appreciate the feelings of a man who receives a kick from the Presidential boot. In plain words, a movement has been started among Republicans to drive Noble out of the Cabinet, and, from certain things, I am inclined to believe that it will eventually succeed, but not without a desperate fight on the part of the Secretary. Here's an extract from a letter received by Mr. Noble from a New York Republican, who, in resigning the office of Special Examiner of the pension office, used language that caused Mr. Noble to refuse to accept the resignation and to remove the writer:

"I am free to say, personally you are puppet, officially a sycophant, and individually a coward and craven. I simply desire to say that I will place my letter and all my relations with you before the President. If he sustains you, as I suppose he will, I shall be only confirmed in the general conclusion that he has selected you, and some others of your caliber, to misrepresent the men who made it possible for Benjamin Harrison to insult the nation by putting you in a place which neither your services nor character could justify, and which your whole personality is proof positive that a violence to every sense of decency and propriety, was attended by your selection."

Representative Joe Cannon has virtually thrown up the sponge in the Speakership fight by announcing his intention of going home this week to remain until the middle of November. This action is surprising, in view of the fact that Mr. Cannon has been actively engaged in canvassing for votes almost ever since Congress adjourned. I have never seen a man except Mr. Cannon himself, who thought that Cannon had the slightest chance of ever becoming Speaker, and now this one man has lost hope.

Representative Mills, whose name became a household word through its connection with the Democratic Tariff Bill during the last Congress, has taken quarters here for the season.—He has entirely recovered his health, which came near breaking down from overwork last winter. Mr. Mills will not have a tariff bill during the Fifty-first Congress, but he proposes to see that the Republicans do not pass one with obnoxious features.

All of the immense power wielded by the administration is to be brought to bear upon Congress this winter for the purpose of getting rid of the surplus. One of the first schemes to be pushed is that of Government aid for several lines of steamships which are to run to South and Central American ports, and which, in return for a liberal subsidy, are to realize Secretary Blaine's utopian ideas regarding the commerce of those countries. This idea of Government subsidies to private individuals or corporations, has always been antagonized by the Democratic party, and I see no reason for supposing that the Democratic leaders will allow any such measures to pass the House.

Swell society circles are all torn up because the new Chinese Minister has announced that he will take no part in the winter's entertainments. This is all the more disappointing, because the former Minister made the old "Stewart Castle" a center for all that numerous class of diplomats—worshiping Washingtonians.—The new Minister has his wife with him, and as she is the first high caste Chinese woman ever to visit this country, he probably fears to turn her loose in Washington society.

The last meeting of the Cabinet was very long and stormy. The President submitted a rough draft of his first message to Congress, and the members of his official family took turns in jumping on it with both feet. The thing has of course been kept very quiet, but such matters always get out in some way or other. According to the informant of your correspondent, Secretaries Blaine and Windom were the principal "kickers." Mr. Windom objected to the financial part of the message as outlined, and Mr. Blaine had decided objections to the stand taken on certain matters within the province of the State Department. The arguments were long and somewhat heated, and finally when it was agreed to submit the matter to a vote of the Cabinet, the President was defeated, the only votes he received being those of Attorney General Miller, Postmaster-General Wanamaker, and Secretary Noble. The President then expressed his willingness to change the disputed matter, and peace reigned once more. But for how long?

☞The old "John Brown Fort" building at Harper's Ferry, which for years has been attracting so much attention, especially from people passing on the cars, seems destined to go. It is understood the B. & O. will tear it down to make way for re-laying their railroad track While "John Brown's soul goes marching on," it is a pity the Ferry can't "hold the Fort."

[Winchester Leader.

Shall we hold 'er or let 'er go, Gallaher?

[Harper's Ferry Sentinel.

Hold her—and do what John Brown couldn't do.—*Virginia Free Press.*

☞An inventive genius in Rome, Ga., has constructed a little machine that he calls the "chicken-walker." It proposes to do away with the fences around gardens and protect the gardens from damage by chickens. When the machinery is placed on a chicken's feet, and the fowl goes in the garden to make an effort to scratch the soil, instead of accomplishing its desire the attachment walks the chicken out of the garden; the harder it scratches the faster it goes.

