

Saturday, December 7, 1889.

DEMOCRATS CONSULTING.

On Wednesday 4th there was an assemblage of Maryland Democrats at the Carrollton Hotel, for the purpose of consultation before the Legislature assembles. Among them were Senators Lindsay of Baltimore county, Peter of Howard, Bennett of Carroll, Adams and Wentz of Baltimore city, Toadvin of Wicomico, Smith of Worcester, with Laird of Montgomery, Temple of Queen Anne, members-elect to the House. Gov. Jackson, Senator Gorman, Senator Wilson, Treasurer Archer, Comptroller Baughman, with other Domocrats, were present A friendly conference took place as to the important matters to be brought before the Legislature the coming session.

It seems quite evident that the registration law will receive a careful scrutiny and amendments made, at least as far as the city is concerned. Here in Baltimore county the registration law works comparatively well. If any extensive change is made for the interests o Baltimore city, there is no need to saddle the counties with the same expense. Let Baltimore city have ber annual registration if she so desires, but here in Baltimore county we do not need it, nor do we believe they wish it o need it in any of the counties of the State.

Should the Australian ballot system be adopted for the State, Baltimore county will suit herself to circumstances. Our people are not making any demands of the kind, however .-Under our present system voting here is fairly done and fair counts are made, which is all the public demands. Some of our larger Districts might very well be partitioned into Precincts, so as to leave not more than 500 to 600 voters in a Precinct. The lessening of the number of voters in each Precinct to suit the above would have a most happy effect. The distance to the polls being reduced it would induce voters to attend them and cast their ballots. The County Commissioners, however, have ample powers whenever it may be necessary to create

new Precincts. Another important measure will be a law provide for a new assessment of property throughout the State, which is sadly needed-At present a large amount of property escapes taxation entirely, which makes it bear hard upon such property as is found. The law should be made to require every man to be his own as sessor, with proper penalties for failure to make return of any property owned by him. This would have the effect to make the assessment more equitable and would make a very large addition to the taxable basis. Then the unfortunate real estate owner would not be obliged to bear the brunt of the battle. At sight of the assessor stocks and bonds seem to be in the position of riches, they "Take the wings of the morning and fly away." But, somehow other they seem to get back again.

There is not a doubt, also, that increased powers should be given the Boards of County Com missioners, at least here in Baltimore county. There are many matters which are biennially brought before the Legislature which should be settled by the County Commissioners. The Constitution should be so amended as to require one Commissioner to be elected every two years to serve for six years. In this way there would always be two experienced members in the Board. They should be required to sit six days in the week, if necessary, and the salary should be about \$1,500 to \$2,000. Baltimore county is the most important county in the State, and her citizens certainly would not object to pay a reasonable salary to a Board which should pay exclusive attention to the affairs of the county. The vast amount of business before our Board every week, is proof positive that the duties of the office cannot be properly attended to in the two days that are now devoted to it, with a day or two occasionally thrown in when necessary. The officers' entire time should be devoted to the public interests. It would pay our people well to have such a system. The small increase in salaries would b a bagatelle compared to the good which would

There is every evidence that the legislative session will be one of the most important and busy for years. There will not be any time for play, and each legislator will be required to put on his thinking cap, and resolve to meet the expectations of the people, so that the burdens now borne may be lightened and our people made to smile as of yore, because the demands made for the support of the government is within the range of the taxpayer who bears of its daily issue, made necessary by the con-____

THE 51st CONGRESS. The first session of the 51st Congress began on Monday 2d, with nearly all the Senators and Representatives in their seats and "Our Syd.'

the credentials of the Senators from the new States were referred, and there being no likelihood that the House would be ready to send the usual committee to the President, the Sen. ate, after twenty-five minutes session adjourned

The House was called to order at 12 M. by the Clerk. After the call of the roll, the House proceeded to elect the following officers: Speaker .- Thomas B. Reed, of Maine. Clerk.-Edward McPherson, Pennsylvania.

Sergeant-at-Arms, -A. J. Holmes. Doorkeeper .- Charles A. Adams, Maryland. was the Chaplain of the last House. Rev. Indiana, moved to substitute the name of Mr. Millburn for that of Mr. Ramsdell, and the resolution was adopted by a yea and nay vote floor and in the galleries.

on Tuesday, 3d. THE PRESIDENT'S MESSAGE.

The first message of President Harrison was read to the Senate and House on Tuesday 3d. It makes a succinct reference to the condition | tinction. of the country, but is not distinguished otherwise than as an historical document.

The President is forced to recommend that the tariff be reduced so as to prevent the large accumulation of useless money in the treasury, but does not want the protection principle lost sight of. This is about the same as President Cleveland recommended, that is, a reduction of the tariff so that no surplus could be found in the treasury. A high protective tariff was the issue upon which the President claimed to be elected last fall.

The President gives civil service reform a alv kick when he says: The reform of the civil service will make no safe or satisfactory advance until the present law and its equal administration are well established in the confidence of the people."

The President also expresses himself in favor of government aid to education. This means the Blair bill, which passed the last Senate. He expresses himself in favor of subsidies to steamships carrying mails to Central and South America, China, Japan, and other far of lands. He is in favor of Congress passing a law taking control of Congressional and Senitorial elections. The object of such a law is to control the election of Representatives in the Southern States. It remains to be seen whether Congress will be able to pass such a law.

OUR PUBLIC ROADS. We agree with our neighbor of the Balti-

more Sun as to the desirability of good roads, generally, and particularly in Baltimore county, leading to our great commercial city. We known as "The Baltimore Belt Railroad Comare much more deeply interested in these roads than our neighbor, because we have to pay our esteemed neighbor, safely ensconced in his comfortable sanctum, or when out tramping r driving over his comfortable pavements, may imagine that our dirt roads should be so neatly made as not to soil his highly-polished buggy or splash his high-priced trotters .-Recollect one thing, neighbor, Supervisors cannot be gotten in Baltimore county to care for and mend public roads for nothing any more than can your Commissioners of Streets. The amount levied being small it frequently happens that farmers willingly assist the Supervisor by giving a day or two (oftener more) of time with teams or carts, hauling stone and repairing roads where they run through their own property. Will our neighcharming residence at Mt. Vernon Square?

bor do that much for the Commissioners of Streets when they repair the streets around his We are glad to know, however, that there is an awakening among the farmers and others in Baltimore county of the absolute necessity of an increased appropriation for public roads, very many having so expressed themselves to the editor of the JOURNAL. Our farmers are well aware of the fact that no higher evidence of civilization can attach to a people than the condition of their public roads, especially their county roads, as turnpikes are kept in repair for the tolls gathered upon them.

The Sun has been pleased to refer to a communication which appeared in the columns of the JOURNAL last week upon the important subject of public roads. The communication was from the pen of one of our most earnest thinkers, not only as to public roads, but upon everything calculated to advance good, vigorous, economical government. The writer of that communication has long been in favor of in increased levy for public roads, and then placed in the hands of intelligent men who are capable to care for and make public roads. It is very easy to say a road is not made right, when investigation is made, it is found that the Supervisor, with all the difficulties before him, has done as well as it was possible for him to do with the facilities at his command and the money in his hards. We know how prone people are to condemn the Supervisor, when, if investigation were made, it would be found he

was doing his whole duty. The best possible argument in favor of an in creased levy is the improved condition of the public roads in the 1st and 13th Districts, where they have a special road tax of 10 cents on the \$100 in addition to that furnished in the general levy by the County Commissioners .--This extra levy has existed for several years and no complaints have been made that the citizens of those Districts are dissatisfied with it, or want it repealed. We know our Supervisors do their duty with the best means at their command and are often unjustly assailed for a dereliction of duty, or a want of judgment. The "munificent" amount allowed the Supervisor to look after and care for his roads is no inducement for him to entirely neglect his other duties. Only a certain class of our citizens will accept positions as Supervisors, so that the number of capable persons to draw from is comparatively small. With all the light before them the Commissioners do the best they can, as well as do the Supervisors.

