TOWSON, MD.

Saturday, April 12,1890.

[Written for the Maryland Journal.] A WAR REMINISCENCE OF 1861.

Summerfield, in Gloucester county, Virginia, accredited one of the finest plantations in the State, (if not the best,) has an historical war common enemy behind her, (her husband record attached to it which makes sacred the not seen,) opened the dining-room door, as memories of the past and will forever pass promptly closed it behind her, stood immovdown the current of Time as a landmark where | able, pointing her weapon, said : a dauntless woman confronted five Federal thieves of McClellan's army, saved the mansion from being fired (the daily occurrence in war-times) and the life of her husband for whom they were hunting as traiter to the United States, aiding and abetting the con-

spiracy (so called). In the early annals of the contest for supremacy between North and South, annihilation was the modus operandi of the government at Washington, not a whit less savage and brutal than an Indian massacre in the days of maranders had discernment sufficient to know settlements and squatting. Rapine and exter- there was no alternative to that deadly commination marked the trail and advance of Federal soldiery wherever they made footing on the window, and the last seen of them was Southern land, doubtless rendered doubly gall- their retreating forms hugging the hedgerow ing by their route at the initiative battle of in front of the house, which divided a one-Manassas, where the flower and wealth of thousand-acre field of corn from two adjoining the North was consolidated to blot out a race of fields of wheat, of five hundred acres each. men then unused to arms or military discipline, These gigantic crops of cereals terminated at but whose endurance and courage through the river from whose waters they succeeded in a siege of four years was never equalled effecting a landing, and by crawling along unin the annals of the world. The colder cover of the hedges they stole on the prilision of these men and the result of the fight | vacy of the family and would have consumneeds no shadowing forth from our pen, suffice. mated their ruin; not a man on the premises, The great "I am," "Fuss and Feathers," Gen- all working in the barns at least 500 yards reeral Scott, and his invaders were as quickly | moved from the house. Her husband, hearing wiped out and what escaped of the Federal his wife's command within, summoned his

This initiative battle at the opening of hostilities was the harbinger of a series of conquests never before accomplished by the hands | the women of Gloucester from Warner Hall to of men. The North confronted a race not to Summerfield, the writer personally known be trodden under foot or intimidated, although to scores of them, meeting and hunting with made up of Southern chivalry: striplings from them over adjoining farms after peace was princely houses, feminine refinements, and declared and resuming citizen's dress, the homesteads presided over by mothers, wives, thudding of cannon no longer alarming Reynard sisters and daughters equal to the days of in his sylvan retreats in the wooded dells and Sardanapolis. Southern women it was who in- laurel brakes of the county. spired courage in the hearts of fathers, uncles, brothers and cousins. Not a male was to be found throughout the Southern country, and sire and son was equal to three of metropolitan scum, imported braves and brigands. This rehired, bounty-raised army, but troops inspired | consequently built a fleet of mudscows for coasting purposes, from which descended their ouce landed. In these morasses and mud The hybrid were the executive in ditching, mining, fortbuilding, roadmaking and whatsuperintended these engineering squads, and if some got killed in prosecuting the defenses it was only Dutch importation and signified nothing. The body filled the hole dug for it, and covering it up a pension was saved and the

government henefitted. In this fashion was McClellan's advance made from the Peninsula to Richmond following the grand scare at Manassas. Hugging the mud pools and backwaters of the coast he marched on Yorktown out of which he was speedily driven back to his dams, ditches, corduroy roads and mud quarters, and kept there by the dauntless front of the Confederacy; our intrenchments parallel with theirs and so close that the head of a man seen above the breastworks was the cue for a scooped hollow in the soft, adhesive soil. Such quarters were the "young Napoleons" previous to the Williamsburg fight and his precipitous retreat to the Chickshominy, when followed the seven days' fight round Richmond. Thinking the rivers York and James were his paths of entrance into the capital of the Confederacy, from his swamp and bog surroundings proceeded the balloon excursions and daily scrimmages which amounted to nothing. His troops having possession of the country in their rear made sorties on the farms and granaries of the people surrounding | tion of the rural labor supply. If we had mathem, securing what they wanted and applying | chines to fill the house by contract as we get | the torch to the buildings, compelling the farthe capital of its tributary resources. All the ent expense. This is but one of innumerable ports at this time were blockaded, and as far as possible in Yankee power the railroad and approaches upon which the city and army commissary depended for supplies. Consequently the pillaging and burning a farm of this kind | delights .- M. G. Elzeg in National Economist. was a daily occurrence, first securing what they desired, making prisoners of all men, turning adrift the women and children, then valiantly firing the house and outbuildings. On a pirating expedition of this kind sallied forth a band of five men through Gloucester county, making Summerfield the princi- deserved rebuke to Congress for its dilatory pal point of attack. The residents were of the | policy, its envelopment in purely partisan inold-time regime, passing from father to son, and generation to generation, as hereditary | does the alliance set forth the reality of the custom in England. It was a very wealthy distress which embarrasses and perplexes the T H. MEDAIRY & CO., family and of high repute in the county and great farmer class in Kausas, in finance, trans-State, and the proprietor a staunch supporter | portation and laud tenure. of the Confederate cause. He was scored down as one for arrest, his granaries affording | barrassment and the Ways and Means Comheavy supplies, with the prospect of a consid. | mittee are engaged in piling up duties, which erable haul of family plate, money and jewelry. affect the farmer and making reductions in The men appointed for this reprisal were duly | directions which will not affect the bounties selected with care and every precaution made paid to manufactures. To the call for some for a successful forage and great accession of practical measure of relief, like reduced duties, spoil. It is unnecessary to say they were | Senators and Congressmen introduced Quixotic adroit Yankees, and to capture the proprietor | measures like government warehouse and govof Summerfield would be a stirring achieve- ernment distribution of money to the needy, ment to the authorities at Washington. His | which are not calculated to inspire confidence negroes, to a man, had left the plantation and in the common sense or the common honesty gone to the camps of the invading army .- of purpose of the professed Statesmen. Many Wealthy and influential, the owner of Summerfield promptly summoned white labor and | are artificial and can be removed by wise conducted business transactions himself, trust- legislation. Others caunot be cured by leging no one, consequently seldom absented himself from home except on Court days. Northern greed doomed Summerfield the

