TOWSON, MD.



Saturday, May 3, 1890.

CHARACTERISTIC SONGS. Artizans, Mem and Occupation. Expressly Written for the MARYLAND JOURNAL Prof. F. Nicholls Crouch, F. R. S., COMPOSER OF "KATHLEEN MAYOURNEEN," "DERMOT ASTORE," "THEIR MARRIAGE," "DEATH OF DERNOT," &c., &c., &c.

The Woodsman. Born woodsman am I. My home in the West, Where in freedom I live, do 'ye see? Not a sorrow have I, with health being blest. And my wife wears Love's smile for me.

My home's a log cabin—well stored with good cheer:
Warm bed, social glass for a friend; "Welcome" there's written outside o' my door, Inside it—warm hearts to attend. With my axe and my gun I rove the woods through, Nor question what path I shall go; Dwells round me contentment—both natures are

true,
And bounteous is game we all know. Homeward returning; brave sport on my back; Good wife in her beauty greets me With a life-cheering smile—sweet lips I attack, Delicious as honey, just ta'en from the tree.

My sunbeam of joy's that rosy cheeked wife, Blessing home, surroundings, and me; Imparting fresh vigor, existence, new life, To the woodsman out West, do 'ye see? While logs I am cutting, my arm guides the blow This burthen I sing all the day. She's the joy of my heart—its truth you all know, coming out of my door meeting me.

In my home she's my pride, so carol the birds, She's as good as she's loving, all see; Her beauty's my treasure—soul's joy, are her words
"My woodsman' the right man for me." Though a cabin's our home, its lined with good We've plenty of room for our guests;
"Welcome" there's written outside of our door.
And inside—true hearts both attest. PROF. F. NICHOLLS CROUCH, F. R. S. BALTIMORE, MD., April 9th, 1890.

[Written for the Maryland Journal.] INCIDENTAL SKETCHES OF THE PAST.

During Our Occupation of Leesburg, Loudon County, Virginia. BY AN OLD HOWITZER.

Having possession of our transfer from the "Richmond Grays" to the "Richmond Howitzers," we took formal leave of Captain Elliott front. The Howitzers in the field occupying | we asked him his business. Leesburg, Balls' Bluff and Burnt Bridge, then under siege of the Federals encamped on the opposite side of the river directly facing Balls' Bluff, which, being a high promontory on the Leesburg side, the enemy were under strict surveillance of our forces, then in command of Gen. Magruder, who had strongly fortified the town and every approach, effect-

ually stopping the never-ceasing cry "On to duty." Richmond! Fort Magruder, a pewerfully-constructed earthwork, was raised to the right of the town | once." commanding the road : Fort Hill, equally powerful, the left and the road to Warrenton. No way, and the whole country back of these fortifications under the cavalier protection of the chivalric brothers Ashby, and at that time the standing occurred at the same identical post. ubiquitous Mosby, whose raids on the Yankee commissary trains were of daily occurrence His men and their mode of warfare was on the guerilla principle. These mounted soldiers held the lines of railway at their command advancing from Alexandria, and seldom a day passed without their capturing commissary stores, men, arms and amunition sent forward from Washington for comfort and equipment of their army quartered on every road that held approachings to the coveted prize-"On to

Richmond." To such an alarming state had these guerilla raids succeeded on the enemies trains they resorted to the cowardly practice of protecting their trains by seizing all farmers in the vicinity of the railways and placing these defenseless men as hostages on the platformsfront and rear.

These dauntless horsemen were not intimidated by such savage means. Between them they instituted an invisible line of videts, nobody knowing how, when or where. Through the vigilence of this ubiquitous line of guards, posted night and day, the Ashby and Mosby troopers were informed the hour and minute a commissary train would leave the other side. number of troops on board, and at what precise minute connection would be made, what station or what Federal encampment, as Vir ginia (after the Manassa skedaddle) was made the hotbed and nursery ground for training and quartering Federal soldiery-intantry, the staple of their army; cavalry, not deserving attention, until brought into notice by the | guard." dashing raids of our intrepid cavaliers and elevation of Grant as General of the forces.-On his assumption of command rose Dahlgreen, Stoneman, Custer, Sheridan, and others. The energy of these men and constant additions made and improvements added to the artillery tactics in the field were totally changed.

During the paucity of this arm of the Federal service the Ashby's and Mosby controlled the Valley of Virginia and all its tributaries, making their plenteous supplies (Federal) furnish their troopers with every necessary requirement. This mode of guerilla warfare continued un-

til Jackson faced the music, when his invincible arm and military genius swept away all impediments, no matter in what shape, form, odds or numbers. The Federal advance on Leesburg had not

been made when we Howitzers were ordered down to the support of Magruder, and before reaching his quarters Colonel Baker crossed the river in force, ascended the right of Ball's Bluff, reaching the plateau in front of the town, behind it the precipitous bluff sixty feet above the river. On this plateau the battle commenced. At the onset Baker was killed, and the impetuosity of the Confederate troops drove the enemy in a confused body over the brow of the beetling bluff as a brigade in the act of landing and advancing to the support of those in action. The troops driven over the height fell upon the advancing column, crushthem in their fall, and the crumbling earth descending at the same time drowning what were not so killed or smothered. The tide being out when this catastrophe took place, the loss to the enemy was not shown'till next morning when, as the tide rose, the waters right and loft were covered by a mass of floating soldiery in their Federal uniforms-drowned, crushed, but not shot. What escaped of the invading force got