With an awakened public sentiment upon this important subject we trust our citizens who are deeply interested, will not hesitate to express their sentiments vigorously and act upon them accordingly, by making known to our Senator and Delegates their desire for better public roads and their willingness to be reasonably taxed for such a system as will give them such highways as are in consonance with an advanced public opinion, and in accordance with the spirit of the age.

And we cordially invite the continued assist ance of our earnest co-laborer The Sun, as its voice will materially assist in bringing about that desirable result which seems to actuate its frequent utterances. Thus only can we remove whatever of complaint The San believes it to have been necessary to make in the past.

THE BALTIMORE "SUN." On Monday 2d our esteemed metropolitan neighbor, The Sun, added a column to each page stant demand upon its space to accommodate not only the news of the entire world but the great pressure upon its business columns .-Every reader of The Sun will enjoy the benefit of this addition of space. Our distinguished neighbor no doubt sees the handwriting upon the wall that it must eventually emerge from In the Senate there was no delay. As soon | the rut of folio journalism into the broad dayas Vice President Morton appeared he called | light of a full-fledged metropolitan newspaper. the body to order, the usual formal prayer was | However, in its present form and a half, The | section of Cannon street and Lanvale street offered and the Senate went at once to work. | Sun is none the less a most complete newspaper, Senator Chandler of New Hampshire qualified, and especially to the masses, but as its space is tween the Baltimore Cemetery and Federal suit the coat. After having seen and perused | boundary of the city of Baltimore. nearly every prominent newspaper in the United States, we say with much pleasure that Mount Royal avenue and John street, where The Sun is the most newsy newspaper published said railroad goes under the same, shall be in this country. It never deals in sensation raised not exceeding five feet, and that likeand is a stranger to the vile social trash which often finds place in the pages of the daily press. Its moral tone is of the very highest character, and it is just in all things and to all per-

sons. This is the very pinnacle of fame for a newspaper, is what gives it its tremendous in-Chaplain.—Rev. Wm. H. Millburn, Kentucky. | fluence, and we feel proud that such a news-The above were the regular Republican cau- paper emanates from Baltimore. The foundacus nominations, with the exception of the tion for its high character was well laid by its Chaplain, who is a Democrat, and is blind. He distinguished founder, whose resolute purpose never forsook him during his long and useful Charles B. Ramsdell, of Washington, was the life. No better heirloom could any man leave, Republican caucus nominee. Mr. Cheadle of and t is plainly evident that its present publishers are wedded to and will sacredly guard and transmit this eminent characteristic which has lifted The Sun to the enviable height it has of 160 for Millburn to 155 for Ramadell. The attained. We have often had occasion to say result created considerable excitement on the kind words of The Sun, because they were not only just but deserved; and we have often The President's message was sent to Congress | differed with it, because we thought the occasion demanded it. It is sincerely hoped that the relations entente cordiale which have existed for so many years may be preserved, and that The Sun may continue to give that "Light for All," which sheds its blessings without dis-

EX-COUNTY OFFICERS.

Dr. L. A. Monmonier, who on Tuesday retired from the office of County Commissioner. did so with the highest respect of his fellow citizens of Baltimore county. He was faithful, conscientious and patient in the discharge and secure the highways, streets and alleys of every duty, endeavoring to do full justice to those having business before the Board, as well as seeing that justice was done the county. The office of County Commissioner is very troublesome, and very frequently unplessant feelings are engendered because persons cannot secure what they desire. They seem to forget that a County Commissioner takes an oath to be faithful to the trust reposed in him.

Mr. George W. Morgan, who also has just retired from the responsible office of County Treasurer, made Baltimore county a most faithful officer. He was but rarely absent from his office on the busy days of the week, never suffered any inconvenience to oppress those who sought his check, and never failed to be present when a jury was to be paid. He is a gentleman of exceedingly amiable disposition and made hosts of friends by his courtesy and desire to oblige. The best wishes of his fellow citizens follow him.

THE BALTIMORE BELT RAILROAD. | necessary to supply means of ventilation for A Highly Important Project for the Intersts of Baltimore City.

For more than a year past the corporation pany," organized a year or more since under the corporation laws of Maryland, backing for them-he merely to drive over them. We which is the well-known banking firm of can have anything good if we pay for it. We are | Alexander Brown & Sons, Baltimore, have been well aware that there is not a sufficient sum | quietly purchasing real estate for the purposes levied annually to make paved roads. The 15 of the Company. The first purchase of propcents levied by the Commissioners with the erty was the large livery stable erected by addition of the Special Road and Bridge Fund | Denny & Mitchell, opposite the present North gives us merely dirt roads, about which the Sun | Avenue Depot of the Maryland Central. This occasionally sneers and makes sarcastic remarks | fact gave rise to considerable speculation, as -that the roads are not properly made and the | the purchase seemed to be made through the money not properly spent. Distance always | Maryland Central Railway Company. During lends enchantment to the view, consequently the past year other purchases of property have been made on Presston street, near the proposed site of the projected Exposition Build-

ing, intended for depot purposes for the Belt Railroad Company. The project is the most important which has been developed in Baltimore since the construction of the present tunnel of the Baltimore and Potomac Railroad, and includes a tunnel from near Hamburg street several blocks south of and to the present Baltimore and Ohio Depot at Camden street; thence under Howard street to Richmond Market, and thence to the Belt Company's recent purchases. The proposed improvements are particularly described in an ordinance presented to the City Councils of Baltimore on the 2d inst. As the ordinance affects property in Baltimore county we give

An ordinance to give the consent of the Mayor and City Council of Baltimore to the construction of the railroad of the Baltimore Belt Railroad Company through said city, and to authorize said Company in the construction of its railroad to make certain uses of the streets in the city of Baltimore. SEC. 1. Be it enacted and ordained by the Mayor and City Council of Baltimore, That the consent of the said Mayor and City Council is hereby given to the Baltimore Belt Railroad Company to the construction of its railroad within the limits of said city, and said railroad company is hereby authorized in the construction within the city of Baltimore of the railroad which under its character it is authorized to build, to

locate, construct, maintain and operate by itself.

its successors or assigns a single or double-track

railroad of the standard gauge, with such

switches, turnouts, sidings, stations and other appurtenances as may be necessary to accommodate the traffic of said railroad over, across, along or under the highways, streets, lanes and allevs on the following route, to wit: Beginning at the junction of the land of said Baltimore Belt Railroad as now located with the Baltimore and Ohio Railroad, between Hamburg and Cross streets; thence in a northerly direction, crossing Hamburg, Henrietta, Montgomery, York and Lee streets into the or that the money is not spent right. Usually, and street to the south side of Camden street; the amount of money to be paid by the said said portion of said Howard street so to be oc- Baltimore Belt Railroad Company unto the Lee and Camden streets within a walled cut: ficient width for a double-track railroad of standard gauge from the southern side of Camden street northerly unto the northerly side of Richmond street, between Biddle and North Howard streets; the said tunnel passing un-

ler the intervening highways, streets and alevs between said Camden street and the northsuid northerly side of Richmond street, between Biddle and Howard streets, on such line as said railroad company may locate its said railroad, through the intervening property and under the intervening highways, streets and alleys to a point at or near the intersection of the northerly side of Mount Royal avenue and West Lanvale street. The said Baltimore Belt Railroad Company shall have the right, in lieu of said tunnel

upon that portion of its road between the casternmost side of Park avenue, and the western most side of Foster street, and between the easternmost side of Foster street and the southernmost side of Dolphin street, and between the northernmost side of Dolphin street, and the westernmost side of Mt. Royal avenue, to erect walls on each side of its track, and shall so construct, inclose and surround said track with walls or fences that all engines or cars passing over the same shall be entirely concealed from the view of persons using said Park avenue, Foster street, Dolphin street and Mount Royal Thence across said West Lanvale street, near

ts intersection with said Mount Royal avenue, and across Dickson alley and Cathedral street extended, near where the same intersects with the west side of Townsend street extended and from thence across Jone's falls to the Falls road at its intersection with North and Boun-The crossing of said railroad of the Balti more Belt Railroad Company over the main tracks of the Northern Central Railway across