first place for a raid, but the little man, made of tact and courage, governed his estate to the

pleasure of his family, wife, sons and daugh-

ters, and, being surrounded by two armies of a

hundred thousand each, there was little time

allowed for somnolency. All his farm hands

were white and of imported stock. Their daily bread and support depended on their fidelity to their master and family. Courteous, refined, generous and princely to these farm employees, was it extraordinary to a man each was prepared to forfeit life in their welfare and success? The eyes of Argus held predominence within and without, and no movement in the county or militaryarrived in any part of Gloucester but was instantly imparted to the family, a proposed raid prepared for, and every necessary precaution made ready to counteract the invasion intended, so that nothing should injure the peace and retirement of the household. The cause of tranquility, love and confidence throughout this plantation was the uniform conduct of one to the other. Each knew their responsibility and position. There was no constraint or desire of impress ing a menial with the debasing feeling that they were of this or that class and dependant upon the caprice of their employees. Summerfield composed a community of white people trained to one principle—fidelity of purpose. Therein consisted the whole machinery of the round) not a restriction was known, nor fear of reprisal indulged in. There was no trespass of any sort or kind; game was abundant, and if a day's shooting was aked for 'twas al- his appointments. ways allowed without question pro and con. Posching was never known, and disparagement one against the other never passed the lips.—
The proprietor, to outward semblances, moved wherever duty called. Though surrounded by soldiers of opposite principles, bodily fear never crossed his mind, although made acquainted with the fact. He was attainted and proscribed as inimical to Federal serveillance. At his case he moved about his domain and not infrequently rode to the Court House, transacted his business there and returning to the house for the same purpose. Confident in in all around him. It was the presiding genius controlling the mansion. His wife and daughters and their aunts, though Virginians born, were unlike the generality of women. Each held a prerogative in her personal right, and neither manifested dependence on male or female. All mounted their horses unassisted and rode alone wherever fancy pointed the way. and the spirit of these women may be understood from the fact that after the occupation of the Chickshominy by General McClellan sum appropriated for it. and his invaders, from the youngest girl to the mother, one and all carried about them their allyer-mounted seven-shooter, and to the nicety

sex in bellicose days. The State overun generally by dissolute men, deserters and loafers from both armies—nobody cognizant who was who—therefore the presence of a pistol was conceeded on all occasions a necessity for argument. These ladies were fearless horsewomen and sported with the hounds over the county, and proud was that man who secured the brush

Years have transpired since the war between the States, but memory recalls an incident in which the mother of these girls was the heroine of the occasion, saving the mansion from fire and her husband from captivity. The party before mentioned—five selected, shrewd Yankees—succeeded in doubling the vigilance of the ever-watchful guard and absolutely secured possession of the dining hall and were in the act of packing the old family silver in corn bags brought with them, and drinking the contents of the decanters on the sideboard, when the matron, wholly unconscious that her house was in the hands of the

"By that open window you rascals entered this room, now (advancing with determined step and deadly aim on the foremost man) as quickly leave, or five minutes from this instant not a man lives to say how he was killed," advancing as she spoke, and the marauders sprang from the window, went flying to the hedgerow with the velocity of the wind. The nerve, intrepldity and daring of this lady saved the house, and, by shutting the door behind her, her husband. Without parley the

mand. One after the other they sprang out of forces found refuge in their city of government | daughters to appear, revolvers in hand, when, opening the door, they found their heroic mother with pistol pointing on the flying men. Composed of such metal and material are

BALTIMORE, MD., April 5th, 1890. ICE. The present has been in a large degree a sistless force of patriotic blood swept from be- winter without ice as far north as the Hudson fore them all impediments. They were not a River. It is announced that this will not affect the supply nor the price in any of the princiby chivalric principle. Right was the war cry, pal cities. It is reported that a company reand forward they carried regardless of conse- | cently formed in Richmond for the manufacquences. Does the Northern aggression com- ture of ice machinery for artificial freezing New and Handsome Designs, Manufactured By Me pare with this? How got they into the in- took orders in a very short time for \$90,000 of terior of the Southern States? by means | machinery for Salem, Lynchburg, Roanoke, of their navy and flotilla of boats, forced Fredericksburg and Danville. Possibly the marches and hurried flight through swamps, day is at hand when the itinerant ice machine fens, marshes and backwaters, visited only will take its place along with the threshers by wild fowl, crockodiles and alligators-fit- and saw mills, going from house to house to ting associates for the invaders. It was through | make ice at the door of the ice-house cheaper the bogs and wilderness, which ordinary hu- and better than it can be cut and hauled from manity would turn from with loathing and ponds and streams. One great advantage in disgust, the Northern hordes made their points this plan will be that pure, clean water is of attack. On the water the South was pow- likely to be selected for freezing in the ice maerless. The Federal government knew it and | chines, whereas the ice gathered as now is frequently from questionable sources. Sanitarians have shown that ice is a common vehicle hybrid forces, which, being of imported ex- of infective disease. Freezing dees not destroy; traction, knew nothing of where they were it does not impair the virulence of the bacteria OPERA GLASS HOLDERS, GOLD-HEAD CANES. going or for what intended. The fixed bayo- of the disease. Moreover, it appears to be now net determined argument; in common use clearly shown that the materies morbi produced by the bacteria is capable of producing holes were the imported element incarcorated. I the disease, notwithstanding the bacteria may have been killed, or have died from any cause. If the water is dangerous the ice will not be not. The non-commissioned men (native) safe, and the ice pond should be as much above suspicion of contamination as the well or spring which supplies water to drink. Many think so, but the ice is no cleaner and no less dangerous than the water may have been before freezing. Does anybody seriously suppose that dirty water makes clean ice, or poisonous water wholesome ice? We think that both

safety and economy calls for the itinerant ice machine in rural districts, especially on Southern plantations where there is never a natural ice crop, and in the Middle States. where there is no certainty in it. Ice can no tion and the treatment of sickness its value is such that it ranks among the necessaries of life.