back to the opposite side as best they could, leav-

ing the shot on the plateau above this holocaust of dead below. To the left of this battle ground, where the onset was most bloody, a washout and ravine, from 50 to 60 feet deep, had excavated itself, as if purposely, a receptacle for the Yankee dead. Down this yawning abyss they were hurled to fit themselves, as they could and did, (not according to undertakers' regulations,) and when the ghastly opening was filled to repletion, plows and harrows were passed by the gully sides, turning over the embankment on the mass of dead humanity. Thus was the graveyard hidden from sight, and the ebb-tide floated out the bodies on its surface, nothing remaining before the reviewers eyes of what had been in the early stages of a war the most sanguine and bloody of the nineteenth century. When we reached Leesburg we were ordered down to Burnt Bridge, on the Dranesville Road, and camped in the hollow to the left, fronted by a deep creek over which the bridge had been destroyed for strategic military purposes. This Burnt Bridge connected the Dranesville Road, passing our quarters, Magruder's Fort, crossing the Leesburg Pike and leading into the Warrenton Road, commanded by Hill's Fort. On this creek, fronting our encamp. ment, we were ordered to throw up a line of breastwork and casemate, apportioned for placing our four guns commanding the road up which the enemies troops would advance to see what we were doing, but never within range of our pieces. For many months we occupied this position, building stabling for the horses, visiting and serenading the girls and towns-

folk, and, for pure deviltry, running out a gun, dragging it up an acclivity, taking aim at the Yankee picket building guarding the ferry and frightening the guards out of their wits for no good whatever. Beef in Loudon county being plentiful, our general living ranked high for soldiers. What more of delicacies we enjoyed were gifts from the townsfolks, personal friends and the girls nightly serenaded. These attentions included fruits, vegetables, poultry, butter, milk and eggs. Living high as we did, mess parties were common, and on all these jollifications we were unanimously chosen cook. Capt. Green, a trooper in Mosby's ranks, having bivousked the night with us, was invited and his friends to dine with the boys, who promised to supply and procure a good dish of game—partridges. Commissary Seldon (one of the best hearts in the battery) ordered us to go into the commissary tent, select and cut as much sirloin as required for a special roast, cooked over a hickory fire and basted (not baked in a skillet.)

much punch as men on duty desired. An ime promptu spit for the rossis having been made of bayonets, the beef and turkey were committed to the browning influences of the glowing hickory coals. A large cauldron held the pudding, lesser kettles boiling vegetables, and at the proper time, by themselves, at a side fire, some ten brace of fat partridges. Everything was progressing to the some of perfection and desire, but one necessary was wanting-a skillet, in which to prepare our game gravy, a decoction upon which our fame as cuisine was posted both sides the Fish Pond. A skillet there was, but it had a nasty knack of turning over without giving warning (not being balanced rightly.) We had composed our gravy, seasoned, herbed and spiced, a la Soljez (our teacher.) Carefully raising the treacherous thing to test our beverage and general flavor, cant went the thing over, and half our delicious appetiser was in the fire. The aromatic

steam from which caused Capt. Green and others to loaf round us (nothing more annoying to a cook dishing his courses.) Many were so serve up, and the birds were relieved of their wire fastenings. Taking hold of the gravy to pour it into a turreen the d____ thing | come in good earnest. Our winter until March made a perfect somersault, gravy in the ashes. | was one long sunny May day. The summer-It fell from our hands. Like a demon we budding plants, such as petunias and verbenias, seized the woodaxe, it descended, and the frag- bloomed all through the winter, and by the ments flew as if struck by a solid shot, but last of February the weather was really hot. where they went the Lord knows! Green and | Peas were in full bloom, cabbage heading, his associates took to their heels as if pursued | beets up, and some of my neighbors even had by a bayonet charge. The coast was clear, and bunch beans coming up. With March came we were alone with a gaul attached to our liver the worst frost of the whole winter. The ten times the capacity of those which generally give jaundice to mankind. Having finished the dishing we struck the

gong for dinner. All answered the Celestial whang but Green. Enquiry made, one of the mess answered, sitting within the casemate of the first gun, knowing we were the cause of his skedaddling. We sent for him, and as he upprosched heard him say : "Ran off, double-quick; never saw such a charge of iron in my life. The pieces of that | the damage to the orange groves was far skillet will never stop while a Yankee travels Dranesville."

Each dish of our dinner gave satisfaction,

and all our guests put away their quota of pot, washing down a sumptrous desert by libations of cold punch that would have reanimated Bacchus and brought him and his satyrs back to earth to have partaken of that feast given at Burnt Bridge, Loudon county, Virginia. Having completed our stabling for the battery horses their drivers were considerably annoyed by droves of marauding hogs, shoats and pigs, who not only devoured rations intended for the horses but took possession of their stalls, depriving them of rest. This nuisance increasing, notice was posted at the fodder pen : "All hogs trespassing in this stabling and round the men's quarters will henceforth be killed!" This for a time lessened the nuisance, but indifference let the creatures loose again. complaint and inquiry of the officers, whose reply was: "Notice has been publicly filed at the hay quarters, and if the owners paid no attention to it, they couldn't and wouldn't in

terfere with the stable Sergeants." It was not from want of rations but pur deviltry some of the boys would knock a delinquent shoat on the head and as quickly and Lieutenant Boisseux, and left Norfolk for roast and devour him. Breakfast was in prothe capitol of the Confederacy. Arriving at the depot we immediately reported ourselves to Gen. Winder, requesting a few days' grace to supply necessaries for exposed service in the supply necessaries for exposed service in the field occurring th

"What's that to you?" "Halt! or I fire for Corporal of the guard." "You be d ----! Crack went our musket, and promptly every man came running to our post, Corporal at a only an hour's ride from Raleigh. double-quick, Lieutenant running in rear. Approaching es, asked why we discharged our gun. "Told him and his defiance of a guard on

"Arrest him and take him over to General's quarters. I'll stop this stable annoyance at | and is doing a good work. It has in connec-The Corporal and another simultaneously seizing the man, he wilted down, begged forpossibility of advancing on Richmond that giveness, and promised to never pass the guard \$250,000. on duty.