A GREAT BATTLE is constantly going on in the human system when you suffer with Consumption, Coughs or Colds.—They strive to ruin health and drag victims to the grave. Take timely warning and use Puritan Cough and Consumption Cure. Price 25 cents.

Dr. Lee's Liver Regulator is a sure cure for Dyspepsia, Biliousness, Heartburn, Indigestion and all Kidney Complaint.

Trial bottles free at MARLEY BROS. Drug Store, Towson.

IF SUFFERERS FROM CONSUMPTION, Coughs and Colds will try Puritan Cough and Consumption Cure, they will find quick relief and permanent benefit. The medical profession declare it a remedy of the highest value. Try it. Price 25 cents.

A large proportion of the diseases which cause human suffering result from derangement of the Stomach, Bowels and Liver. Dr. Lee's Liver Regulator removes all these troubles.

Trial bottle free at MARLEY BROS. Drug Store, Towson.

EVERY HOME SHOULD HAVE IT.

It is not always convenient to call a Physician for every little ailment. Having Red Flag Oil in the house you have a Physician always at hand, it kills Rheumatism, Neuralgia, Burns, Bruises, and all Aches and Pains. Price 25 cents.

There are few things in this life of which we may be certain, but this is one of them. Puritan Cough and Consumption Cure has no equal for Coughs, Colds and Consumption. Price 25 cents.

At MARLEY BROS. Drug Store, Towson.

May 11.—1y

A. E. WARNER

Most respectfully informs his numerous customers and friends that he has removed to the store adjoining Brown Bros.' Banking House,

Old No. 157 } W. BALTIMORE STREET,
New No. 131 } E. BALTIMORE STREET,

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

BALTIMORE, MD.,

Where he intends to continue the manufacturing of his elegant

REPOUSSE SILVER WARE
Of the finest Standard,

And hopes from his personal attention to merit the favor of all in want of a superior article in every respect, together with a fine stock of DIAMOND AND OTHER JEWELRY of the latest style, GOLD AND SILVER WATCHES AND CHAINS and heaviest Silver Plated Ware, Table Cutlery, French Clocks, Opera Glasses, Eye Glasses and Spectacles, Gold Pins, Gold and Silver Canes, &c.

☞A call is most respectfully solicited, as prices will be a great inducement to merit your favor.

Feb. 26.—tf

W. H. MARTENET, D. V. S.
Veterinary Surgeon.

LATE U. S. CATTLE INSPECTOR,

2140 E. HOFFMAN ST.

Office—16 N. CARROLLTON AVENUE,

BALTIMORE, MD.

Aug. 24.—2m

ROTTEN ROCK FOR SALE.

SUITABLE FOR PATHS OR ROADS,

AT 10 CENTS PER LOAD AT THE BANKS,

ON THE YORK TURNPIKE, ADJOINING THE METHODIST EPISCOPAL CHURCH, TOWSON.

Apply to S. N. WHITTLE,
March 30.—tf Towson, Md.

Railroad Time Tables.

Baltimore and Ohio Railroad.

SUNDAY, 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.

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.) A. M., 12.15, 1.45, (45-minute train.) 2.00, 3.00, 4.05, (45-minute train.) 4.15, 5.00, 5.00, 6.30, 7.40, 7.45, 8.00, 10.05, 10.10 and 11.00 P. M. On Sunday, 6.30, 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, 3.00, 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, 5.05, 5.40, 7.20, 8.30, 9.30, 9.45, 11.00 A. M.; 12.00, 12.10 2.05, 2.30, 3.15, 3.25, 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, 9.00, 10.30, 11.30 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 6.20 P. M. On Sundays, 9.15 A. M. and 5.00 P. M.

For Ellicott City, Mt. Airy and way points, *4.00, †8.35, 9.30 A. M., †1.10, †4.25, *5.25, *6.35, *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, *9.15 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, †8.35, †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 4.40 P. M. Leave Curtis Bay 7.50, 11.30 A. M., and 3.50 P. M. Sundays, 9.00 A. M. and 6.00 P. M.