Our readers will indulge us while we give one more short sormer form the latest styles. AT LOWEST PRICES FOR FIRST-CLASS WORK. more short sermon from the old text. We must have more of the modern conveniences in country life. It is necessary to diminish the existing contrast with urban life in this respect if we are to keep our children out of the towns. Whatever has even a tendency to check the modern crowd mania, the uncrontrollable madness and frenzy with which our country people are bent on getting to towns at any cost, is worthy of encouragement. The ice harvest, when we have ice, is one of the bugbears of country life on the present dilapidated condiour grain threshed, how vastly more convecases in which science may well be successfully applied in the economies and labors of rural

life. It is science thus applied which will restore to country life something of its former A VOICE FROM KANSAS.

The farmers' Alliance, of Kansas, it will be The Journal, utters a most emphatic and really terests, its waste of precious time. Strongly The farmers call for relief from financial em-

of the disabilities of the agricultural classes A islation, but by painful economy and scientific agriculture. Congress has no right to fool away a moment of time so long as practical relief can be afforded. Kansas has Towson BOOK BINDERY. always been a powerful factor in the success of the dominant party. In 1888, with Union Labor and Prohibition and Democrat ticket in the field the great State gave Harrison a plurality of 80,000 votes. The Farmers' Alliance of the State makes no empty threat when it

Surely it is time that this country had a season of common-sense legislation. Congressmen are so busy looking for their chances of re-election that they forget what they were sent to Washington for. In Kansas Ingalls will have to look out or his goose will be cooked. As the Kansas men say, there are rights to be considered in the country other than the rights of the Southern negroes, who furnish certain Senators and Representatives with their sole material for thought and speech. If Ingalls' last "greatest effort of his life" had been on the farmer question instead of the negro question it would have been worth more to him in the coming senatorial election. [Minneapolis (Minn.) Journal.

reminds the country and Congress of its voting

State Senator Milton G. Urner, of Frederick county, on Tuesday 1st inst. qualified as Naval Officer of the Port of Baltimore before Collector Marine and at once entered upon the entire plantation. From the mansion to the discharge of the duties of the office. Mr. I. confines of the estate (a circuit of five miles | Freeman Raisin retiring. Mr. E. B. Prettyman, Mr. Raisin's Deputy, will remain in the office a few days when Mr. Urner will make

Kemmler, the New York wife-murderer, has been condemned to death by electricity at Auburn State Prison during the week com-

Vice Admiral Stephen C. Rowan, of the his own strength by his example he inspired it | United States Navy, died at his residence, Washington, on the 31st ult. from a complication of diseases. The office of Vice Admiral was created for his especial benefit.

Mr. Walter Preston, of Harford county. Chairman of the Committee on Claims, states that the session of the Legislature just closed coet \$108,000, which is \$12,000 less than the

Representative Burroughs, of Michigan, will deliver the oration on Decloration Day. of a bee lighting on a flower each would cut of the blossom without injuring the insect.

This precaution was imposed on all the gentler Department of Maryland. 30th inst, for the Grand Army of the Republic. FALLING IN LOVE.

"Falling in love, as modern biology teaches us to believe, is nothing more than the latest, highest, and most involved exemplification in the human race of that almost universal selective process which Mr. Darwin has enabled us to recognize throughout the whole long series and was allowed the honor of placing it in her of the animal kingdom. The butterfly that circles and eddies in his wrial dance around his observant mate is endeavoring to charm her by the delicacy of his coloring and to overcome her coyness by the display of his skill. The peacook that struts about in imperial pride under the eye of his attentive hens, is really contributing to the future beauty and strength miration of his mates in his own person.

of his race by collecting to himself a harem, through whom he hands down to posterity the valuable qualities which have gained the ad-Mr. Wallace has shown that to be beautiful s to be efficient; and sexual selection is thus as it were, a mere lateral form of natural selection—a survival of the fittest in the guise of mutual attractiveness and mutual adaptability producing on the average a maximum of the hest properties of the race in the resulting offspring. I must not dwell here upon this aspect of the case, because it is one with which, since the publication of the "Descent of Man," all the world has been sufficiently familiar. Grant Allen.

Gov. Jackson states that he has over one hundred applicants for appointment as License Commissioners under the Baltimore city highlicense law.

TOWSON ENTERPRISE. The well-known and popular Druggist, MARLEY BROS., has taken the Agency for Dr. Lee's Liver Regulator, which he recommends for the quick cure of Dyspepsia, Billousness, Liver Complaint, and all Blood Troubles. Trial bottles free.

It is a well known fact that Puritan Cough and Consumption Cure has cured Consumption and Chronic Coughs and Colds when all else failed.— Price 25 cents. DON'T STAND THAT PAIN.

It don't do to neglect Nature's warning. Acher through the system cause Rheumatism, Neuralgia, Backache and Pain in the Side, a prompt and safe 5.00 P. M. On Sundays, 9.65 A. M. and 5.00 P. M. From President Street-6.05 A. M. and 4.53 P. M. remedy is required. Red Flag Oil, the famous Pair week-days.
For tickets to all points East, North and West ap-Cure, fills the bills. Price 25 cents. Are you consumptive, or do you suffer with a Cough or Cold? If so use Puritan Cough and Conply at Calvert Station, at northeast corner Balti-more and Calvert streets, and at Union Station. sumption Cure. Price 25 cents. •
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Every home should have it. It is not always convenient to call a Physician for every little allment. Having Reg Flag Oil in the house you have a Physician always at hand, it kills Rheumatism, Nauralgia, 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 Conghs, Colds and Consumption. Price 25 cents.
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July 6.-tJune 1, '90 CEO. W. KIRWAN & CO., SUCCESSORS TO LINTON & KIRWAN, 29 E. Baltimore Street, Baltimore.