On another occasion a similar misunder-Delinquency having frequently been reported | more of the wealthy citizens could be induced of guard duty, General Magruder was recalled to put their money into business enterprises and D. H. Hill appointed commandant of the instead of bonds, her progress would be more post, who quickly put us all to the rout, going rapid. A great drawback to this country has nimself through the encampment after miduight without notifying officers, thereby caus. and nothing else. But a change is coming. trust. The weather had been unusually severe for several days and the roads everywhere were nearly impassable. Our hay and fodder pen stood at the extreme point of the encampment on the Dranesville Road under the frowning earthworks of Fort Magruder, in direct line o the battery at Burnt Bridge, passing our en campment withinside the public road. Round this outpost (the hay pen) was footway of planking on which the sentry paced his guard. The road between the forts and i was one knee-deep river of mud and slush from traffic and continuance of bad weather. We were on duty expecting relief at 2 A. M. It might have been midnight when we heard the measured tramp of a horseman picking his shipped North in July and August, and the way along the quagmire in front, endeavoring growers claim an average profit of \$100 per to hide his advance, in the murky shadow of the fort, we as carefully crouching under the

"Who goes there?" "Friend!" "Dismount, friend, and give countersign." "No occasion for dismounting. I'll advance, give countersign half way." "Dismount! or I fire for the Corporal of the At the flash of a thought he was down, approaching us, leading his horse, mud flying everywhere. Coming up to the planking he profitable crops. whispered the countersign, mounted his horse,

saying with emphasis as he rode off: "Good night, soldier." Thinking no more of the matter, we paced Orderly opened the fly of our tent, saying: "Captain desires you to come to his tent in-

Following the Orderly, we entered and found a General scated. "What hour were you on guard last night? "Twelve to two, Captain." "Did anything attract your attention while

on duty ?'' "A stranger on horseback passed my guard, or was about to do so, when I halted him, demanding countersign." "Did he pass it?"

"No, Captain; wanted to advance mounted. giving countersign half way? "What did you do then?" "Ordered him to dismount, or I'd call Corporal of the guard." "Are his replies satisfactory, General?" "Perfectly so. Captain Palmer, and when a

We stood before D. H. Hill, who would have challenged but for soldierly duty of PROF. F. NICHOLLS CROUCH, Richmond Howitzers.

THE BIBLE IN THE SCHOOLS.

The Methodists in conference in this city are earnest in their desire to have the Bible read in the public schools. They have based their demand on the statenent that the Bible is an "unsectarian Book." This may be true. At any rate we are not inclined to cross swords with such sharp theo-

But whether the Bible is unsectarian or n it has been used as a fortress by every sect in Christendom. The Methodist himself think he can find therein a pretty strong argument against Catholicism, and with a vigor of rhetoric which shakes the pulpit every Sunday in the year he thunders his anathema at that Church. The Baptist thinks it so sectarian on the subject of immersion that he refuses the Lord's Supper to members of all other denominations

on the strength of certain chosen texts. The Catholic believes it to be so emphati cally sectarian that he denies ecclesiastical fellowship to those who do not accept his views of the Church.

Not a sectarian book? Then, gentlemen, why do we find all the sects warring with each other, their guns loaded to the muzzle with quotations, from every chapter in the Old and New Testaments?

Either the Bible is a sectarian book or else sectarianism as represented by the great body believers is rank and unmitigated heresy. We ourselves are rather inclined to the latter theory. But we don't profess to be posted

in these matters.-N. Y. Herald. The Committee on Appropriations have completed the Postoffice Appropriation bill for 1891, and recommend the sum of \$71,750,982. being \$5,245,638 more than for 1890. The Postoffice Department is gradually becoming self-

supporting. The adoption of penny letter postage will make it so. Harlowe & Co., of Pittsburg, Pa., have taken the contract to supply Bel Air with water. The water will be brought from a spring about 4 miles from Bel Air to a reservoir.

The cost will be \$40.000. Mrs. Grover Cleveland, is spending a few days at Atlantic City, where she is a guest game, reast beef and plumpudding; vegetables, celery, plenteous supply of fruit, and as Eosel Brighton.

nes of the Aleminat Ju-LATTER PROF BOOTS VAROLINA Disastrous Frosts—A Drop from 80° to 90°-Garden Veretables Destroyed - Gardens Replanted-Peas Again in Bloom-Will Beat "Ann Randel" Yet-The Beauties of Raleigh-Its Public Institutions-Captain Williamson's Blooded Horses-Big Prices for Vegetables.

RALEIGH, N. C., April 19th, 1890. Dear Journal: One of the most valued links that still connect me with dear old Maryland I find in the weekly visit of the MARYLAND JOURNAL .-Marylander and particularly an Eastern Shoreman, no matter where he roams or what associations he forms elsewhere, always looks back with fondness to the old home by the Chesapeake, and hesitates fully to cut loose from all associations there. And so the coming of the Journal is weekly hailed as an evidence that we are not altogether forgotten in our old home. Here on the sunny slopes of upland North Carolina spring has at last mercury fell auddenly from 80° to 20°, and all our vegetables were completely destroyed .-Even the clover in the fields was blackened to the ground. Flowers were destroyed badly, and pear trees, which were nearly in full leaf, not only had the leaves killed but the wood badly hurt. What was remarkable about this frost is the fact that the same degree of cold. experienced in North Carolina was felt in Florida, and the accounts from there state that greater than in the great freeze several years ago. But we at once replanted our gardens, and though we have no peas now as Raleigh people usually have early in April, our peas savory meats, all laughing at our charge on the are all in full bloom and podding again. So I guess we will get in ahead of "Ann Randel" yet, A. few weeks .of, warm. weather have made a wonderful change. Beets, beans, and everything is growing rapidly, and to-day, April 19th, we found the first green tomato on