Jone's falls, between Townsend street and

North avenue, shall be by means of an overhead bridge of at least eighteen feet vertical clearance over the tracks of said railway company as at present located. Said Baltimore Belt Railroad Company shall have the right to construct its railroad under said North avenue, between Oak street and the Falls road, and thence on such line as it may locate west of Oak street, between North evenue and Huntingdon avenue, and crossing the intervening streets between said avenues at grade, or under the same, as may be the most practicable; thence in an easterly direction on such line as it shall locate between the north side of Seventh street and the north side of the Baltimore and Yorktown Road, known as

the York Road crossing under the intervening highways, streets and alleys; thence from the eastern side of said York Road in a southeasterly direction to the Harford Road, near the southwesterly corner of Clifton Park, crossing the intervening highways, streets and alleys between said York Road and said Harford avenue, and through the southerly portion of Clifton Park, and crossing over Washington street to the northerly side of North avenue, between Patterson Park avenue and Collington avenue extended; thence over North avenue Patterson Park avenue and Belair avenue thence through private property to the interextended; thence under Cannon street and Mine Bank lane in an easterly direction, belimited it is often compelled to cut its cloth to street, to and across Loney's lane, the eastern

> SEC. 2. And be it further enacted and ordained wise the grade of Huntingdon avenue and Cannon street, where the said railroad shall pass under the same, shall be raised not exceeding eight feet and five feet, respectively so as to enable the said railroad company to carry the said streets over its road by means of overhead bridges. Provided that the expense of raising the said grade and the necessary approaches thereto shall be borne by the said Baltimore Belt Railroad Company. And in the construction of the necessary overhead bridges ou North avenue and Patterson Park avenue the said Baltimore Belt Railroad Company is hereby authorized to place in the bed of said North avenue not more than three rows of columns for the support of said bridge, one of said rows to be on each curb line of said North avenue, and one in the middle of said North avenue, and likewise to place in said Patterson Park avenue not more than two rows of columns for the like support of said bridge, one on each curb line of said avenue; the said columns so placed in said avenues not to exceed

in diameter at the base two feet. SEC. 3. And be it further enacted and ordained That the Baltimore Belt Railroad Company shall have the right to widen its said tunnel under Howard street, so that it may provide the necessary side tracks and turnouts and sunports for said street, and the necessary ar roaches into said tracks from the surface at the property used by said company for depot or station purposes; and also at such other points on its said railroad to construct such turnouts, switches, side tracks and stations as may be necessary in the operation of its said

railroad. SEC. 4. And be it further enacted and ordained That the tunnel or tunnels mentioned and provided for in this ordinance shall be so constructed and covered so as to leave uninjured under which the same shall be made. And if, in constructing said railroad or tunnel across or under any of the highways, streets and alleys mentioned in this ordinance, it shall become necessary to take up any pavement on said streets or excavate the same, then and in that event the said Baltimore Belt Railroad Company shall restore the surface of said highways, streets and alleys to the same condition in which they were before being interfered with by said company, which streets shall be so restored to their former condition by the said Baltimore Belt Railroad Company within such period of time and in such manner as shall be prescribed by the City Commissioner. And the construction of said tunnel or tunnels and the approaches or viaducts and the raising of the grades of any of said highways, streets or alleys, as herein provided for, shall be subject to the inspection of the City Commis-

BEC. 5. And be it further enacted and ordained That no openings or holes for the purpose of ventilation shall be made in any streets or avenues of the city of Baltimore under which said tunnel shall be made, but if the said Baltimore Belt Railroad Company shall deem it

or other appliances erected at proper points on | array for the work of the winter; but over and above these minor considerations, the Washproperty belonging to said company, and of ingtonians enjoy the spectacle of the immortal such height and construction as to ventilate said tunnel or tunnels without annoyance to | Maryland Delegation now fighting over our

And be it further enacted and ordained That if, in the construction of the railroad of the said Baltimore Belt Railroad Company along, under or across any of the highways, streets or alleys mentioned in this ordinance, it becomes necessary to divert, relocate or reconstruct any sewer, it shall be the duty of said railroad company to change or rebuild the same in a proper manner at its own cost and expense, and under the direction of the City Commissioner. And if, in the judgment of Commissioner, the construction of said SEC. 7. And be it fur ther enacted and ordained, That the said Baltimore Belt Railroad Company shall complete said railroad and the necessary tunnels therefor within three years from the date it shall have commenced the same in said city, otherwise this ordinance shall be void and of no effect; provided the said work is not interfered with in the meantime by proceedings in the Courts against said railroad company or its agents or contractors in constructing said railroad. This section shall not be construed

persons or property in proximity thereto.

stations, shops, or other buildings or other necessary appurtenances, after the completion of its said railroad. SEC. 8. And be it further enacted and ordained. That in the construction of said railroad or said tunnels along, across, or under any of said highways, streets or alleys hereinbefore named, ample protection shall be furnished to the gas and water mains, and the event of its being necessary to change or disturb the same, the same shall be done under the direction of the city commissioner, with the approval of the engineer of the water board, and all costs of said change shall be borne by the said Belt Railroad Company.

SEC. 9. And be it further enacted and ordained,

to prevent the said company from constructing

any necessary side tracks, turnouts, switches,

That nothing in this ordinance shall be construed to vest in said Baltimore Belt Railroad Company the title to or the right to use and occupy any property belonging to the city of Baltimore other than the rights in the highways, streets and alleys hereinbefore referred And in the event that the said railroad of the said Baltimore Belt Railroad Company shall be so located as to pass through any property of the Mayor and City Council which shall be necessary for the purposes of said railroad, the Baltimore Belt Railroad Company shall pay as compensation therefor to the Mayor and City Council of Baltimore an amount shall appoint one arbitrator and the said Balti- railway, and gas, and is preparing to introduce more Belt Railroad Company shall appoint an- steam-cars, and electric lights, and the rest of west side of Howard street at or near the in- umpire, and the decision of the majority of tersection of said Howard street with Lee the said arbitrators and umpire shall be final street; thence along the western half of How- and conclusive between the said parties as to cupied by said railroad between the points | said Mayor and City Council for the property aforesaid to be the western half thereof, and | 80 to be taken or used by said Baltimore Bel the railroad therein to be depressed between Railroad Company. Should said parties fail to appoint arbitrators, or should said arbitrators thence along Howard street by a tunnel of suf- fail to agree upon an umpire, then said compensation to be paid to said Mayor and City Councilaball be ascertained in the usual way provi-

ded by law for the condemnation of private property by railroad companies. SEC. 10. And be it further enacted and ordained That whereas in order to enable the railroad of said Baltimore Belt Railroad Company to pass erly side of Richmond street; thence from the under North avenue and to give the railroad of said Baltimore Belt Railroad Company the necessary clearance over the main track of the Northern Central Railway across Jone's falls between Townsend street and North Boundary avenue, it is necessary to raise the bridge on North or Boundary avenue the distance of feet : and whereas the present condition of said bridge requires the building of the same, Therefore be it further enacted and ordaine That the said bridge over Jone's falls on North or Boundary avenue shall be raised to the extent of - feet, the expense thereof to be borne by the city of Baltimere, and the expense of he necessary approach thereto on the east side shall be borne by the Baltimore Belt Railroad Company. Said bridge shall be raised in accordnce with the plans furnished by the City Comnissioner, and the Mayor and City Commissioner are hereby authorized to enter into the recessary contracts to raise said bridge according to said plans. The work of constructing said castern approach to said bridge shall be done by said railroad company, under the di-

ection of the City Commissioner. SEC. 11. And be it further enacted and ordained, That this ordinance shall take effect from the data of its passage. Councilman Doyle submitted the ordinance, and it was referred to the committee on highways. It is generally talked about throughout the city and is deemed a big scheme.