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L. W. CALLENDER, Jopps Road Adjoining M. E. Parsonage, TOWSON, Md. April 5 .- tDec. 14, '90° ODD FELLOWSHIP.

ITS HISTORY AND MANUAL. BY THEODORE A. ROSS. SECRETARY TO SOVEREIGN GRAND LODGE This work is the most succinct and correct history This work is the most succinct and correct history and chronological record ever prepared by any historian of the Order. Mr. Ross, from his constant association with the internal workings of the Order for many years past, and his prominence in official station, makes him the best qualified person to pre-

pare such a history as he presents.

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

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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, Emmittaburg, Martinaburg and Winchester.
10.00 A. M.—Accommodation for Union Bridge Anburn State Prison during the week commencing April 28th. The day is known only to the Sheriff and is not given to the public, and the execution will be private, except to about a dozen designated persons. This is right and should be rigidly followed in this State.

Our facilities are unequaled, and to introduce our superior goods we will send FREE to one FREEN to one FREEN in the case of the chance. All you have to do in return is to show our goods to those who all you have to do in return is to show our goods to those who call—your neighbors and those around you. It is a grand, double size telescope, as large as is easy to grand, double size telescope, as large as is easy to grand, double size telescope, as large as is easy to on B. & H. Division.

Yellow Admiral Stephen C. Rowan, of the out experience. Better write at once. We pay all Pikesville, Cwings' 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, Patapsoo, Carrollton, Westminster, Medford, New Windsor and Main Line Stations west, also Emmittsburg and B. and C. V. R. R., Shenandoah Valley R. R. and points South.

5.15 P. M.—Accommodation for Glyndon.

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ouls from Union Station, also connects for

Williamsport daily. 8.45-Western Express, daily, for Pittsburg and

Pittsburg to Memphis, 1.20—Pacific and Northern Express daily, with

arkton Accommodation, 7.30 A. M., and 12.00

Baltimore and Potomac Railroad.

TAKING EFFECT MARCH 2d, 1890.

FROM CALVERT STATION.

except Sunday. For Annapolis, 7.25, 8.40 A. M., 4.15 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, 1.20, 2.05, 2.50, 4.50, 5.55, 7.10, 7.42, 9.80 and 10 P. M. week-days. On

days. On Sunday, 12.45 and 7.15 P. M. For Pope's Creek Line, 7.05 A. M. and 4.20 P. M.

week-days. For Annapolis 7.35, 8.45 A. M., 12.40, and 4.20 P. M

For Piedmont Air Line at 6.50 and 9.45 A. M., and 2.05 P. M. daily.

For Piedmont Air Line at 6.50 and 9.45 A. M., 9.30 and 10.00 P. M. daily, and 2.50 P. M. week-

for points on Manassas Division, 6.50 A. M. and 1.20 P. M. week-days.

For points on Chesapeake and Ohio Railway via Charlettesville 9.45 A. M. and 10.00 P. M. daily. FROM PENNSYLVANIA AVENUE STATION.

Leave Washington for Baltimore—At 6.35,7.20.8.10

8.10, 10.00 and 11.20 P. M. CATONSVILLE BRANCH.

9.00, 9.40, 10.50, 11.00 and 11.40 A. M.; 12.05, 2.10, 3.15, 3.30, 4.00, 4.10, 4.20, 4.40, 6.00, 7.40, 9.10, 10.00

and 11.20 P. M. On Sundays, at 9.00, 9.05, 10.50, 11.40 A. M., 2.10, 8.15, 3.30, 4.00 4.10, 6.00, 7.40,

Leave Calvert Station.—For Catonsville, 7.45 and 9.30 A. M., 3.12, 4.59, 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., 8.17,

5.04, 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., 3.22, 5.09, 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 Uatonsville for Baltimore.—At 6.50, 8.23 and 10.35 A. M., 3.59, 5.38, 7.12 and 10.10 P. M. week-days.

Sundays, 9.05 A. M., 1.30, 4.37 and 6.40 P. M.

Phila., Wilmington & Baltimore Railroad.

Commencing SUNDAY, MARCH 2d, 1890, Pas-

FROM UNION STATION.

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

for New York. 6.40 A. M.—Mail for Philadelphia.

4.10 A. M.-Express for Philadelphia, connecting

8.25 A. M.-Philadelphia and New York Express

10.08 A. M.-Express for Philadelphia and New

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

phia and New York.

12.05 P. M.—Express for Philadelphia and N. Y.
12.45 P. M.—Express for Philadelphia and New

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

2.40 P. M.—Port Deposit Accommodation.

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

4.20 P. M.—Express for Philadelphia and New York. Sleeping Cart brough to Bosma

4.28 P. M.—Oxford Accommodation.
4.57 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

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

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.

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

FROM PRESIDENT STREET STATION

4.17 P. M.—Oxford Accommodation.
7.24 P. M.—Accommodation for Philadelphia.
SUNDAYS. 7.49 A. M.—Perryville Accommodation

FROM CALVERT STREET STATION

2.35 P. M.—Port Deposit Accommodation.

WEEK-DAYS.

2.35 P. M.—Port Deposit Accommodation.
4.28 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 Di-

vision.
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 Baitimore Central
Raliroad.
2.30 P. M.—From Union Station. At Perryville

2.30 P. M.—From Union Station. At Perryville for Port Deposit and Baltimore Central Railroad.
5.17 P. M.—From Union Station. At Newark with Newark and & Delaware City Railroad for points on Delaware Division and branches.

Tickets can be procured either at Ticket Offices, N. E. corner Baltimore and Calvert streets, President street and Union Stations.

CHAS. E. PUGH,

Western Maryland Railroad.

Commencing MONDAY, FEBRUARY 10th, 1890,

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., and Martinsburg, W. Va., and Winchester, Va.

DAILY, EXCEPT SUNDAY.

BUNDAYS ONLY.