our vines in the garden and a great wealth of Raleigh is fast putting on its summer, parklike appearance. The oaks and elms of this city are famous, and as every one in the residence portion of the city insists upon having plenty of room and all the big trees possible, there is no crowded, city-like appearance anywhere away from the business streets. Grand old oaks, the product of centuries, stand right in the street or middle of the sidewalk and are and several were kicked and killed, causing guarded with religious care. The handsome square around the Capitol is filled with these massive caks, the remains of the primeval forest growth. The ivy climbs over their trunks and grand masses of mistletoe grow upon the limbs. In all that part of the city lying north of the city this old forest growth of oaks is preserved and the dwellings with their ample grounds all seem occupants of our great park. Raleigh, while not noted for business push

cessful operation, and the third is about starting. Trinity College was about to be moved here, but Durham offered a hundred thousand dollars more and secured it. But Durham is Our new Agricultural College has pretty well advanced into its first your with flattering success. The Shaw University for the negroes is

large institution founded by Northern people

tion a well-equipped medical college.

A new cotton factory has just been added to the manufactories of Raleigh at a cost o While we have no boom here and are off from the direct lines of North and South been the devotion to the one crop of cotton ing great disquiet, comment and general dis- The failure of the cotton crop in North Carolina last summer taught the farmers a severe lesson about putting all their eggs in one basket, and there is a general inclination to diversify. Around Raleigh there are a few who have devoted attention to grass and stock. and their success proves that as good grass can

be grown here as elsewhere. Capt. Williamson, a mile north of the city has a fine farm devoted to breeding blooded horses. He claims that he has cut four tons per scre of first-class hay. Long Green can hardly beat that. Within a circuit of two miles from Raleigh there are 360 acres of vinevard in bearing and many thousand vines have been planted this year. These grapes are all acre. East of us on the Atlantic Coast Line Railroad the strawberry, pea and cabbage crop hay mound and sheltering fence. Coming op. is of great importance. North Carolina strawposite our resolute stand we challenged him: berries brought last week 75 cents to \$1.00 per quart, and asparague \$10 per dozen bunches; peas sold for \$6 per crate. Around Goldsboro and Newbern are hundreds of acres of small fruit and vegetable farms, and though badly burt by the March freeze the enhanced prices will make the season a good one. The Newberne growers have finished shipping cabbage. The crop was short and poor, but prices good.

Asparagus and strawberries are about the most All our fruits were hurt by the frost, but there will be a few peaches and pears. Apples are not much grown east of Picdmont and the mountain counties. Grapes were severely hurt out the balance of our guard until relief came by the March frosts, and some varieties will be and entered our tent. After breakfast Captain's scarce. At our Agricultural Experiment Station we have 128 varieties of grapes and only two or three sorts sustained any damage, not being far enough advanced. I noticed our vineyard when the Ives grapes, one of the earliest, had developed leaves and formed buds when the frost of March 3d came. Of course

these were killed. We are all looking with anxious eyes to see what the madmen in Congress will devise in their hatred to the South. The general opinion seems to be that the Republicans in Congress having such a plenty of rope are making haste to hang their party as soon as possible. We have faith in the ultimate good sense of the American people to right rescality.
W. F. M.

THE DOCTOR AND POSTMASTER Were talking about a case of serious illness, due to Sergeancy occurs in your ranks promote him to it by my command. Thus I reward reliable men."

We stood before D. H. Hill, who would have Biliousness and Liver Complaint, in fact all diseagone through the encampment by himself un- ses arising from a disordered system, that nothing equals Dr. Lee's Liver Regulator for these troubles. Try it.
Trial bottles free at MARLEY BROS. DRUG STORE, Towson.

> TAROM THE NATION'S CAPITAL. Mr. A. N. Hazan, Washington, D. C., says the fa-mous Red Fing Oil is a periect family medicine and has no equal for Rheumatism, Neuralgia, Sprains, Cuts, Burns and all bodily pain. Price 25 cents. Consumption. Are you troubled with this terrible disease. If so take healthy exercise, live in open air, use Puritan Cough and Consumption Cure and be cured. Don't delay. Price 25 cents. At MARLEY BROS. DRUG STORE, Towsdn.

> Divery 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, Nuralgia, Burns, Bruises and all Aches and Palus. 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 dents. At MARLEY BROS. Drug Store, Towson.

May 11.-1y FORSALE CHEAP. TO A PROMPT PURCHASER, A VERY DESIRABLE LITTLE PLACE OF FORTY ACRES. WITH GOOD IMPROVEMENTS; VITHIN A FEW MINUTES' WALK OF LOC

RAVEN STATION, M. C. R. R. Good land, beautiful situation and altogether H. C. TURNBULL, Jr.,

5 E. Lexington St., Baltimore Oct. 12.—tf COLES LIVERY STABLES Towsontown. HORSES and TRAMS for hire at reasonable prices.

Conveyances for Pic-Nics and Parties a specialty HACKS FOR HIRE FOR WEDDINGS AND TUNERALS. STAGE LINE connects with trains at Lutherivile.

J. MAURICE WATKINS. PROVISIONS, Meats, Groceries, &c., TOWICH, MD.

MARTLAND CANNAL BAILBOAD. Northern Central Bailroad.

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TIME TABLE.

