Maryland Journal

TOWSON, MD.

Saturday, June 14, 1890.

[Correspondence of the Maryland Journal.]

ROBERT E. LEE.

His Acceptance of the Command of the Army of Virginia.

On the 17th of April, 1861, the Virginia State Convention passed its ordinance of secession. It was an important era in the history of the stirring times of that period. It gave the eighth State to the Southern Confederacy then forming for its terrific struggle with the northern government. The position of this State was a commanding one with the other border States. She started by her act of secession, the second important act of the revolution, and she added to the moral influence of the event by the fact that she had not seceded on an issue of policy, but on one of distinct and practical constitutional right in the face of a war which had now become absolutely inevitable and was now at her very doors.

It was evident to the people of Virginia that the first act in the drama of warfare on land would be struck on her soil, and with her characteristic energy she prepared to meet the threatened invasion. Large bodies of troops were raised, formed into an army to be known as the Army of Virginia, the command of which was offered to her most illustrious of sons—Robert E. Lee, then Colonel of the 2d Cavalry, United States Army. Perhaps the story of his acceptance cannot better be told than in the language of ex-Senator Pomeroy, of Kansas. In speaking of the event the ex-Senator says:

"Well, I stood within six feet of him. No body in the party knew me, as I had just arrived in Washington from Kansas and was almost an entire stranger there. Kansas was admitted, you know, during the last days of Buchanan's administration, and Lane and I were elected to the Senate. We came to Washington with a lot of Kansas fellows to see what the Secessionists were doing and were on the cars when we heard that Fort Sumpter was fired upon."

But I was going to tell you about Lee. I was keeping a diary then, as I have ever since. Only the other day I was looking over it and it recalled to me that about the 16th or 17th of April, 1861, a committee of twelve men came up from the Secession Convention then meeting at Richmond and stopped at the hotel where I was. I used to circulate around among them trying to find out what they were up to and discovered that they had come to see Gen. Lee, who was over at Arlington. One afternoon, about 4 o'clock, they started off in carriages, and a friend of mine and I got a buggy and followed them. We joined the procession before it got to Arlington and noted as if we were a part of the crowd. When we reached the old mansion Gen. Lee, who was evidently not expecting callers, came out in his dressing gown and slippers, and I tell you he was as noble-looking man as ever I saw. He had been sent for by Gen. Scott and came from California, you remember, to use his influence to prevent Virginia from going out of the Union, and while he had not made any public declaration, people generally understood that he was opposed to secession. So we watched what was going on with a great deal of interest.

"The Chairman presented the delegation one by one, and when they had been introduced he began a speech which I wrote down as nearly as I could remember it in my diary that night. It was nearly in these words: 'Gen. Lee, we are authorized by the Convention now in session at Richmond to convey to you an expression of their confidence and esteem as one of the most distinguished citizens of Virginia, and to tender you the command of the troops that have been raised to protect the old State from the peril which now confronts her. We are encouraged by the belief that you, as a son of Virginia, will respond to her call and direct the military forces so as to prevent the invasion of her sacred soil. We know that large bodies of troops are being organized in the North for the coercion of our people, and they will be resisted by every patriotic citizen of the commonwealth. The Convention at Richmond is waiting anxiously for our return with your answer, as your acceptance will give strength and encouragement to the people.'

"To this Lee responded briefly and directly. He stood a moment with a determined expression upon his face, as if his mind was fully made up, but he was not certain how to express himself. My friend and I from what we heard expected that he would decline and tell the committee to go home and abandon the secession program. He started out all right in his reply:

'Gentlemen, he said, 'I am opposed to war, although bred to the profession of arms. I am especially opposed to civil war; to strife between brother and brother. I regret that one section of this country is arrayed against the other.'

"Up to that," continued Mr. Pomeroy, "I thought he was going to decline, but his next words frightened me:

'I hear the voice of Virginia,' he said, 'of the mother that bore me, whose soil is as sacred as the ashes of my father buried there!'

"He's gone, I said to my friend; he's made up his mind, and his next words were:

'I cannot resist the call of the sovereign State to which I owe my first allegiance; but, remember, gentlemen, I shall draw my sword only in her defence, and with the prayer that we, in defending our rights, may not be compelled to shed the blood of our brethren.'

"He said that he would go to Richmond at once and report in person to the government. The next morning everybody knew that Lee had gone to Richmond, and within twenty-four hours the newspapers contained his order upon assuming command of the Virginia troops."