Trains arrive from Chicago, Columbus and the Northwest daily, 12.45 and 3.15 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, *3.20, *4.50 and *11.50 P. M. The 4.50 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, *11.20 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., †4.35, *4.15, *5.05, *5.43, *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.

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 Baltimore.

Leave Annapolis, week days 6.50 A.M., 10.25 A.M., 3.40 P. M. Sundays 8 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., 8.20 P. M. Sundays 7.35 A. M., 2.40 P. M., 6.40 P. M., 8.20 P. M.

C. M. LEILICH, General Manager.

L. A. BURCK, Secretary and Treasurer.

Horse Passenger Railways.

YORK ROAD CARS.

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

Leave Baltimore for Towsontown
At half-past each hour from 6.30 A. M. to 9.30 P. M and at 11.30 P. M.

☞All the Cars have STOVES IN THEM, and are comfortable.

ROUND TRIP TICKETS 45 Cts.

Catonsville Railway.

Leave Baltimore each hour 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.

WALL PAPER!

WALL PAPER!!

WINDOW SHADES!

WINDOW SHADES!!

FLOOR AND TABLE OILCLOTH.

JACOB MYERS,

No. 39 North Gay Street,

[OPPOSITE TO THE ODD FELLOW' HALL,]
BALTIMORE, MD.

The Old and Reliable Wall Paper and Window Shade Store
OF
BALTIMORE CITY,

Is now prepared to show his new styles of WALL PAPER, and send samples to any part of the country when application is made to him. Will send the best workmen to put up the same when wanted. Will sell WALL PAPER AND WINDOW SHADES AT FACTORY PRICES. Call on or send to him and see his beautiful lines.

☞Has no branch house or any connection with any other house in the city.

JACOB MYERS, No. 39 Gay St.,

Dec. 13.—1y BALTIMORE, MD.

J. H. MEDAIRY & CO.,

PRINTERS,

BOOKSELLERS AND STATIONERS

NO. 6 NORTH HOWARD STREET,

Opposite the Howard House,

BALTIMORE.

A LARGE STOCK OF SCHOOL SUPPLIES ALWAYS ON HAND.

BLANK BOOKS MADE TO ORDER IN ANY STYLE.

July 9.—tf

WILLIAM C. DEAL,

PRACTICAL LEAD
AND
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
WASH STANDS, SINKS,
COPPER AND IRON BOILERS,
LEAD AND IRON PIPE, &c.
RANGES, STOVES AND FURNACES REPAIRED
JOBBING PROMPTLY ATTENDED TO.

June 3.'82.—1y

LOCH RAVEN
LIME KILNS,
Maryland Central Railroad.

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

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

SHANKLIN & JENIFER,
Kilns at Loch Raven, M. C. R. R.

Post Office—LOCH RAVEN, Baltimore county.

Feb. 2.—1y

PATENTS, CAVEATS, and TRADE-MARKS obtained, and all Patent business conducted for MODERATE FEES.

OUR OFFICE IS
OPPOSITE U. S. PATENT OFFICE
and we can secure patent in less time than those remote from Washington.

Send model, drawing or photo., with description. We advise if patentable or not, free of charge. Our fee not due till patent is secured.

A PAMPLET,
"How to Obtain Patents," with name of actual clients in your State, county, or town, sent free.

Address, C. A. SNOW & CO.,
Opp. Patent Office, Washington, D. C.

Nov. 24.—tf

JOHN BURNS,

UNDERTAKER,

TOWSONTOWN, MD.

CASKETS AND COFFINS OF ALL STYLES FURNISHED AT SHORT NOTICE.

☞Having purchased a NEW HEARSE I am prepared to attend Funerals in a first-class manner.

☞All orders promptly attended to.☜

April 25.—6m

SAND, GRAVEL AND WOOD.

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

JOHN EMGE,
Cor. York Road Turnpike and Washington Ave., Towson.
May 11.—tf

Railroad Time Tables.

Western Maryland Railroad.

Commencing MONDAY, OCTOBER 21st, 1889, leave Hillen Station as follows:

DAILY.