Taking Effect October Soth, 1889;

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 Cincinnati, St. Louis and Indianapolis, Vestibuled Limited Express daily, 2.10 P. M.: Express For Pittsburg and Cleveland. Vestibuled Limited For Pittsburg and Cleveland, Vestibuled Limited Express daily, 10.15 A. M., Express 7.30 P. M. For Washington, week days, 5.10, 6.20, 6.80 / 20, 7.45, 8.00, 8.30, 9.15, 10.15 and 12.00 A. M., 12.15, 1.56, 2.10 8.00, 4.10, 4.15, 5.00, 6.00, 6.20, 7.10, 7.30, 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, 7.16 7.80, 8.30, 8.35, 10.20, 10.25 and For way stations between Baltimore and Washington, 5,10, 6,30 and 8,30 A. M.; 12,15, 8,00, 5,00, 6,20 and 11,00 P. M. On Sunday, 6,30 and 8,30 A. M.; 12,50, 5,00; 5,20 and 11,00 P. M. Trains leave Washington for Baltimore, 4,00.5.00. 6,40, 7,20, 8,80, 9,20, 9,45, 11,00 A. M.; 12,00, 12;10, 2,00,

Baltimore and Ohio Rallroad

For Annapolis, 7.20, 9.15 A. M., 12.15 and P. M. On Sunday, 9.15 A. M. and 5.00 P. M. 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 Railroad, and South, via Danville, *915 A. M., and *8.30 P. M.

For Lexington, Staunton, 9.15 A. M. daily, except Sunday. Sunday. For Winchester, †4:10, †9:15, A. M., †4:20 P. M.

For Luray, Roanoke and all points on the Shen andoah Valley R. R. *4.10 A. M. and *7.30 R. M. For Hagerstown, †4.10, †8.20, †10.15 A. M., †4.15 For Curtis Bay and intermediate points, 6 35 and 10.10 A. M. and 2.20 P. M. Sundays, 8.20 A. M., and 40. P. M. Leave Curtis Bay 7.50, 11.30 A. M., and 50 P. M. Sundays, 9.00 A. M. and 6.00 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. Lonis and the West, 450 A. M.: 255 P. M. daily. NEW YORK AND PHILADELPHIA DIVISION For New York, Trenton, Elizabet:: and Newark, J. 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 5.00 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, *17.15 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. Express trains leave Philadelphia for Baltimore, 4.40, *8.15, *11.10 A. M., †1.85, *3.40, *4.40, *6.05, *7.40

r. M.

rExcept Sunday. Sunday only. *Daily.

Baggage called for and checked from hotels and residences by Union Transfer Company on orders left at Ticket Offices:

N. W. COR. CALVERT AND BALTIMORE STS., Camde's Station, and No. 280 S. Broadway.
CHAS. O. SCULL. Gen. Pass. Agent. . T. O'DELL, Gen. Manager. Annapolis and Baltimore Short Line R. I

CHANGE OF TIME.
On and after MONDAY, APRIL 14. trains wi run as follows, viz.: Leave Baltimore for Annapolis and Way:stations Week-days, 9.00 A. M., 2.00 and 6.25 P. M. Sundays, 8.00 A. M. and 6.25 P. M. Leave Annapolis: Week days, 8.30 A. M., 12.00 M. and 4.30 P. M. Sundays, 8.10 A. M. and 4.30 P. M. Running time each way—one hour and five minutes.
Freight trains each way on Wednesdays and Saturdays. Fare—Baltimore to Annapolis and return, \$1.25. Freight taken at lowest rates.

C. A. COOMBS, General Manager. Annapolis, Washington & Baltimore R. B

Through Coaches are run between Baltimore and i on all of the above trains. 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 shipment to Annapolis as late as 6 P. M.

J. WILSON BROWN, Manager. JAS. H. BROWN, G. T. F. Agt.

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Sugar Corn. PRIZETAKER TOMATO. BEET, CARBOT, ROT, RADIOH, CAULIFLOWER,

AND ALL OTHER SEEDS. MANGEL WURZEL, SUGAR BEETS, -AND-FIELD PUMPKINS, SUPERIOR * FOR * CATTLE * FOOD.

CLOVER AND GRASSES. Best Quality. Lowest Prices.

J. BOLGIANO & SON. Seed House,

28 S. Calvort St., Baltimore. 'April 5.-tf [] ambletonian Stallion. "GARRISON." RECORD 9:95%. BY ORANGE BLOSSOM.

Dam, QUEEN BESS. Will make the season of 1890, commencing APRIL 1st, and ending OCTOBER 1st, at the OWNER'S STABLES, 8 miles from Baltimore, on the Reisterstown Turnpike, where mares will be cared for at 2.00 per week. TERMS.—\$50.00 THE SEASON, with return rivilege.
For further particulars address,
CHARLES T. COCKEY, "Garrison Stock Farm," Pikesville, Md. April 5.—6m

FOR SALE. A DESIRABLE PROPERTY On the turnpike and county roads between Reisterstown and the Hannak More Academy, with GOOD 2-STORY FRAME. DWELLING, STABLE, and all necessary outbuildings; APPLE ORCHARD AND GOOD WATER. ET TERMS EASY.

Address, Rev. ABTHUR J. RICH, April 5.—1m Reisterstown, Md.

ATTORNEY AT LAW.
20 ST. PAUL STREET, BALTIMORE, CATONSVILLE, BALTIMORE COUNTY, MD. Aug. 15,--1f W. GILL SMITH, ATTORNEY AT LAW, SMEDLEY ROW, TOWSON. Practices in the Courts of Baltimore City and Baltimore County. Jan. 4,790.—tf

W. H. DAWSON. | W. S. G. WILLIAMS. | P. E. TOMS. ATTORNEYS AT LAW. HAVE MOVED THEIR OFFICE TO BOOM 44, MARING BANK BUILDING, BALTIMORE, MD. Telephone 1611.

Dandolph M. Maac, ATTORNEY AT LAW Sept. M. H. H. Bow, TONION.