2.83 P. M.—Accommodation for Union Bridge. TRAINS ARRIVE AT HILLEN.

Daily, 6.80 P. M.; daily (except sunday) 7.80, 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. GRIEWOLD, Gen. Passenger Agent.

9.80 A. M.—Accommodation for Union Bridge

R. WOOD, Gen'l Pass. Agent.

leave Hillen Station as follows:

M.—Express for Philadelphia and N. Y. M.—Port Deposit Accommodation.

8.28 A. M.—Mail for Philadelphia

York.
7.35 P. M.—Accommodation for Philadelphia.

York, connecting for Atlantic City.

York. Sleeping Car through to Boston.

9.08 A. M.—Fast Express for Philadelphia, 9.15 A. M.—Accommodation for Philadelphia.

senger Trains will leave Baltimore as follows:

Sunday, 2.50, 5.20, 6.50, 7.35, 9.45 A. M., 1.20, 2.05, 4.50, 5.55, 7.42, 9.30 and 10 P. M. Accommodation, 7.05 A. M., 12.45, 5.10 and 7.15 P. M. week-

week-days. On Sunday, 7.85 A. M. and 4.50 P. M.

and 9.20 P. M. daily.

days, 5.30 P. M.

GREAT PENNSYLVANIA BOUTE. DOUBLE TRACK. STEEL RAILS. SPLENDID SCENERY. MAGNIFICENT EQUIPMENT. MARYLAND CENTRAL RAILROAD. TIME TABLE. Northern Central Bailroad. On and after MARCH 2d, 1890, trains will leave as follows, (Baltimore Time;)

Taking Effect October 30th, 1889.

4.30—News Express daily for Harrisburg, Williams-port and Look Haven; also connects for Pittaburg. Pittaburg.

9.00—Niagara Express and Mail daily, except Sunday, for Harrisburg, Williamsport, Lock Haven, Elmirs, Watkins, Rochester and Niagara 7.0 7.6.9 7.4.8 7.4.8 Dist Dist 11.46—Chicago limited, daily, for Pittsburg, Ulneinnati and Chicago, with through sleeper from
Harrisburg.

11.45—Fast Line daily, for Cleveland, Indianapolis,
St. Louis and Columbus, and except Saturdays, for Chicago and Toledo. Also, connects, except Sundays, for Lock Haven, Elmira and Watkins. 55000×34 288888688 8 8 8 8 E 8. A. M. 9.28 10.28 11.00 3.80—Harrisburg Passenger, daily except Sunday.
4.33—St. Louis, Chicago, and Cincinnati Express,
daily, for Pittsburg, Cincinnati, Chicago, and St. Louis. Parior Car to Harrisburg and through Sleepers Harrisburg to Cincinnati, Chicago and St. Louis, and Dining Car to St. the West, with through sleepers to Chicago and St. Louis; except Saturdays for Toledo and Cleveland; and for Cincinnati, Louis-viile and Memphis, with through sleeper K 15. 8866258 through sleeper to Pittsburg; also, connects daily for Eric and Rochester, and daily, except Saturdays, for Buffalo and Nisgara 00-1-10-0 88258 York Accommodation, 6.30 P. M. week-days. Sun-【 21. 58 × 58 × 24. 8833888 K 1. noon, and 4.30 P. M. daily, except Sunday. Sunday only, 7.30 and 10.15 A. M. Sunday only, 7.30 and 10.15 A. M.

Cockeysville Accommodation, 6.00, 8.45, 10.15 A. M.
and 1.80, 2.30, 5.30, 7.30, 9.00, 10.30 and 11.80
P. M. On Sunday, 1.30 and 10.00 P. M.

For Green Spring Branch 6.80, 7.30 and 11 A. M.,
4.00 and 5.30 P. M. week days.

FOR SPARROW'S POINT.

From Column Station—C.05, 8.10, 10.10 A. M., 0.00 and 82225 8 52. No. 25. 288 E 55. 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 8.7.7.6.6 No. 22. "Wednesday & Sat. only. Wed, and Sat. only.

C. F. KERCHNER, Superintendent. FRED. B. HUBBELL, Gen. Pass. Agt. Baltimore and Ohio Bailroad. WEDNESDAY, JANUARY 1st, 1890. LEAVE CAMDEN STATION: For Chicago and Northwest, Vestibuled Limited Express daily, 10.15 A.M., Express 8.30 P.M.
For Cincit nati, St. Louis and Indianapolis, Ves-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. weekdays. Accommodation, 7.00 A. M., 12.25, 5.05 and 7.00 P. M. week-days. Sundays, 12.25 and 7.00 P. M. For Pope's Creek Line, 7 A. M. and 4.15 P. M. daily, 10.25 P. M. For Pittsburg and Cleveland, Vestibuled Limited Express daily, 2.10 P. M.: Exp For Pittsburg and Cleveland, Vestibuled Limited Express daily, 10.15 A. M., Express 7.30 P. M.

Express daily, 10.15 A. M., Express 7.30 P. M.

For Washington, week days, 5.10, 6.20, 6.30, 7.20,
7.45, 8.00, 8.30, 9.15, 10.15 and 12.00 A. M., 12.15, 1.50,
2.10, 8.00, 4.10, 4.15, 5.00, 6.00, 6.20, 7.10, 7.80, 8.30,
8.35, 10.20, 10.25 and 11.00 P. M. On Sunday, 6.30,
7.45, 8.30, 9.15, 10.15 A. M.; 12.00, 12.50, 1.50, 2.10,
4.15, 5.00, 6.20, 7.10, 7.80, 8.30, 8.35, 10.20, 10.25 and
11.00 P. M.

For way stations between Baltimore and Wesh For Richmond and the South at 2.40 A. M. and 1.55 P. M. daily, and 8.40 A. M. daily, except Sunday.

For the South via Piedmont Air Line at 5.10 and 8.40 A. M. week-days; 1.55 and 9.20 P. M. daily. For way stations between Baltimore and Washington, 5.10, 6.80 and 8.80 A. M.: 12.15, 8.00, 5.00, 6.20 For points on the Manassas Division, 5.10 A. M. 12.25 P. M. week-days.