[Correspondence of the Maryland Journal.] OUR BALTIMORE LETTER.

Mayor Davidson Making Friends-Political Saints-A Stunning Railroad Scheme-Slow Progress of Rapid Transit Going Oyster-Supperless to Bed-An Infant Industry-Postmasterly-A New Crusade-As to Saving Satan. BALTIMORE, December 6th, 1889.

"I am sorry new that I did not vote for Mr. Davidson, myself," said a good Republican, the other day, in commenting upon the wisdom of the Mayor in his appoinment of business men f high character to investigate the business affairs of our much maligned city. Thus it s beginning to be recognized, by even his political enemies that Mayor Dividson is in earnest, in setting about the work of instituting reforms, and giving us a vigorous and competent municipal administration. Though, of course, if the appointment to the other offices in his gift are all wise and judicious, and his reforms are quite real and radical, he will be as sure to make enemies among his own party riends, as friends of his political enemies. The committees appointed to investigate the harges made againts the political saints, mown as Flannery and Briscoe, do not seem to have found sufficient evidence to render it likely have any Christmas money. ecessary to deprive these worthies of their place in the political calendar. So the Reform League must hereafter arm itself with more satisfactorily developed cases, or else have itself appointed the full court to try such offenars, with all powers from presentment to execution of sentence, lodged in its own hands. And then, perhaps we shall be blessed with the immaculate government which is the single aim of its lofty ambitions. Until then, however the party's own selections from its stores of saintliness must serve to suffice us, as best

A great sensation has been aprung upon us by the anuouncement of an extensive railroad enterprise to be undertaken in our conservative, not to say, slow-going, city. It seems that a vast five million dollar project has been decided upon by the Baltimore Belt Railroad Company, with such plans for tunnels under our streets, and great bridges, and fine depots, as it quite takes away our breath even to think of; not to mention our anticipations of the rapid transit for which we have so long been clamoring; and over the slow progress of which we have been wailing such wails of des-

It is said, however, that this amount of capital has been secured, that most of the property needed has been purchased, and that the work can be completed in one year from the date at which it is begun. The scheme promises us transportation from the heart of the city to its northern limits in about five minutes; and thence to Bayview Junetion in another five. Though why we should be in such haste to get out to Bayview might, perhaps, be a rather unpleasant subject for contemplation. Otherwise, we rejoice very much over the quick transit project; and possibly the county people may be similarly gratified, if ever this great scheme is brought to a successful completion.

Another subject of deep interest to us as Baltimoreans is the recent bit of naval warfare that has taken place down at the "Swine" Island Flats; the adjustment of which affair has grown into a case involving diplomatic relations between the two commonwealths of Virginia and Maryland. Not that we care very much for the territory in question, considered per se; though we do object to the easing out of the State's public water-grounds to any individuals. But the probability of being obliged to go oyster-supperless to bed in the near furure, is the dreadful fate that now stares us in the face, unless something can be done to protect our oyster-grounds from further ravages by any sort of depredators. For several years now our oysters have been depreciating in quality, and our fame as the world's champion oysterists is fast lapsing into a thing of the past. And unless something is done about it at once, things must necessarily go on from bad to worse. And there is really a double wrong in this case; for not only are the oystor-eaters sufferers by the depletion of our waters that is depriving us of our accus-

tomed winter luxury, but it is a piece of cruelty

little beds in this inconsiderate manner. Their

poor, little shriveled anatomies present a piti-

to the infant oysters to rout them out of their

ful sight to an appreciative soul; and it is exasperating to think of the contrast to themselves which they would exhibit if only they could be "rocked in the cradle of the deep" BEEF, VEAL, LAMB, MUTTON, through the proper period of infancy. This is another proof, however, of the fallacy of the SMOKED BEEF TONGUES, whole business of early rising about which the cranks make such an ado. It is to be hoped that some Society for the Prevention of Cruelty will take the matter in hand. There are lively times down at Washing.

ton just about now, not only with the meeting the said tunnel or tunnels, in addition to that of Congress there this week, and the selection afforded by the moushs of the same, then it of officers by the Republican powers that be, shall do so by means of chimneys, shafts, flues, | and the drawing up of their forces in battle

Pious Postmaster Wanamaker is said to be quite disgusted with our brand of Republican politician, and to have sent the squabblers some to find out what they want from him. And if they do not soon agree in their choice of a candidate, the probability is that they will be punished by having to sit on the anxiousstool until they decide to be less cantankerous. And even then it may happen that some quite new aspirant will fall heir to the place. Such are the tribulations of the place-seeker It will be recollected by those who keep up railroad along, under or across any of said | with the affairs of the day, that one outcome highways, streets or alleys, shall render neces- of the recent centennial of Catholicism, celesary the making of any new sewers which brated here, was the planning by the hierarchy shall not have otherwise been required, then of a new crusade against the combined forces the same shall be made, under the direction of of the world, the flesh, and the other memthe City Commissioner, by and at the expense ber of the evil trinity, with the supplement of of the said Baltimore Belt Railroad Company. tion upon the question of Protestantism us would induce all the erring sects of Christians to return once more to the precincts of the one true fold. Or, in other words, that means must be devised for transforming Protestant Christians into the adherents of Rome.

Well, the other day a liberal-minded Hebrew of this city met a Protestant friend who kindly furnished him with information concerning the efforts which his people were making to convert the Jews, spreading out a long array of facts and figures as to the missionaries employed and the territory covered, as well as the results already achieved. Whereupon the astute Jew smilingly said: "Well; but, my dear sir, it is a great pity for your people to waste so much labor. For where is the wisdom of spending so much time and money in making Protestants of us, when the edict has gone forth that all the Protestants are to be converted to Rome? It is too much to require two conversions of us: it will be much wiser for us to go straight to Rome." That settled the matter, of course. In this connection it is very suggestive to

who are now themselves considering the advantages of a union with Rome. It is a noteworthy sign of the times to find such men as Doctors Hodge, Hitchcock, Schaff, Patton, Field. Briggs and others, quoted as favoring a union of Protestantism and Catholicism. Prof. Briggs, of the Union Theological Seminary of New York asserts that the two faiths are agreed in nine-tenth or more of the contents of Christianity, as well as to the vast majority of all questions of morals, and says that on all these juestions it is of the highest importance that the Roman Catholic church and Protestant. churches should make an alliance. It is beginning a new chapter of Christianity for prominent Protestants to put themselves on record in this wise. The world which shall be ascertained in the following moves, however, when Damascus, "the oldmanner: The Mayor of the city Baltimore est known city on earth has its street-

ing Christianity, and so many Christians denying the existence of Satan and the lower regions, it is hard to tell what we are coming to. Something will have to be done if we want to save Satan from complete annihilation.

DEATH OF JEFFERSON DAVIS.