GREAT PENNSTLVANIA BOUTS. DOUBLE TRACK. STEEL BAILS. SPLENDID SCENERY. MAGNIFICENT EQUIPMENT.

On and after MARCH 2d, 1890, trains will leave as follows, (Baltimore Time:) A. M. 4.80—Mews Express daily for Harrisburg, Williams-port and Lock Haven; also connects for Pittaburg.

9.00-Niagara Express and Mail daily, except Sunday, for Harrisburg, Williamsport, Look Haven, Elmira, Watkins, Rochester and Niagara -Chicagolimited, daily, for Pittsburg, Cincin-nati and Chicago, with through sleeper from Harrisburg.

11.45— Fast Line daily, for Oleveland, Indianapolis,
St. Louis and Columbus, and except Saturdays, for Chicago and Toledo. Also, connects, except Sundays, for Lock Haven, Elmira and Watkins.

8.80—Harrisburg Passenger, daily except Sunday.
4.38—St. Louis, Chicago, and Cincinnati Express, daily, for Pittsburg, Cincinnati, Chicago, and St. Louis, Parlor Car to Harrisburg and through Sleepers Harrisburg to Cincinnati Chicago and St. Louis, and Dining Car to St. Louis from Union Station, also connects for Williamsport daily.

8.45—Western Express, daily, for Pittsburg and the West, with through sleepers to Chicago and St. Louis; except Saturdays for Toledo and Cleveland; and for Cincinnati, Louisville and Memphis, with through sleeper Pittsburg to Memphis.

11.20—Pacific and Northern Express daily, with through sleeper to Pittsburg; also, connects through sleeper to Pittsburg; also, connects daily for Eric and Rochester and daily, except Saturdays, for Buffalo and Niagara Falls. York Accommodation, 6.30 P. M. week-days. Sun

days, 5.30 P. M.

Parkton Accommodation, 7.30 A. M., and 12.00 noon, and 4.30 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 1.30, 2.30, 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 6.30 P. M. week days. FOR SPARROW'S POINT. From Calvert Station-6.05, 8.10, 10.10 A. M., 2.00 and 4.55 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 5.00 P. M. On Sundays, 9.05 A. M. and 5.00 P. M.

For tickets to all points East, North and West apply at Calvert Station, at northeast corner Baltimore and Calvert streets, and at Union Station. Baltimore and Potomac Railroad. TAKING EFFECT APRIL 14th, 1890. FROM CALVERT STATION. For Washington, Express, 2.40, 5.10, 7.25 A. M., 1.55, 4.40 and 9.20 P. M. daily, and 8.40 A. M. 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, except Sunday. For Annapolis, 7.25, 8.40 A. M., 4.15 P. M., daily except Sunday. Sunday, 7.25 A. M. and 4.40 For Richmond and the South at 2.40 A. M. daily, 8.40 A. M. and 1.55 P. 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. 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, and 9.20 P. M. daily. FROM UNION STATION.

For Washington, Express, 2.50, 5.20, 6.50, 7.85, 8,45 For Washington, Express, 2.50, 5.20, 6.50, 7.35, 5,45, 9.45, 10,42, A. M., 12.40, 1.20, 2.05, 2.50, 4.50, 5.55, 7.10, 7.42, 9.30 and 10 P. M. week-days. On 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-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. week-days. On Sunday, 7.35 A. M. and 4.50 P. M. For Righmond and the South at 2.50 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-days. 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. 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. week-days. Accommodation, 7.10, A. M. and 5.15 P. M. week-days, and 12.50 and 7.20 P. M. daily, Eor Annapolis 7.40, 8.50 A. M., 4.25 P. M. daily, expressions of the contribution of the con cept Sunday. On Sunday, 7.40 A. M. and 4.55 P. M. Leave Washington for Baltimore-At6.85,7.20,8.10 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, 8.10, 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, 8.10, 10 00 and 11.20 P. M. CATONSVILLE BRANCH.

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, 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., 8.22, 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 Catonaville 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-

senger Trains will leave Baltimore as follows: FROM UNION STATION. 12.40 A. M.—Philadelphia Express, connecting for New York and Atlantic City. 4.10 A. M.-Express for Philadelphia, connecting for New York. 6.40 A. M.—Mail for Philadelphia. 8.25 A. M.-Philadelphia and New York Express. 9.08 A. M.—Fast Express for Philadelphia. 9.15 A. M.—Accommodation for Philadelphia. 10.08 A. M.-Express for Philadelphia and New York. 10.45 A. M.—Limited Parlor Car Train for Philadel phis and New York.

12.05 P. M.—Express for Philadelphia and N. Y.
12.45 P. M.—Express for Philadelphia and New York, connecting for Atlantic City.
2.30 P. M.—Peninsula Express, through to points

on Delaware Division. 2.40 P. M.—Port Deposit Accommodation. 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.
4.28 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 7.35 P. M.—Accommodation for Philadelphia.

9.08 P. M.—Fast Express for Philadelphia. 11.85 P. M.—Night Express for Philadelphia and New York. SUNDAY TRAINS. 12.40 A. M.—Philadelphia Express, connecting for New York and Atlantic City.
6.40 A. M.—Mail for Philadelphia.
8.00 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 N. W.
York. Sleeping Carthrough to Boston.
4.57 P. M.—Congressional Limited Express for Phila, and N. Y. Composed of Parlor and Dining Cars.

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.

WEEK-DAYS. 6.28 A. M.—Mail for Philadelphia.
8.07 A. M.—Express for Philadelphia and N. Y.
2.29 P. M.—Port Deposit Accommodation.
4.17 P. M.—Oxford Accommodation for Philadelphia. Sundays. 7.49 A. M.—Perryville Accommodation FROM CALVERT STREET STATION WEEK-DAYS.