For points on Chesapeake and Ohio Railway via Charlottesville 8.40 A. M., daily, except Sunday, 6.40, 7.20, 8.30, 9.20, 9.45, 11.00 A. M.; 12.00, 12.10 2.00, 2.80, 8.15, 8.25, 4.25, 4.80, 4.85, 5.30, 6.20, 7.10, 7.45, 9.00, 10.30, 11.30 P. M. Sunday, 4.00, 7.20, 8.30, 9.20, 9.45 A. M., 12.00, 1.16, 2.00, 2.30, 8.25, 4.25, 4.85, 6.20, 7.10, 7.45, 9.00, 10.30, 11.30 P. M. 7.45, 9.00, 10.30, 11.30 P. M.
For principal points on Metropolitan Branch, †5.10, *9.15, 212.00, A. M. †3.00 and †4.15 P. M.
For Annapolis, 7.20, 9.15 A. M. 12.15 and 4.15 P. M. On Sunday, 9.15 A. M. and 5.00 P. M.
For Ellicott City, Mt. Airy and way points, *4.10, †8.20, \$9.30 A. M., †1.30, †44.25, *5.25, *6.30, *11.15 P. M. a Stops only at principal stations between Relay and Frederick Junction.
For Frederick, 4.10, 8.20 A. M., 1.30, 4.20 and 5.25 P. M. On Sunday, 9.30 A. M. and 5.25 P. M. For Virginia Midland Railfoad, and South, via Danville, *915 A. M., and *8.30 P. M. For Lexington, Staunton, 9.15 A. M. daily, except For Winchester, †4.10, †9.15, A. M., †4.20 P. M. For Luray, Roanoke and all points on the Shen-ndoah Valley R. R. *4.10 A. M. and *7.30 P. M. FROM FERNIS LIVANIA AVENUESTATION.

For Warnington, Express, 5.24, 6.55, 7.40 A. M., 2.10, 4.55, and 9.35 P. M. daily, and 8.50 A. M. weekdays. Accommodation, 7.10, A. M. and 5.15 P. M. week-days, and 12.50 and 7.20 P. M. daily.

For Annapolis 7.40, 8.50 A. M., 4.25 P. M. daily, except Sunday. On Sunday, 7.40 A. M. and 4.55

For Hagerstown, †4.10, †8.20, †10.15 A. M., †4.15 For Curtis Bay and intermediate points, 8 35 and 10.10 A. M. and 2.20 P. M. Sundays, 8.20 A. M., and 1.40, P. M. Leave Curtis Bay 7.50, 11.30 A. M., and .50 P. M. Sundays, 9.00 A. M. and 5.00 P. M. Trains arrive from Chicago, Columbus and the Northwest daily, 1.00 and 5.20 P. M.; from Pittsburg, *8.20 A. M., *8.00 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 Transon Wilsohet, and Norman. For New York, Trenton, Elizabet: and Newark, N. J., leave *5.00, †8.35, *10.15 A. M., *12.50, *8.20, *4.55 and *11.50 P. M. (Sleeping car open at 9.00 *4.55 and *11.50 P. M. (Sleeping car open at 9.00 o'clock on the night Express.)

Trains leave New York for Baltimore, *8.30, †11.00 A. M., *2.00, *3.20, *5.00, P. M., *12.15 night.

For Atlantic City, *5.00 A. M., *12.50 P. M.

For Philadelphia, Newark, Wilmington and Chester, *5.00, †8.35, *10.15 A. M., *12.50, *3.20, *4.55, *8.05, *11.50 P. M. For way stations, †7.15, §8.30 A. M., *2.40 and †4.55 P. M.

Fyrance trains leave Philadelphia for Baltimore Express trains leave Philadelphia for Baltimore, *4.40, *8.15, *11.10 A. M., †1.35, *3.40, *4.40, *6.05, *7.40 †Except Sunday. ¿Sunday only. *Daily.
Baggage called for and checked from hotels and
residences by Union Transfer Company on orders

oft at Ticket Offices: N. W. COR. CALVERT AND BALTIMORE SIS., Camden Station, and No. 280 S. Broadway. CHAS. O. SCULL. J. T. O'DELL, Gen. Manager. Annapolis and Baltimore Short Line R. B. SCHEDULE IN EFFECT DECEMBER 29, 1889. HALF HOUR QUICKER THAN ANY OTHER LINE.

Leave Camden Station, Baltimore. For Annapolis and way stations, week days *8.50 A. M., 2 P. M., 5.40 P. M. Sundays 9.35 A. M., 5.40 For Baltimore. Leave Annapons, week days 7.20 A.M., 10.25 A.M., *3.40 P. M. Sundays 8 A. M., 3.40 P. M. Trains marked thus (*) do not stop at Pumphrey's, Linthicum's, Cromwell's, Boone's, Round Bay and Gedding's.

Round Trip Ballimore to Annapolis \$1.25. The only line offering this rate. C. M. LRILICH, General Manager. L. A. BURCK, Secretary and Treasurer. Annapolis, Washington & Baltimore R. R. Thains Leave. Trains arrive.

Through Coaches are run between Baltimore and Annapoli on all of the above trains. Through freight from Baltimore daily. Local freight trains leave Annopolis Tuesdays and Fridays at 9 A. M. Freight will be transported at the lowest rates, and received in Baltimore for ship-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.

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

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

4.57 P. M.—Congressional Limited Express for Phils. and N. Y. Composed of Parlor and Dining Cars. ment to Annapolis as late as 6 P. M.
J. WILSON BROWN, Manager.
JAS. H. BROWN, G. T. F. Agt.

Borse Passenger Bailwags. YYORK ROAD CARS.