Jefferson Davis, the hero, patriot and statesman, breathed his last at New Orleans on the morning of the 6th inst., aged 81 years. There will be a pang of regret in every Southern home upon learning of this sad event. The remembrance of what Mr. Davis suffered for the Southern people will be ever gratefully memory in their hearts while life lasts. He carved a niche of fame in the history of his country. His services to his country in the Mexican war and his brilliant record as a United States Senator and Cabinet officer stamps him as a statesman. When the unfortunate war between the North and South broke out he promptly committed his fortunes with those of the South; and when final defeat came he bore all the judignities heaped upon him with the greatest resignation, and never complained of the unbappy position in which he had been placed. He has left a history of his remark-

DREADEUL FIRE AT MINNEAPOLIS. On Saturday night, 30th ult., the 8-story brick building occupied by the Minneapolis daily Tribune at Minneapolis, Minnesota, took fire and was totally destroyed, involving a loss of \$300,000. The most terrible loss, however, was seven persons, who lost their lives, some by being burnt others from jumping from windows from the 5th, 6th and 7th floors. As a matter of course their bodies were terribly mangled. There was but one fire escape upon the building and it became red hot. One man attempted to climb down on it, but was compelled to let go his hold and was almost literal-

ly dashed to pieces. THANKS.—The JOURNAL is indebted to Hon E. K. Wilson, United States Sonate, for a copy of the Fifth Annual Report of the Bureau of Ethnology to the Secretary of the Smithsonian Institute for 1883-4, by J. W. Powell, the Director. The work is of a highly interesting character, giving a description of the Indian mounds in Ohio, Iowa, Missouri, Wisconsin and other States ; with histories of our Indian tribes and their peculiarities, burial mounds, etc. It is also profusely illustrated, many o the plates being beautifully colored.

Charles E. Silcott, paying teller for Sergeant-at-Arms Leedom, of the House of Representatives, decamped last week with \$75,000 drawn from the U.S. Treasury to pay the salaries of Congressmen. The members will not

There is a Reaper whose name is DEATH, And, with his sickle keen, Ie roaps the bearded grain at a breath, And the flowers that grow between. ALER.—Near Reisterstown, on November 30th, 1889, George W. Aler, in the 76th year of his age.

TURNBULL.-In Baltimore, on December 5th, 1889, LISLE TURNBULL, in the 44th year of his age, son Mr. Henry C. Turnbull, near Towson. BROWN.—At Woodberry, on December 1st, 1889, STEPHEN F. BROWN, in the 23d year of his age, youngest son of the late James and Anastasia

Hiss.—In Baltimore, on November 30th, 1889, ELEANOR J. Hiss, daughter of the late Jacob Hiss, of Baltimore county. CARROLL.-Near Mt. De Sales, Catonsville, Baltimore county, on December 1st, 1889, HENRIETTA CARROLL, in the 77th year of her age, daughter of the late William Carroll Tipton.—In Baltimore, on December 2d, 1889, Martha Lucilla, aged 24 years, third daughter of the late Ira A. and Annie Tipton, formerly of Bala

FITZPATRICK .- At White Hall, Baltimore county, on December 3d, 1889, LAVINIA FITZPATRICK, aged 81 years, beloved wife of the late John Fitzpatrick COCKEY.—In Baltimore, on December 5th, 1889, RICHARD COCKEY, eldest son of the late Col. John

The Markets. BALTIMORE MARKET. THURSDAY, Dec. 5th, 1889. FLOUR-Howard Street Super...\$ 2.25 @ \$ 2.75 Extra... 8.00 @ Extra...... 5.10 @ Family..... 5.85 @ Patapaco Extra..... 2.75 COBN MEAL—City Mills..... 1.00 WHEAT—Southern Red..... 79 Western Red..... CORN-Southern White..... Yellow.... Western.... OATS-Southern.... Western PROVISIONS-Shoulders..... Hams.... POTATOES—Per Bushel..... UTTER..... tags..... Reported for the JOURNAL by N. B. Merryman, Eastern Hay Scales, Greenmount Avenue: TIMOTHY HAY-Per Ton..... 9.00 @ 18.00 CLOVER HAY-Per Ton..... 9.00

CORN—Per Barrel...... 7.00 @ TOWION MEAT MARKET. STILL AT THE OLD STAND, York Road near the Post Office. We are selling to our dustomers and the public who may favor us with a call

Rye..... 12.00

8TRAW-Wheat..... 8.00 @

PORK, BACON, SMOKED SAUSAGE, &c. All of the best quality and at the lowest prices.

ORDERS PROMPTLY FILLED.

The Meats delivered within a reacnable distance

FREE OF CHARGE. SAMUEL COLLINGS.

Mew Advertisements,

THE OBATORIO SOCIETY BALTIMORE Will produce this, the tenth sesson, HANDEL'S MESSIAH and SULLIVAN'S "GOLDEN LEGEND," and will also give the usual two Public Rehearsals and the two Extra Concerts. For the Messiah the following distinguished soloists have been engaged: Miss ELENE BUFFINGTON KEHEW, Soprano.
Miss EMILY WINANT, Alto.
Mr. W. H. RIEGER, Tenor.
Mr. W. E. HARPEB, Bass.

The best obtainable soloists will be engaged he other performances. Season tickets, admitting one person to two Oraorios, \$2 each; those admitting one person to two Oratorios, two Public Rehearsals and two Extra Concerts. \$4 each. The dates of the two Oratorios will be DECEM-BER 26th and 27th and MAY 1st and 2d, and of the two Extra Concerts FEBRUARY 6th and MARCH

22d, respectively. Dec. 7.—8t WONDER AND SATISFACTION

Will be your experience when you first try SLESINGER'S TENDER : FEET : SHOES. YOU WILL BE DELIGHTED ATTHEIR MIRACU-LOUS EASE AND COMFORT.

AP IF YOU TO SUFFER WITH CORNS, BUNIONS, ---OR---

TENDER FEET SHOES. SLESINGER, Manufacturer, 231 N. EUTAW ST., BALTIMORE.

Agent-J. M. CURRIE & CO.

REISTERSTOWN, MD. find that there are numerous Protestant writers William S. Keech, Attorney, Towsontown. MORTGAGEK'S SALE VALUABLE FARM

> ABOUT 50 ACRES.
> ON THE HARFORD TURNPIKE, BETWEEN
> AND 8 MILES FROM THE PRESENT CITY LIMITS.

By virtue of the power contained in a morigage from Owen Donovan and wife to William S. Keec Trustee, in the matter of the Trust Estate of Miss Eliza J. Goodwin, dated the 19th day of November, 1887, and recorded in the office of the Clerk of the Circuit Court for Baltimore County, in Mortgage Records Liber J. W. S., No. 134, folio 208, &c., and of an order of the Circuit Court for Baltimore County passed in said Trust Estate, and of the Laws of this State in such case made and provided, the undersigned, Trustee as aforesaid, will offer at Public fale, at the door of the Court House, in Towsontown, Baltimore county, on

, the 31st day of December, At the hour of 12 in the day time. THAT VALUABLE TRACT OF LAND. situated in Baltimore county, between 7 and 8 miles from the present limits of Baltimore city, and now occupied by said Owen Donoyan, containing about 50 ACRES OF LAND, MORE OR LESS, fronting on the Harford Turnpike and on the road leading from Cromwell's Bridge to said turnpike road and adjoining the property formerly owned by Mr. Levi Hipsley and land owned by others.

This property is improved by a TWO-STORY FRAME DWELLING HOUSE, bout 20x30 feet, with BACK BUILDING, FRAME 3ARN about 22x36 feet, and other outbuildings.-THRIVING ORCHARD OF APPLE, PEAR AND About 25 acres or more are in cultivation, balance n oak, hickory, chesnut and poplar timber. This property is a desirable one and is well waterd; soil kind and easily improved; churches, pos cherished by them, and they will embalm his office, school and mill convenient; neighborhood healthy and pleasant.

For full description of said property by meter and bounds, courses and distances the description n mortgage above referred to

Terms of Sale-One third Cash: one-third in ix months and the balance in twelve months from the day of sale, deferred payments to bear interest from day of sale, or all cash at purchaser's option.