4.10 A. M.—Fast Mail for Shenandoah Valley and Southern and Southwestern points. Also, Glyndon, Westminster, New Windsor, Union Bridge, Mechanicstown, Blue Ridge, Highfield, Hagerstown, and (except Sunday) Chambersburg, Waynesboro, and points on B. and C. V. R. R.

DAILY, EXCEPT SUNDAY.

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

8.00 A. M.—Mail for Williamsport, Hagerstown, Shippensburg and intermediate points on Main Line and B. and C. V. R. R., also Frederick, Emmitsburg, S. V. R. R. and connections.

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

2.25 P. M.—Accommodation for Glyndon.

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

4.00 P. M.—Express. For Arlington, Mt. Hope, Pikesville, Green Spring Junction, Owings' Mills, St. George's, Glyndon, Glen Falls, Finksburg, Patapsco, Carrollton, Westminster, Medford, New Windsor and Main Line Stations west, also Emmitsburg and B. and C. V. R. R.

5.15 P. M.—Accommodation for Glyndon.

6.20 P. M.—Accommodation for Union Bridge.

11.35 P. M.—Accommodation for Glyndon.

SUNDAYS ONLY.

9.30 A. M.—Accommodation for Union Bridge and Hanover.

2.33 P. M.—Accommodation for Union Bridge.

TRAINS ARRIVE AT HILLEN.

Daily, 7.17 P. M.; daily (except Sunday) 7.30, 8.42, 11.11 A. M., 12.15, 2.40, 5.10, 6.00, 7.00 and 10.00 P. M. Sundays only, 9.07 A. M. and 6.45 P. M.

Ticket and Baggage Office, 217 East Baltimore street.

All trains stop at Union Station, Pennsylvania Avenue and Fulton Stations.

J. M. HOOD, General Manager.

B. H. GRISWOLD, Gen. Passenger Agent.

GREAT PENNSYLVANIA ROUTE.

DOUBLE TRACK. STEEL RAILS. SPLENDID SCENERY. MAGNIFICENT EQUIPMENT.

Northern Central Railroad.

On and after SEPTEMBER 22d, 1889, trains will leave as follows, (Baltimore Time:)

A. M.

4.30—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 Falls.

10.45—Chicago Limited, 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. Dining Car Harrisburg to St. Louis. 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 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.

11.20—Pacific and Northern Express daily, with through sleeper to Pittsburg; also, connects daily for Erie and Rochester, and daily, except Saturdays, for Buffalo and Niagara Falls.

York Accommodation, 6.30 P. M. week-days. Sundays, 5.30 P. M.

Parkton Accommodation, 7.30 A. M., and 12.00 noon, and 3.30 and 5.30 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 11.30 P. M. On Sunday, 10.00 P. M. 5.30 P. M.

For Green Spring Branch 6.30, 7.30 and 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 and 5.00 P. M. On Sundays, 9.00 A. M. and 5.00 P. M.

From Union Station—6.15, 10.15 A. M., 1.50 and 5.05 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.

Baltimore and Potomac Railroad.

TAKING EFFECT SEPTEMBER 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 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, 12.25 P. M., week-days.

For points on Chesapeake and Ohio Railway via 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, 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 7.35 and 8.45 A. M., 12.40, 4.20 and 5.26 P. M. week-days. On Sunday, 7.35 A. M. and 4.50 P. M.

For Richmond and the South at 2.50 and 9.45 A. M. daily, and 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, 12.45 P. M., week-days.

For points on Chesapeake and Ohio Railway via Charlottesville 9.45 A. M. and 8.20 P. M. daily.

FROM PENNSYLVANIA AVENUE STATION.

For Washington, Express, 5.24, 6.55, 7.40 A. M., 2.10, 4.55, and 9.35 P. M. daily, and and 8.50 A. M. week-days. Accommodation, 7.10, A. M. and 5.31 P. M. week-days, and 12.50 and 7.15 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. M. and 4.55 P. M.