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

Leave Baltimore for Lowsontown At half-past each hour from 6.80 A. M. to 9.80 P. M and at 11.30 P. M. APAll the Cars have STOVES IN THEM, and

ROUND TRIP TICKETS 45 Cts. Catonsville Railway. Leave Baltimore each nour from 6 A. M. to 9 P. M. and at 11.30 P. M. And for Loudon Park, Irvington, Mount Olivet and Cathedral Cemetery every half hour from 2 to 6 P. M., Les ve Catonsville each hour from 6 A. M. to 8 P. M., and at 7.30 A. M. and 10.80 P. M. For Ellicott City. on Sundays only, and at 8 and 10 A. M., and 2 and 5 P.M. Returning leave Ellicoti City at 10 A. M., 12 M and at 5 and 7 P. M.

CHARLES B. McCLEAN. COUNTY SURVEYOR AND CIVIL BUGINARD.

-OFFICE-BOOMS CAND 7 MASONICHALL. TOWNONTOWN.ND 7,1880,-tf

PLANE and SPECIFICATIONS FURNISHED FOR

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GRIFFITH, TURNER & CO., --- MANUFACTURERS OF-

Animal Bone Phosphate, Ammoniated Bone Phosphate, Alkaline Plant Food, &c. THIS LAST NAMED BRAND ESPECIALLY ADAPTED TO THE GROWTH OF CORN, POTATOES AND ALL CROPS REQUIRING A FERTILIZER RICH IN POTASH.

GARDEN AND FIELD SEEDS. Our stock of Seeds are new and true to name, embracing all the valuable varieties, and are from the GIVE OUR CHAMPION OATS A TRIAL. STAVER BUCK-EYE FEED MILLS AND POWERS,

THE MOST SATISFACTORY FEED MILL IN USE. Dr. BAILEY HAY AND FODDER CUTTERS, DOES MORE WORK WITH LESS POWER THAN ANY CUTTER ON THE MARKET STODDARD CABINET CREAMERY AND CHURN. OLIVER

CHILLED PLOWS. THE LIGHTEST DRAFT AND MOST EASILY ADJUSTED PLOW MADE. CLARK'S CUT-A-WAY HARROW STANDS AHEAD OF ALL COMPETITORS. BROWN'S WAGON POSSESSES MANY POINTS OF SUPERIORITY. HAY RAKES. HAY TEDDERS. CORN SHELLERS. AND A FULL LINE OF AGRICULTURAL IMPLEMENTS. PREPAIRING DONE WITH DISPATCH. SEND FOR CATALOGUE. CA

GRIFFITH, TURNER & CO., 205 and 207 N. Paca St., Baltimore, Md. Branch Store: Sykesville, Md.

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---DEALER IN-

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HARD OF ALL KINDS.

GRATES BRASS GOODS,

Slate Mantels.

-AND-

WOOD

&c., &c.

RIDDLE & WILLIAMS, 124 NORTH HOWARD STREET, BALTIMORE

Merchant Cailvring, &c.

OUR STOCK IS NOW COMPLETE -FOR THE-

WINTER SEASON! * - * - * - * - *

WINTER SUITS, THE LARGEST AND MOST VARIED IN THE CITY,

Men, Youth s, 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, PLAID 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.

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GEORGE F. SLOAN & BRO.,

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BUILDING LUMBER,

SHINGLES, FENCING, DOORS & SASH

WHOLESALE AND RETAIL.

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LUMBER LOADED on CARS Without EXTRA CHARGE.

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LUMBER, COAL, WOOD, HARDWARD AND BUILDERS' SUPPLIES, TOWSONTOWN AND LUTHERVILLE.

TELEPHONE CONNECTION WITH BALTIMORE AND LUTHERVILLE. CA

Agent for the Oliver Chilled Plow and Castings.

Orders left at Corkran's Telephone Exchange, at Lutherville, will receive prompt attention. April 6,'89.—1y G. HERBERT RICE. GEO. SCHUMACHER.

CCHUMACHER & RICE,

GEO. SCHUMACHER.

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

LATHS, SASH, DOORS, BLINGS, MOULDINGS, &c. And everything usually found in a WBLL-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. AT A call is respectfully solicited.

MONUMENTAL WOOD WORKS.

STORCK & SONS, -DEALERS IN-LUMBER. SASE. :0:----

DOORS BLINDS. Ac. -YARD & FACTORY-

TY MARK MONUMENT STREET AND 261 NORTH FRONT STREET BAL/PINORE

Brolessional Cards.

EDWIN J. FARBER, ATTORNEY AT LAW, 20 ST. PAUL STREET, BALTIMORE, CATONSVILLE, BALTIMORE COUNTY, MD. Aug. 15.—tf

W. GILL SMOTH, ATTORNEY AT LAW, SMEDLEY ROW, TOWSON. Practices in the Courts of Baltimore City and Baltimore County. Jan. 4, 90,-tf

W. H. DAWSON. | W. S. G. WILLIAMS. | P. E. TOME. ATTORNEYS AT LAW, HAVE MOVED THEIR OFFICE TO ROOM 44, MARINE BANK BUILDING, BALTIMORE, MD.

RANDOLPH M. ISAAC, ATTORNEY AT LAW. SMEDLEY ROW, TOWSON. TELLOTT & MITCHELL, ATTORNEYS AT LAW, OPPOSITE SMEDLEY HOUSE, TOWSONTOWN Having associated for the practice of law, will promptly attend to all business entrusted to them.
Will practice in all the Courts of the county and city and in the Court of Appeals.
Aug. 3.—1y

H. M. BENZINGER. JAS. S. CALWELL. BENZINGER & CALWELL, ATTORNEYS-AT-LAW, NO. 19 AND 20 LAW BUILDINGS, EAST LEXINGTON STREET, BALTIMORE.

THOS. J. HUNTER,
ATTORNEY AT LAW,
TOWSONTOWN, MD.
Office—Room No. 6 MASONIC TEMPLE, (Formerly occupied by Mr. S. Parker Boeley,)

James J. Lindsay, Attorney at Law. Masonic temple, Towson, MD. ONLY, 120 EAST LEXINGTON ST., CORNER OF

A. W. MACHEN,
ATTORNEY AT LAW,
88 LEXINGTON ST., BALTIMORE, MD. Sept. 16, '\$2.-tf WALTER R. TOWNSEND,

ATTORNEY AT LAW, 52 LEXINGTON STREET, BALTIMORE. HYLAND P. STEWART, ATTORNEY AT LAW, NO. 301 ST. PAUL STREET.