In speaking of Lee's joining the Confederacy, the late Hon. Jefferson Davis says:

"No proposition could be more absurd than that he was prompted by selfish ambition to join the Confederacy. If, as some of us expected, many hoped and all wished, there should be a peaceful separation, he would have left behind him all he had gained by long and brilliant service, and could not have in our small army greater rank than was proffered him in the larger one he had left. If active hostilities were prosecuted, his large property would be so exposed as to incur serious injury, if not destruction. His mother, Virginia, had revoked the grants she had voluntarily made to the Federal government, and asserted the State sovereignty and independence she had won from the mother country by the war of the Revolution, and thus it was regarded the allegiance of her sons became wholly her own.—Above the voice of his friends at Washington advising and entreating him to stay with them arose the cry of Virginia calling her sons to defend her against threatened invasion. Lee heeded this cry only; alone he rode forth, his guiding star being Duty, and offered his sword to Virginia. His offer was accepted, and he was appointed to the chief command of the forces of the State. Though his reception was most flattering and the confidence manifested in him unlimited, his conduct was conspicuous for the modesty and moderation which had always been characteristic of him."

CHARLES L. SHIPLEY.

PIKESVILLE, MD.

A KIND FRIEND

Is what they call that famous remedy, Red Flag Oil. It quickly cures Rheumatism, Neuralgia, Cuts, Bruises, Burns, Sores and all pain. It is good for man or beast.

No other medicine has won for itself such confidence as Dr. Lee's Liver Regulator. It is the best combination for the cure of all Kidney and Liver complaint.

AT MARLEY BROS. DRUG STORE, TOWSON.

A GLORIOUS RECORD.

Since the introduction of the Famous Puritan Cough and Consumption Cure in this vicinity, the death rate from consumption has decreased wonderful. It never fails to effect a cure. Price 25 cents. Try it.

Dr. Lee's Liver Regulator has done more to relieve the suffering of mankind than all other medicines. It cures all Stomach and Liver troubles.

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

EVERY HOME SHOULD HAVE IT.

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

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

AT MARLEY BROS. DRUG STORE, TOWSON.

June 7, '90.—1y

ROTTEN ROCK FOR SALE.

SUITABLE FOR PATHS OR ROADS,

AT 10 CENTS PER LOAD AT THE BANKS,

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

Apply to S. N. WHITTLE, Towson, Md.

March 30.—tf

FOR SALE.

GOOD COUNTRY GROUND RENTS

FOR SALE AT 6 PER CENT.

☞COUNTRY AND CITY PROPERTY FOR SALE AND EXCHANGE.

JOHN P. CLARK,

Lexington and Calvert Sts., Baltimore.

April 19.—tf

Railroad Time Tables.

MARYLAND CENTRAL RAILROAD.

TIME TABLE.

Taking Effect May 11th, 1890.

STATIONS.	Dist	No. 1. A.M.	No. 8. A.M.	No. 5. A.M.	No. 11. A.M.	No. 13. P.M.	No. 15. P.M.	No. 19. P.M.	No. 21. P.M.	STATIONS.	Dist	No. 6. A.M.	No. 8. A.M.	No. 10. A.M.	No. 14. P.M.	No. 18. P.M.	No. 20. P.M.	No. 22. P.M.	No. 24. P.M.
		DAILY, EXCEPT SUNDAY.										DAILY, EXCEPT SUNDAY.							
		SOUTHWARD.										NORTHWARD.							
York										North Ave.	7.70	7.30	9.30	11.00	2.30	4.35	5.30	6.00	11.30
Delta	34.3		5.00	6.25	12.25	3.35	6.35	7.25	2.00	Lch Haven	11.0	6.43	10.13	12.07	3.06	6.15	7.22	7.43	12.12
Parkton	41.9		5.19	6.35	12.45	3.55	6.55	7.45	2.20	Bel Air	16.5	6.13	10.18	.....		6.37	7.28	7.34	12.18
Bel Air	47.7		5.33	6.53	1.06	4.08	7.08	8.06	2.34	Parkton	26.3	5.54	10.34	.....		4.49	6.57	7.49	12.31
Lch Haven	57.7		5.53	7.09	1.26	4.28	7.28	8.26	2.54	Delta	30.5	5.45	10.45	11.10		4.35	6.45	7.40	12.41
Towson	71.7		6.23	7.39	1.56	4.58	7.58	9.00	3.24	Bel Air	38.1	5.30	11.00	.....		4.20	6.30	7.25	12.56
North Ave.	78.7		6.35	7.50	2.07	5.09	8.09	9.11	3.35	York	78.7	4.40	12.00	.....		3.35	5.40	6.40	1.40
		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
		SUNDAY ONLY.										SUNDAY ONLY.							
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
		8.00	9.30	3.00	3.35	5.00	6.20	7.15	8.35			8.30	9.30	1.30	4.00	6.00	6.20	7.15	8.35
		8.30	10.05	3.35	4.05	5.36	6.48	7.45	9.09			7.35	8.35	12.35	3.05	5.05	5.25	6.20	7.40

C. F. KERCHNER, Superintendent.

FRED. B. HUBBELL, Gen. Pass. Agt.