Leave Washington for Baltimore—A 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, 8.30, 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., 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 Pennsylvania Avenue Station.—At 7.55 and 9.40 A. M., 3.25, 5.05, 6.45, 9.25 and 11.25 P. M. week-days. Sundays, 10.15 A. M., 2.50, 5.45 and 10.15 P.M.

Leave Catonsville for Baltimore.—At 6.50, 8.23 and 10.35 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 & Baltimore Railroad.

Commencing MONDAY, SEPTEMBER 9th, 1889, Passenger Trains will leave Baltimore as follows:

FROM UNION STATION.

12.40 A. M.—Philadelphia Express, connecting for New York and Atlantic City.

4.10 A. M.—Express for Philadelphia, connecting for New York.

6.40 A. M.—Mail for Philadelphia.

8.25 A. M.—Philadelphia and New York Express.

9.05 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 Philadelphia and New York.

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

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

2.30 P. M.—Peninsula Express, through to points on Delaware Division.

2.40 P. M.—Port Deposit Accommodation.

3.20 P. M.—Express for Philadelphia.

3.55 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. Composed of Parlor and Dining Cars.

5.17 P. M.—Express for Philadelphia and New York.

7.35 P. M.—Accommodation for Philadelphia.

9.08 P. M.—Fast Express for Philadelphia.

11.35 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.

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.

3.20 P. M.—Express for Philadelphia.

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

4.49 P. M.—Congressional Limited Express for Phila. and N. Y. Composed of Parlor and Dining Cars.

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

7.35 P. M.—Accommodation for Philadelphia.

9.08 P. M.—Fast Express for Philadelphia.

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

FROM PRESIDENT STREET STATION

WEEK-DAYS.

6.28 A. M.—Mail for Philadelphia.

8.07 A. M.—Express for Philadelphia and N. Y.

2.29 P. M.—Port Deposit Accommodation.

3.54 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 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 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, 2.35 P. M. from Calvert street, and 2.40 from Union Station. At Port Deposit with Philadelphia and Baltimore Central Railroad.

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

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

J. MAURICE WATKINS,

DEALER IN

PROVISIONS,

Meats, Groceries, &c.,

TOWSON, MD.

May 5.—tf

Merchant Tailoring, &c.

1826. WINTER. 1889.

OUR STOCK IS NOW COMPLETE

—FOR THE—

WINTER SEASON!

WINTER SUITS,

THE LARGEST AND MOST VARIED IN THE CITY,

—FOR—

Men, Youths, Boys' and Children.

Styles and prices to suit all tastes in English and Domestic Goods.

WE ARE NOW MAKING TO ORDER SCOTCH CHEVIOT SUITS FROM STRIPES, PLAIDS, CHECKS AND MIXTURES FROM

$18 TO $25.

CALL AND EXAMINE OUR STOCK BEFORE PURCHASING ELSEWHERE.

Samples, prices and rules for self-measurement sent free upon application.

NOAH WALKER & CO.,

119 and 121 E. Baltimore Street, Baltimore, Md.

Sept. 3.—tf

Dealers in Lumber, Coal, Bricks, &c.

GEORGE F. SLOAN & BRO.,

414 Light St. Wharf, Baltimore. 414

BUILDING LUMBER,

SHINGLES, FENCING, DOORS & SASH.

WHOLESALE AND RETAIL.

FULL STOCK, LOW PRICES.

LUMBER LOADED on CARS Without EXTRA CHARGE.

Dec. 3.—6m

WILLIAM McCRERY,

—DEALER IN—

LUMBER, COAL, WOOD,

HARDWARD AND BUILDERS' SUPPLIES,

TOWSONTOWN AND LUTHERVILLE.

☞TELEPHONE CONNECTION WITH BALTIMORE AND LUTHERVILLE.☜

Agent for the Oliver Chilled Plow and Castings.

☞Orders left at Corkran's Telephone Exchange, at Lutherville, will receive prompt attention.

April 6, 89.—1y

GEO. SCHUMACHER. | G. HERBERT RICE

SCHUMACHER & RICE,

SUCCESSOR TO

GEO. SCHUMACHER,

CORNER FREEMONT AND PRESSTMAN STREETS, BALTIMORE, MD.,

DEALER IN

LUMBER, JOISTS, SCANTLING,

WEATHER-BOARDING, FLOORING, SHINGLES,

LATHS, 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. ☞A call is respectfully solicited.