ATTORNEY AT LAW, AND JUSTICE OF THE PEACE, Office-NO. 6 SMEDLEY ROW, FOWSON, MD. April. 7.—tf JOHN F. GONTRUM. ATTORNEY AT LAW, -Offices-SMEDLEY ROW, OPP. COURT HOUSE, TOWSON,

GARDENVILLE, BEL AIR ROAD. DEUTSHER ADVOCAT. EUGENE BURTON, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY. -OFFICES:-

GREENWOOD, BALTIMORE COUNTY. 1889. GEORGE LEWIS STOCKSDALE, ATTORNI ATTORNEY AT LAW, WESTMINSTER, MD. Office-- 222 East Main Street, —OPPOSITE THE—
Law Office of McKellip and Clabaugh. Will practice in Carroll and Baltimore counties, and the several Courts of the State. Will attend promptly and diligently to all business en-

206 COURTLAND STREET, BALTIMORE,

FERDINAND C. DUGAN,
ATTORNEY AT LAW,
NO. 3 COURTLAND STREET,
BALTIMORE. Practices in the Courts of Baltimore City and Baltimore County. July 3.—tf

J. FRED. C. TALBOTT,
ATTORNEY AT LAW,
SMEDLEY ROW, TOWSONTOWN. Towsontown Office:
TUESDAYS and WEDNESDAYS of each week. Baltimore City Office:
17 LEXINGTON STREET, FACING MONUMENT SQUARE. Will attend promptly to all business entrurted to his care. May 15.—tf JAMES HOLLIS BUCHANAN, ATTORNEY AT LAW. Practices in the Courts of Baltimore city and in Baltimore county, also in the United States Courts.

Office—NO. 58 S. ST. PAUL STREET,

BALTIMORE, MD.

Milton W. Offuti. John I. Yellott. TELLOTT & OFFUTT, ATTORNEYS AT LAW, SMEDLEY ROW, TOWSONTOWN, MD. Mr. Offutt can be found EVERY SATURDAY at his office, NO. 25 LEXINGTON STREET, BAL-TIMORE. April 11.—tf

W BURNS TRUNDLE, N. E. COR. ST. PAUL AND SARATOGA STS., BALTIMORE, MD. WILLIAM S. KEECH, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY,
SMEDLEY ROW, TOWSONTOWN, MD.
Gives prompt attention to the Collection of Claim
and business in general in the Orphans Court

and Circuit Court of Baltimore county. CHAS. E. FENDALL, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY, TOWSON, MD.

R. BOARMAN, AT LAW AND SOLICITOR IN CHANCERY,
SMEDLEY ROW, TOWSONTOWN, MD.
Will promptly attend to all business entrusted to his Jan. 7, '65.—tf ATTORNEY AT LAW. Will practice as heretofore in the Courts of Balti-

more County.

Offices.-- NO. 12 ST. PAULSTREET, BALTO. CITY. Rich'd Grason. William Grason RICHARD GRASON (late chief Judge of the 3d Judicial Circuit) and WILLIAM GRASON, having associated themselves in the practice of law, will give prompt attention to all business entrusted to their care. Will practice in the Courts of Baltimore city and county and the Court of Appeals. -Offices-SMEDLEY ROW, TOWSONTOWN,

83 ST. PAUL STREET, BALTIMORE. C. Bohn Slingluff, Towsontown.

Fielder C. Slingluff, 48 St. Paul St., Ballo. Towsontown. 48 St. Paul St., Balto.

SLINGLUFF & SLINGLUFF,

TTORNEYS AT LAW.

C. BOHN SLINGLUFF will be found daily at his own office in Towsontown, and in connection with F. C. SLINGLUFF will attend to all business entrusted to him promptly, either in the county or

C. BOHN SLINGLUFF, DEUTSCHER ADVOCAT and RECHTS ANWALT, TOWSONTOWN.
DEM COURT HOUSE GEGENUBER TOHN HENRY KEENE, JR.,

R. GOLSBOROUGH KEENE,
ATTORNEYS AT LAW,
MORSE BUILDING, 50 W. FAYETTE ST.,
BALTIMORE. Practices in Courts of Baltimore city and county, as well as in the various Courts of the State. March 14, '75.—tf R. QUINCY HALL,
ATTORNEY AT LAW,
NO. 25 LEXINGTON STREET,
Oct. 21.—tf BALTIMORE, MD.

T EMUEL D. OFFUTT, ATTORNEY AT LAW, NO. 6. E. LEXINGTON STREET, BALTIMORE. May 5 -tf

J. H. HANDY,
ATTORNEY AT LAW,
NO. 10 COURTLAND STREET,
BALTIMORE:

H. C. TIECK,
ATTORNEY AT LAW AND SOLICITOR
IN CHANCERY AND NOTABY PUBLIC.
LEXINGTON AND ST. PAUL STS., BALTIMORE. JOHN T. ENSOR,
ATTORNEY AT LAW AND SOLICITOR
IN CHANCERY.
Office—SMEDLEY ROW,
TOWSONTOWN, MD.

On Saturdays and Mondays will be at 208 N. Calvert St., Baltimore.
April 17.—tf JOHN F. CONREY,
ATTORNEY AT LAW,
TOWSONTOWN, MARYLAND,
Will give strict attention to all business placed in
his hands.

May 18.—tf A NDREW C. TRIPPE; COUNSELLOR AT LAW, NO. 51 W. FAYETTE STREET, OPPOSITE BARNUM'S, BALTIMORE, MD.

HOPPER EMORY, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY, NO. 2 SMEDLEY BOW, TOWSONTOWN. AT ST. PAUL ST., BALTINGRE, Nov. 28,—tr