2.35 P. M.—Port Deposit Accommodation. 4.28 P. M.—Oxford Accommodation. 4.28 P. M.—Oxiord Accommodation.

For Brooklyn, N. Y., all through trains connect at
Jersey City with boats of "Brooklyn Annex,"
affording direct transfer to Fulton elrest, 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-2.29 P. M.—From President street, 2.35 P. M. from Calvert street, and 2.40 from Union Station. At Port Deposit with Philadelphia and Baltimore Central Railroad. Railroad.

2.80 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. J. R. WOOD, Gen'l Pass, Agent.

-Western Maryland Balltoad. Commencing MONDAY, FEBRUARY 10th, 1890, leave Hillen Station as follows: DAILY. 4.10 A. M.-Fest Mail for Shenandoah Valley and Southern and Southwestern points. Also, Glynden, Westminster, New Windsor, Union Bridge, Mechanicstown, Blue Ridge, Highfield, Hagerstown, and (except Sunday) Chambersburg, Waynesboro, and peints on B. and C. V. R. R., and Martinsburg, W. Va., and Winchester, Va.

DATLY, EXCEPT SUNDAY. 7,15 A. M.—Accommodation for Fairfield, Gettysburg, Hamover and all points on B. & H. Division. 8.00 A. M.—Mail for Williamsport, Hagerstown, Shippenaburg and intermediate points on Main Line and B. and C. V. Br. R., also Frederick, Emmittaburg, Martinaburg and Winchester. 10:00 A. M.—Accommodation for Union Bridge and dettysburg.

2.25 P. M.—Accommodation for Glyndon. 2.25 P. M.—Accommodation for Glyndon.

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

4.00 P. M.—Express. For Arlington, Mt. Hope, Pikesville, Green Spring Junction, Owings' Mills, St. George's, Glyndon, Glen Falls, Finksburg, Patapsob, Carroliton, Westminster, Medford, New Windsor and Main Line Stations west, also Emmittaburg and B. and C. V. R. R., Shenandoah Valley R. E. and points South.

8.15 P. M.—Accommodation for Glyndon.

11.35 P. M.—Accommodation for Glyndon.

SUNDAYS ONLY. 9.30 A. M.-Accommodation for Union Bridge and Hanover.

188 P. M.—Accommodation for Union Bridge.
TRAINS AREIVE AT RIGHEN.
Daily, 6.30 P. M.; daily (except Sunday) 7.30, 8.42,
11,11 A. M., 12,15, 2.40, 5.10, 6.00, 7.00 and 10.00 P. M.
Bundays only, 9.07 A. M. and 6.45 P. M.
Ticket and Baggage Office, 217 Bast Baltimore All trains grop of Oftion Station, Pennsylvania Avenue and Pulton Stations B. E. Chirofold, Sec. Panelly Agent.

HORNER'S (E. Stout's Patent)

SNAG-PROOF DUCK GUM BOOT. Also, HOR-NER'S YELLOW LABEL GENUINE OIL GRAIN BOOTS AND SHOES. THEY WILL STAND THE TEST. TRY THEM. We are selling the best WASHING MACHINE MADE. Warranted to please. Price only \$8.00. GOODS SOLD AT LOWEST CITY PRICES AND SATISFACTION GIVEN.

David Markley. Lauraville, HARFORD ROAD, BALTO. CO., MD., -DHALER IN-GENERAL MERCHANDISE.

DRY GOODS, NOTIONS, & FLOUR AND FEED, COAL AND WOOD, HARDWARE, QUEENSWARE, TINWARE, &c., GARDEN AND FARM SEEDS, MANUFACTURERS' AGENT FOR THE SALE OF THE BEST PLOW AMERICA: S. MILLER & CO.'S, LISTER'S AND HOLD BARD & CO.'S STANDARD BRANDS OF FERTILIZERS, GROUND BONE, ORCHILLA GUANO,

Sept. 28.—tf WONDER AND SATISFACTION Will be your experience when you first try SLESINGER'S TENDER : FEET : SHOES. YOU WILL BE DELIGHTED AT THEIR MIRACU-

SOUTH CAROLINA BONE.

PLASTER, KAINIT, LIME, CEMENT, &c.

IF YOU TO SUFFER WITH CORNS, BUNIONS, ---OR---BURNING SENSATION, TRY A PAIR OF OUR TENDER FEET SHOES. SLESINGER, Manufacturer, 281 N. EUTAW ST., BALTIMORE. Agent-J. M. CURRIE & CO.,

LOUS EASE AND COMFORT.

REISTERSTOWN, MD. J. H. HARTMAN'S BOOT AND SHOE STORE, WAVERLY, MD. I take this means of informing my patrons and he public in general that I am now prepared to

MAKE, · AND SELL BOOTS AND SHOES OF ALL KINDS, at a better advantage to the consumer than hereto-fore, having made addition to my stock on hand, and facilities for making and mending Boots and Shoes according to the latest styles. AT LOWEST PRICES FOR FIRST-CLASS WORK.

I have just received a lot of FRENCH CALF AND KIPP LEATHER. and am now ready for orders for FALL AND WINTER BOOTS AND SHOES, and it will pay to order J. H. HARTMAN. 1180 York Road, Waverly, Md. July 6.-tJune 1, '90

W.L. DOUGLAS' 83.00 Shoe, W. L. DOUGLAS' \\$2.50 Shoe,

W. L. DOUGLAS' \\ #2.00 Boys' Shoe, ---- SOLD BY---JAMES PHIPPS, Towson, --- DEALER IN---ALL KINDS OF BUOTS AND SHORS CUSTOM BOOTS AND SHOES MADE TO ORDER. REPAIRING NEATLY DONE.

Austices of the Mexce.