Oct. 13.—tf

MONUMENTAL WOOD WORKS.

A. STORCK & SONS,

—DEALERS IN—

LUMBER, SASH, DOORS BLINDS, &c.

—YARD & FACTORY—

77 EAST MONUMENT STREET AND 281 NORTH FRONT STREET

BALTIMORE.

March 14, '85.—tf

PHILIP WALSH & SONS.

ALL KINDS OF

LUMBER AND BUILDING MATERIALS AT THE LOWEST MARKET RATES

Yards—HARFORD AVENUE, NEAR HOFFMAN STREET,

AND

MARYLAND AVENUE AND OLIVER STREET, BALTIMORE.

LUMBER DELIVERED ON BOARD THE CARS OF THE NORTHERN CENTRAL AND MARYLAND CENTRAL RAILROADS FREE OF CHARGE.

☞CONNECTIONS BY TELEPHONE.☜

PHILIP WALSH & SONS.

Nov. 22.—tMay 27, '85

THE HOME PERMANENT MUTUAL LAND AND BUILDING ASSOCIATION OF BALTIMORE 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

THEO. WARNEK,
HATTER.

FINEST SUMMER HATS IN STRAW AND FELTS
LIGHT WEIGHTS AND LATEST FASHIONS.

UMBRELLAS AND CANES IN VARIETY.

ALSO, MANUFACTURER OF
FINE SILK AND CASSIMERE HATS,
IN ALL THE LATEST STYLES.

New No. 324 W. BALTIMORE STREET.

May 25.—1y

LECTURES.

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

POETIC AND DRAMATIC RECITATIONS AND PERSONATIONS, introducing the late Mr. John E. OWENS' popular character of "JOHN UNIT" in Self, and Miss CHARLOTTE CUSHMAN'S wonderful impersonation of "MEG. MERRILES" in Guy. Mannering.

ENGAGEMENTS RESPECTFULLY SOLICITED.

Address,
F. CLAY PREUSS,
Arlington, Baltimore Co., Md.

Dec. 31.—tf

CHARLES B. McCLEAN,

COUNTY SURVEYOR

AND CIVIL ENGINEER.

PLANS and SPECIFICATIONS FURNISHED FOR BUILDINGS AND BRIDGES.

—OFFICE—

ROOMS 6 AND 7 MASONIC HALL,

TOWSONTOWN, MD

Nov. 27, 1880.—tf

FOR SALE A BARGAIN,

MITCHELL'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, Towson.

Sept. 3.—tf

BLANK MORTGAGE'S BONDS,

FOR SALE AT THE OFFICE OF THE MARYLAND JOURNAL.

A $20 A DAY MAN!

A VOICE FROM OHIO.

Mr. Garrison, of Salem, Ohio, writes: "Was at work on a farm for $20 a month; I now have an agency for E. C. Allen & Co's albums and publications and often make $20 a day."

(Signed) W. H. GARRISON.

William Kline, Harrisburg, Pa., writes: "I have never known anything to sell like your album. Yesterday I took orders enough to pay me over $35." W. J. Elmore, Bangor, Me., writes: "I take an order for your album at almost every house I visit. My profit is often as much as $20 in a single day's work." Others are doing quite as well; we have not space to give extracts from their letters. Every one who takes hold of this grand business piles up grand profits. Shall we start You in this business, reader? Write to us and learn all about it for yourself. We are starting many; we will start you if you don't delay until another gets ahead of you in your part of the country. If you take hold you will be able to pick up gold fast. ☞Read—On account of a forced manufacturer's sale 125,000 ten dollar Photograph Albums are to be sold to the people for $2 each. Bound in Royal Crimson Silk Velvet Plush, Charmingly decorated Insides. Handsomest albums in the world. Largest Size. Greatest bargains ever known. Agents wanted. Liberal terms. Big money for agents. Any one can become a successful agent. Sells itself