N. B.—A deposit of \$200 will be required of the purchaser immediately after the sale.
WILLIAM S. KEECH, Trustee in the matter of the Trust Estate of Miss JOSEPH E. TRACEY,

GREAT PENNSYLVANIA ROUTE. DOUBLE TRACK. STEEL RAILS. SPLENDII SCENERY. MAGNIFICENT EQUIPMENT. Northern Central Bailroad. On and after NOVEMBER 10th, 1889, trains wil leave as follows, (Baltimore Time:)

4.30-News Express daily for Harrisburg, Williams port and Lock Haven; also connects for Pittaburg. 9.00-Niagara Express and Mail daily, except Sun

day, for Harrisburg, Williamsport, Lock Haven, Elmira, Watkins, Rochester and Niagara 1.45-Chicagolimited, daily, for Pittaburg, Cincin nati and Chicago, with through sleeper from 1.45- Fast Line daily, for Cleveland, Indianapolis St. Louis and Columbus, and except Satur-days, for Chicago and Toledo. Also, connects, except Sundays, for Lock Haven, El-

mira and Watkins. 3.80—Harrisburg Passenger, daily except Sunday, 4.83—St. Louis, Chicago, and Cincinnati Express, daily, for Pittsburg, Cincinnati, Chicago, and St. Louis. Parlor Car to Harrisburg and through Sieepers Harrisburg to Cincinnati, Chicago and St. Louis, and Dining Car to St. Louis from Union Station, also connects for 8.45-Western Express, daily, for Pittsburg and the West, with through sleepers to Chicago and St. Louis; except Saturdays for Toledo and Cleveland; and for Cincinnati, Louis ville and Memphis, with through sleeper

Pittsburg to Memphis. 1.20—Pacific and Northern Express daily, with through sleeper to Pittsburg; also, connects daily for Erie and Rochester and daily, except Saturdays, for Buffalo and Niagara York Accommodation, 6.30 P. M. week-days. Sundays, 5.30 P. M. noon, and 4.80 P. M. daily, except Sunday, Sunday only, 7.80 and 10.15 A. M. Cockeysville Accommodation, 6.00, 8.45, 10.15 A. M. and 1.80. 2.80, 5.30, 7.30, 9.00, 10.30 and 11.30

P. M. On Sunday, 1.30 and 10.00 P. M. For Green Spring Branch 6.80, 7.80 and 11 A. M., 4.00 and 5.30 P. M. week days. FOR SPARROW'S POINT. From Calvert Station-6.05, 8.10, 10.10 A. M., 2.00 and .55 P. M. On Sundays, 9.00 A. M. and 4.55 P. M. From Union Station—6.15, 8.15, 10.15 A. M., 2.05 and 0.00 P. M. On Sundays, 9.05 A. M. and 5.00 P. M. From President Street-6.05 A. M. and 4.58 P. M. For tickets to all points East, North and West ap

ply at Calvert Station, at northeast corner Baltimore and Calvert streets, and at Union Station. DOAD NOTICE. . Application for the Opening of a New Road in the 4th and 8th Klection Districts of Baltimore County.

OFFICE OF THE COUNTY COMMISSIONERS OF) BALTIMORE COUNTY, TOWSONTOWN, MD., Dec. 4th, 1889. Notice is hereby given, that a petition has been presented to this Board by Messrs. Wm. Stansbury, John C. Bosley, Garrett D. Waters, C. C. Fowler, lesse Fowler, Chas. A. Councilman, and other taxable inhabitants of Baltimore county, for the opening and construction of a road partly in the 4th and partly in the 8th Districts of Baitimore county-To run from a point in the road leading from Shawan to Mantua Mills, about one-fourth of a mile west of Shawan, where the said road diverges to the west of Snawan, where the said tout diverge a new north, and thence westerly along what is now known as Worthington Valley, and passing through the lands of, William Gent, Jr.. William Stansbury, O. C. Fowler, John C. Bosley, The Trustees of Benjamin I. Worthington, Garret D. Waters and others, intersect the Dover Road. And your petitioners further represent that the public convenience requires that so much of the

old road leading from Shawan to Mantua Mills as ies between the point where said road diverges to he north, about one-fourth of a mile west of Shawan, and the lands of John C Bosley, shall be Your petitioners thereforewray that a new road be opened to run from the point in the old road leading from Shawan to Mantua Mill, about onefourth of a mile west of Shawan, where said road diverges to the north, and to run thence westerly along Worthington's Valley to the Dover Road; and that so much of the old road leading from hawan to Mantua Mills, which lies between the place where it diverges to the north, about one-fourth of a mile west of Shawan, and the lands of John C. Bosley, be closed. The leugth of said road

being about 21/2 miles.

It is therefore ordered upon the aforegoing petition by the County Commissioners of Baltimore County, this 4th day of December, A. D. 1889, that Jacob D. Geist, one of the Road Commissioners of the 4th District, and William H. Todd, one of the Road Commissioners of the 8th District, and James B. Councilman, a disinterested taxpayer, be and they are hereby appointed Examiners on the road named in the aforegoing petition to meet on the premi-Thursday, December 26th, 1889, At 10 o'clock A. M., Make an examination and report to this Board

whether or not the public convenience requires the granting of said petition in accordance with the

Act of Assembly passed January Session, 1878, Chap-

THOMAS TODD, JOHN SMITH, ROBERT MAGRUDER, County Commissioners for Baltimore County. True Copy-Test : M. F. CONNOR Chief Clerk and Auditor. PPLICATION FOR A BRIDGE.

OFFICE OF THE BOARD OF COUNTY COMMISSIONERS) OF BALTIMORE COUNTY, TOWSONTOWN, December 4th, 1889. Towsontown, December 4th, 1889.)

Notice is hereby given, that an application has been made to this Board, for the building of a bridge over Deadman's Run, on the road leading from Mantua Mills to Shawan, about 1/2 of a mile east from Mantua Mills. The cost of said bridge will be about \$800. Jacob D. Gleet, Road Commissioner 4th District, and Wm. H. Todd, Road Commissioner 8th District, and James B. Councilman, are appointed a Board of Examiners to meet upon said road, on

Thursday, December 96th, 1889.

o report whether the public requires the building

of said bridge.

JOHN SMITH, BOBERT MAGRUDER, County Commissioners of Baltimore County. M. F. CONNOB, Chief Clerk and Auditor.

Acw Advertisements.

Wm S. Reech, John I. Yellott and Charles Marshall, Attorneys. TRUSTEES' SALE 圃 VALUABLE TARMING LANDS AND BUILDING LOTS,

-IN THE-RIGHTH ELECTION DISTRICT. BALTIMORE COUNTY.

By virtue of the decrees passed by the Circuit Court for Baltimore County, in the equity case of Jessop et al., vs Jessop et al., the undersigned, Trus-Saturday, the 28th day of December, 1889, At 11 o'clock A. M., ALL THE REAL ESTATE OF WHICH THE LATE GEORGE JESSOP OF CHARLES, OF BAL-TIMORE COUNTY, DIED POSSESSED.