TOS. B. MITCHELL, USTICE OF THE PEACE FOR BALTIMORE CO., Will attend promptly to any business entrusted to him; will give special attention to the collection of CLAIMS, SEARCHES, DRAWING PAPERS AND General Conveyencing, &c. WITH C. BOHN SLINGLUFF, Esq., OPPOSITE COURT HOUSE FRONT. July 13.—if N.c. LOGSDON,

JUSTICE OF THE PEACE AUCTIONEER. REISTERSTOWN, BALTIMORE CO., MD. March 3,'88.--tf YOHN J. PILERT, JUSTICE OF THE PEACE FOR BALTO. CO. -OFFICE-NO. 258 FREDERICK AVENUE, NEAR THE CITY

LIMITS, BALTIMORE COUNTY. -RESIDENCE-WILLOW GROVE, BALTIMORE COUNTY. ACT Will attend promptly to the SALE OF REAL ESTATE and will also act as AUCTIONEER FOR SALES OF ALL KINDS OF PROPERTY. Dec. 16.—6m SAMUEL B. METTAM.

JUSTICE OF THE PEACE, THIRD DISTRICT. PIKESVILLE, BALTIMORE COUNTY, Willattend promptly to all business entrustedto riscare. 42 Claimscollected and promptreturnsmade. April 25.-tf GIDEON HERBERT. JUSTICE OF THE PEACE, -OFFICE-IN THE SHERIFF'S OFFICE.

COURT HOUSE, TOWSONTOWN, MD. Williattendpromptly to all business placed in his olaims of all kinds collected. June14.--J. E. Heinly A. G. Temay. NTEW YORK WOOD-CUT COMPANY. Room 44, No. 7 Murray Street, New York.

DESIGNS, CUTS AND ELECTROTYPES OF EVERY DESCRIPTION. ortraits, Fac-similies, Bill-heads, Mac lustrations for Catalogues in all branches of trade. Labels of every description, plain and in colors, on metal or wood. BEST WORK AT LOWEST PRICES: SEND FOR ESTIMATES Refers to WM. H. RUBY, PROPRIETOR MARY

ONE OF THE BEST TELESCOPEST THE WORLD. Our facilities are unequaled, and to introduce our superior goods we will send FREE to ONE PERSON in each locality; as above. Only those who write to us at once can make sure of the chance. 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

call—your neighbors and those around you. It is a grand, double size telescope, as large as is easy to carry. We will also show you how you can make from \$3 to \$10 a day at least from the start, without experience. Better write at once. We pay all express charges. Address.

H. HALLETT & CO.,

Box 880, Portland, Maine. TOHN BURNS,

UNDERTAKER: TOWSONTOWN, MD. CASKETS AND COFFINS OF ALL STYLES FUR NISHED AT SHORT NOTICE. Having purchased a NEW HEARSE I am nrepared to attend Funerals in a first-class manner.

All orders promptly attended to. We April 25.—6m DOTTEN BOCK FOR SALE. SUITABLE FOR PATHS OR ROADS. AT 10 CENTS PER LOAD AT THE BANKS. ON THE YORK TURNPIKE, ADJOINING THE METHODIST EPISCOPAL CHURCH, TOWSON.

March 80.—ti AT PRIVATE SALE. A DEAUTIFUL ROUSE, SPLENDIDLY LOCATED. IN TOWSON. With fine, large yard, 120 feet front with a depth of 230 feet, with Apples, Pears, Cherry Trees and a fine Grape Arbor. The Dwelling contains 11 fine, large rooms, and there is a fine Spring of Water in the yard.

Apply to Apply to MRS. ELIZA G. ALMONY, March 29.-tf

FORD & LAUGHLIN, MERCHANT TAILORS, MO. 22 HORTH HOWARD STREET GRIFFITH, TURNER & CO.,

· 网络海滨 新发生的 25年 年代之

-MANUFACTURERS OF-Animal Bone Phosphate. Ammoniated Bone Phosphate, Alkaline Plant Food. &c.

THIS LAST NAMED BRAND ESPECIALLY ADAPTED TO THE GROWTH OF CORM, POTATOES AND ALL OROPS REQUIRING A FEBTILIZER 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. EFFREPAIRING DONE WITH DISPATCH. SEND FOR CATALOGUE. CA

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

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BRASS GOODS, Slate Mantels.

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&c., &c. RIDDLE & WILLIAMS. 124 NORTH HOWARD STREET. BALTIMORE

Merchant Cailoring, &c.

OUR STOCK IS NOW COMPLETE -FOR THE-

WINTER SEASON:

WINTER

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.

Mamples, prices and rules for self-measurement sent free upon application. NOAH WALKER & CO. 119 and 121 E. Baltimore Street, Baltimore, Md.

Bealeys in Zumber, Coal, Bricks, &c, GEORGE F. SLOAN & BRO.,

414 Light St. Wharf, Baltimore. 414

BUILDING LUMBER,

SHINGLES, FENCING, DOORS & SASH.

FULL STOCK, LOW PRICES.

WHOLESALE AND RETAIL.

LUMBER LOADED on CARS Without EXTRA CHARGE.

WILLIAM MCRERY -DEALER IN-LUMBER, COAL, WOOD,

HARDWARD AND BUILDERS' SUPPLIES, TOWSONTOWN AND LUTHERVILLE.

TELEPHONE CONNECTION WITH BALTIMORE AND LUTHERVILLE. TA Agent for the Oliver Chilled Plow and Castings.

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

GEO. SCHUMACHER. CORNER FREEMONT AND PRESSTMAN STREETS, BALTIMORE, MD.

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

MONUMENTAL WOOD WORKS. A. STURCK & SUNS

> DOORS BLINDS. & LUMBER, SASE, -YARD & FACTORY-

TO MAKE PROMUMENT STREET AND SOL NORTH PROVE TRANS