The sale will take place at the Mansion House, on said property, near Ashland Station, on the North-ern Central Railroad. The property will be offered in parcels as follows: The lot on the north side of the county road and

east of the railroad, which is improved by a COMFORTABLE BRICK DWELLING, a good repair, about thirty eight feet front, with eight rooms, a Well of water and Ice House; said being described as follows: Beginning for the same at the point of intersec eastern outline of the whole tract of land of which the lot now being described is a part, and at the end of a line drawn south eighteen and one-quarter degrees east seventy-two and eighty-four one hundredths perches along said eastern outline from a stone set in the ground marked W. G. J., No. 3, and running thence bounding on the eastern outline of said whole tract two courses and distances, south eighteen and one quarter degrees cast thirty-one and sixty-six one-hundredths perches to a stone market W. G. J., No. 2, and south twelve and three-quarter IRNING SENSATION, TRY A PAIR OF OUR degrees east eighteen and eight-tenths perches to intersect a line drawn north seventy-eight and three quarter degrees east along the centre of the county road; thence reversing said line and bounding thereon south seventy-eight and three-quarter degrees west fifty-seven and twotenths perches to the center of the Northern Cen-tral Railroad: thence bounding on the center line

> The lot of ground divided from the above by the county road and binding upon the railroad, containing about TWENTY ACRES OF LAND. good condition for farming purposes and wel adapted for division into building lots, there bein some demand for the same in its neighborhood This lot has upon it a very good Barrack. .

of said railroad to the place of beginning. It will

make a comfortable home.

A small lot at the intersection of the county road and the railroad south of the former and west of the latter, described as follows: Beginning for the same at a point in the centre o the county road which leads from Marble Vale Pa per Mills to the Baltimore and York Turnpike Road there said centre intersects the western outline of Kenilworth," the property belonging to the estate f the late Geo. Jessop of Charles, and running hence bounding on the centre of said road north 1/2 degrees east 16 61-100 perches, and north 783/2 legrees east 8 perches to the centre of the Northern entral Railroad; thence bounding on the centre line of said railroad south 321/4 degrees west 21 9-10 perches to intersect the aforesaid western outline of Kenilworth," and thence bounding on the same to the place of beginning, containing ONE AND ONE QUARTER ACRES OF LAND.

This lot is unimproved, and is admirably located or a store or other place of business. THE "KENILWORTH FARM" pon which Mr. Jessop resided in his lifetime, the ame containing about TWO HUNDRED ACRES OF LAND n a good state of cultivation and desirably located The farm lies directly on the Northern Central Rail road which forms its eastern boundary, and fronts on a good county road; it is within a few minutes walk from Ashland Station, and but a short distance from the York Turnpike Road. The farm has an abundance of wood and fuel upon it and eligible

building sites, is located in an improving neighbor-hood, with Churches, Schools, Stores and Post Offices very convenient. The farm is improved by a large BRICK DWELLING in good condition, several Tenant Houses now renied, handsome Lawn, a Stone Barn, Corn and Carriage House, Stabling and all necessary outbuildings, and has also a valuable Limekiln and Stone

A farm lying partly in the Eighth and partly in the Tenth Districts, on a public road and about a mile and a half from the last described farm. This place is in the Warren Factory neighborhood, is in a fair state of cultivation and with fair fencing upon NINETY-FOUR ACRES OF LAND. and is improved by a small DWELLING HOUSE AND BARN.

and is quite a desirable small farm. Plats of the greater portion of the above property brance of any kind and with good title. The Terms of Nate as prescribed by the decrees are-One-third Cash upon the ratification of the sale, one third in one year from date of sale, and the balance in two years from the date of sale the deferred payments to bear interest and to be secured to the satisfaction of the Trustees; or all cash, at the option of the purchaser. Two hundred and fifty dollars cash deposit will be required at the time of sale on lots numbers one, four and five; one hundred dollars on lot number two, and twenty-five llars on lot number the

WILLIAM S. KEECH. CHARLES MARSHALL, Trustees. JOHN I. YELLOTT, TONTHLY REPORT

TREASURER and COLLECTOR of TAXES

BALTIMORE COUNTY FOR THE Month of October, 1889. In accordance with the requirements of An Act passed January Session, 1876, the Treasurer and Collector of Taxes for Baltimore County hereby makes eport to the County Commissioners of the amounts received and disbursed for the month of October Cash received from all sources during the mouth of October, 1889: Cash on hand September 30th, 1889...... \$ 85,468 l

INCIDENTAL ACCOUNT. Cardwell, sale of old lumber. Redemption of Paine Est. sold for taxes. Redemption of Presstman Est. sold for edemption of M. T. Dorsey Est. sold for Redemption of John W. Kettler Est. sold for taxes..... nterest.... 25 59 1,189 79 Levy of 1888...... \$2,357 19 Levy of 1889......84,852 64

iscount...... 72 78 Disbursements for September..\$ 31,185 07 Balance October 31st, 1889 63,267 82 GEORGE W. MORGAN,

DEAS EXTRA EARLY PEAS, MARROWFAT PEAS. AT LOWEST PRICES.

Treasurer and Collector.

-SEEDS-NEW QUEEN TOMATO. PRIZE-TAKER TOMATO, EGG PLANT, RADDISH, BEET.

AND ALL OTHER SEEDS. J. BOLGIANO & SON, 28 S. Calvert St., Baltimore.

Oct. 5.—tf

CAULIFLOWER

FORSALE CHEAP. TO A PROMPT PURCHASER, A VERY DESIRABLE LITTLE PLACE OF FORTY ACRES, WITH GOOD IMPROVEMENTS, VITHIN A FEW MINUTES' WALK OF LOCH RAVEN STATION, M. C. R. R.

Good land, beautiful situation and altogether an attractive place. H. C. TURNBULL, Jr.,

5 E. Lexington St., Baltimore. Oct. 12.--tf W.L. DOUGLAS' & 3.00 Shoe, PA \$2.50 Shoe, \$2.25 Shoe,

W. L. DODGLAS (\$2.00 Boys' Shoe, ----SOLD BY----JAMES PHIPPS, Towson, AMADEALER IN-ALL KINDS OF BUOTS AND SHORE CUSTOM BOOTS AND SHOES MADE TO ORDER. PEPAIRING NEATLY DONE.

Beul Estate Zuleg.

Willon Snowden, Attorney, 211 N. Charles Street, Baltimere. MORTGAGEE'S SALE LEASEHOLD PROPERTY

BALTINOBE CITY, RECENTLY A PART OF BALTIMORE COUNTY, Known as Nos. 2101, 2105 and 2107 Oak St By virtue of the power contained in a mortgage from Andrew Banks and Benry W. Rogers to The Baltimore Equitable Society for insuring houses from loss by fire, dated the 14th day of March. 1882, and recorded among the Morigage records of Balti-more County, in Liber W. M. I., No. 98, folio 825,

&c., the undersigned, as the Attorney named in said

mortgage, will sell at PUBLIC AUCTION, ON THE PREMISES. On Monday, the 23d day of December, 1889, At 8 o'clock P. M., ALL THOSE THREE LOTS OF GROUND, situate and lying in Baltimore city and described

Beginning for the first of said lots at the corner formed by the east side of thak firect and the north side of Mankin Street, now called Second Street, and running thence northerly binding on the east side of Oak Street 21 feet 9 inches; thence easterly of an alley 10 feet wide; thence southerly binding on said alley, with the use thereof in common, 2 feet 9 inches to the north side of Second Street, and thence westerly binding on the north side of Besond Street 90 feet to the place of beginning. And beginning for the second lot on the east side of Oak Street at a point distant 41 feet 7 inches northerly from the corner formed by the intersection of the east side of Oak Street and the north side of Second Street, and running thence northerl binding on the east side of Oak Street 19 feet 1 inches; thence easterly parallel with Second Street 90 feet to the west side of an alley 10 feet wide; thence southerly binding on said alley, with the use thereof in common, 19 feet 10 inches, and thence westerly parallel with Second Street 90 feet to the place of beginning.

And beginning for the third lot on the east side of Oak Street at a point distant 61 feet 5 inches northerly from the corner formed by the intersection of the east side of Oak Street and the north side o Second Street, and running thence norther

ing on the east side of Oak Street 19 feet 10 inches; thence easterly parallel with Second Street 90 feet to the west side of an alley 10 feet wide; thence southerly binding on said alley, with the use thereof in common, 19 feet 10 inches, and thence westerly parallel with Second Street 90 feet to the place of beginning.

The first described lot being subject to an annual rent of \$136.54, and the second and third described lots to an annual rent of \$122.50 each; said three rents being redeemable between March 1st, 1892, and March 1st, 1894, at the rate of 5 per cent. respectively.
Said lots are respectively improved by Nos.

101, 2105 AND 2107 OAK STREET. THREE SUB-STANTIAL AND HANDSOMELY FINISHED THREE-STORY BRICK DWELLINGS, WITH MARBLE FRONTS. Taxes and ground rents and water rents adjusted day of sale. Terms .- One-third Cash, and the balance in equal installments at six and twelve months, with iterest from the day of sale, and to be secured to

he satisfaction of the undersigned, or all cash at the purchaser's option. A deposit of \$200 will be required of the purchaser of each lot at the time of Attorney named in the Mortgage.
MATTHEWS & KIRKLAND, Auctioneers.

Albert Ritchie, Attorney, 108 E. Lexington PUBLIC SALE OF VALUABLE SLAUGHTER HOUSE -AND-BUTCHERING ESTABLISHMENT,

-WITH-HANDSOME RESIDENCE. WEST SIDE OF GARRISON LANE. -BETWEEN-BALTIMORE ST. AND THE FREDERICK ROAD. The undersigned, as assignee of a mortgage from

Jeorge M. Manger and wife to The German Bank of altimore City, dated March 18th, 1886, and recordd in Baltimore City in Liber J. B., No. 1089, follo 102, and in Baltimore County in Liber J. W. S., No. 119, folio 229, and by virtue of the power therein Monday, the 9th day of December, 1889, At 3 o'clock P. M., ALL THAT LOT OR PARCEL OF GROUND. situated in Baltimore city (lately Baltimore county) on the west side of Garrison Lane, (sometimes called Garrison Forest Road) which has lately been occupied by George M. Manger as a Slaughtering and Butchering Establishment and Residence, and which is more fully described as follows, viz: Beginning for the same on the west side of a road two perches wide (Garrison Lane) and at the dis-tance of one hundred and sixty feet northwesterly

from a stone heretofore planted at the end of th irst line of Lot No. Eleven as laid down on a plat nnexed to a deed of partition between Jouathan Ellicott and others, dated September 9th, 1812, and recorded in Baltimore City, Liber W. G., No. 119, iolio 230; thence running and bounding on said road north twelve degrees west eighty feet; thence south seventy-eight degrees west at right angles with said road and parallel with the second line of Lot No. Eleven about one hundred and sixty-five feet to a point northeasterly three perches from the Mill Race or Canal; thence running southwesterly and parallel with said Mill Race and distant three perches therefrom until it intersects a line drawn from the beginning southwesterly parallel with the second line of Lot No. Eleven, and thence northeasterly reversing said line so drawn and bounding thereon about two hundred and fifteen feet to the place of beginning, being the same lot or parcel of

ground which is thirdly described in the said mortrage. The improvements consist of a THREE-STORY BRICK DWELLING, vith Back Building and Slaughter House. Stable, Ice House and Smoke House, all of brick and two The Engine and Boiler with Shafting and Belting, one Hoisting Machine, one Chopping Machine, and such other machinery as is affixed to the freehold, together with such as may be necessary to the completion and use of that which may be so affixed, will be sold with the property.

This property is subject to a ground rent of forty lollars, which is redeemable at any time at six per

Terms of Sale .- One third Cash and balance in wo equal instalments at six and twelve months from day of sale, bearing interest, and secured to the satisfaction of the undersigned, or all cash at purchaser's option. Taxes and ground rent adjusted to day of sale. A deposit of \$100 required.

ALBERT RITCHIE, Assignee,

108 E. Lexington Street, Baltimore.

SCHWAB & BECKENBAUGH, Auctioneers. W. H. Dawson, Wm. S. G. Williams and P.

Rattimore. TRUSTEES' SALE VALUABLE WOOD-LAND, 12TH ELECTION DISTRICT, BALTIMORE CO., SIX MILES FROM BALTIMORE CITY. A RARE OPPORTUNITY TO BUY TIMBER

The undersigned Trustees, in case of Morison et

al. vs. The Chesapeake Bank et al., in Circuit Court

E. Tome, Attorneys at Law, Room 44

National Marine Mank Building,

for Baltimore County, Equity Docket 12, f. 80, will sell at Public Sale, on Tuesday, December 17th, 1889, At the Court House door, in Towsontown, Baltimore At 12 o'clock M., ALL THOSE TWO VALUABLE TRACTS OF LAND Situate and lying in the 12th Election District of Baltimore county, containing in the aggregate about 178 ACRES, 1 ROOD AND 16 SQUARE PERCHES OF LAND

that are described in a deed between Geo. D. Purviance, Geo. Hawkins Williams and The Chesapeake Bank, of record in Liber E. H. A., No. 66, folio 411, etc., lying on the road leading from the Blue Ball Tavern, on the Philadelphia Turnpike, to the Bel Air Turnpike, and being about midway between said turnpikes, and adjoins the lands of the late Geo. D. Purviance and Charles Trump, and adjacent to the lands of the late Samuel Kirk.

The soil is light and kind and well suited for market gardening, and is now covered by a healthy growth of oak and chesnut timber, and will be sold asia whole or in lots, according to the plat made for purposes of sale.

The Terms of Sale are:—One-third Cash at time of sale, balance in equal instalments at six and twelve months, with interest, from day of sale and approved security, or all cash, at the option of the purchaser. Taxes and expenses paid to day of

A plat of the property can be seen at the office of the Auctioneers, and the Trustees will, on application, give any further or desired information.

W. H. DAWSON,
W. S. G. WILLIAMS,

Room 44 National Marine Bank, cor. Gay and Second Streets, Baltimore.
WM. SEEMULLER & CO., 11 8. Charles St., Baltimore, Md., Auctioneers Tellott & Offutt, Atterneys, Towern, and 25

Lexington St., Baltimere. MORTGAGEE'S SALE NICE LITTLE BARM, IN DULANY'S VALLEY, 11TH DISTRICT. BALTIMORE COUNTY. By virtue of the power contained in a morigage from John R. Richardson and Randolph R. Rich-

ardson to Mrs. Emma M. Jessop, recorded among the Mortgage Land Records of Baltimore County, in Liber J. W. S., No. 119, folio 363, &c., to which mortgage reference is hereby made for title and description of the property, the undersigned, the Attorney named in said mortgage, will sell at public sale, AT THE COURT HOUSE DOOR IN TOWSONTOWN, On Monday, December 93d. 1889. At 2 o'clock P. M., ALL THE PROPERTY DESCRIBED IN SAID MORTGAGE. The property contains

58 ACRES OF LAND, MORE OR LESS. and is located on the public road leading from Morgan's Mill to the old Manor Road, adjoining the lands of John G. Booth and others, directly on the east side of Dulaney's Valley, about 12 miles from Baltimore city, and within one mile and a half of a Station on the Maryland Central Ratiroad. The property has plenty of WOOD and WATER on it, is in good condition, and very susceptible for TRUCKING PURPOSES. There is a NICE YOUNG ORCHARD on it and TWO SMALL DWELLING HOUSES. recently built, with some outbuildings. The farm has been divided into two places and is now occupied by the mortgagors.

months from the day of sale, or all cash at the option of the purchaser. \$100 cash deposit will be required on the day of sale. JNO. J. YELLOTT, Attorney named in the mortgage. GEORGE W. HOOK, Auctioneer.

Title is perfectly good.

Terms of Sale—One-half cash on the ratification of the sale, and the belance with interest six

Nov. 80.-ts