Baltimore and Ohio Railroad.

SUNDAY, MAY 11th, 1890.

LEAVE CAMDEN STATION:

For Chicago and Northwest, Vestibuled Limited Express daily, 10.20 A. M., Express 8.30 P. M.

For Cincinnati, St. Louis and Indianapolis, Vestibuled Limited Express daily, 2.30 P. M.; Express 10.20 P. M.

For Pittsburg and Cleveland, Vestibuled Limited Express daily, 8.30 A. M., Express 7.30 P. M.

For Washington, week days, 5.00, 6.20, 6.30, 7.15, 7.20, 8.00, 8.30, 8.35, 9.30, 10.20, (10.35, 45-minute train) 11.20, 1.00, 2.10, 2.30, 2.50, 4.15, 5.00, 6.00, 6.20, 7.00, 7.30, 8.20, 8.30, 9.00, 10.10, 10.20 and 11.00 P. M. On Sunday, 6.30, 7.15, 8.30, 8.35, 9.30, 10.20, (10.35, 45-minute train) A. M.; 1.00, 1.05, 2.10, 2.30, 4.15, 5.00, 6.20, 7.00, 7.30, 8.20, 8.30, 10.10, 10.20 and 11.00 P. M.

For way stations between Baltimore and Washington, 5.00, 6.30 and 8.35 A. M.; 12.10, 2.50, 5.00, 6.20, 9.00 and 11.00 P. M. On Sunday, 6.30 and 8.35 A. M.; 1.05, 5.00, 6.20 and 11.00 P. M.

Trains leave Washington for Baltimore, 4.05, 5.00, 6.35, 7.20, 7.30, 8.00, 8.30, 9.30, 11.00, 12.00 A. M.; 12.10, 2.15, 2.50, 3.15, 3.25, 4.20, 4.30, 4.32, 4.50, 5.30, 6.00, 6.15, 6.20, 7.30, 8.35, 9.50, 10.30, 11.00 P. M. Sunday, 4.05, 7.20, 7.30, 8.30, 9.30, 12.00, A. M., 1.10, 2.15, 2.50, 3.25, 4.20, 4.32, 4.50, 6.00, 6.15, 6.20, 7.30, 8.35, 10.30, 11.00 P. M.

For principal points on Metropolitan Branch, 9.30 A. M., 2.50, 4.15 P. M. Sundays, 7.15 A. M.

For Annapolis, 7.20, 8.35 A. M., 12.10 and 4.15 P. M. On Sunday, 8.35 A. M. and 5.00 P. M.

For Ellicott City, Mt. Airy and way points, *4.10, †8.10, §9.35 A. M., †1.05, *4.20, *5.30, *6.30, *11.15 P. M. *Stops only at principal stations between Relay and Frederick Junction.

For Frederick, 4.10, 8.10 A. M., 1.05, 4.20 and 5.30 P. M. On Sunday, 9.35 A. M. and 5.30 P. M.

For Virginia Midland Railroad, and South, via Danville, *9.30 A. M., and *8.30 P. M.

For Lexington and points in the Shenandoah Valley, 4.10 and 9.30 A. M.

For Winchester, *4.20 P. M.

For Luray, Roanoke and all points on the Shenandoah Valley R. R. *4.10 A. M. and *7.30 P. M.

For Hagerstown, †4.10, †8.10, §9.30 A. M., *4.20 P. M.

For Curtis Bay and intermediate points, 6.30 and 10.10 A. M. and 2.20 P. M. Sundays, 8.10 and 10.10 A. M., and 2.00 P. M. Leave Curtis Bay 7.50, 11.30 A. M., and 5.50 P. M. Sundays, 9.00, 11.00 A. M. and 7.30 P. M.

Trains arrive from Chicago, Columbus and the Northwest daily, 1.00 and 5.20 P. M.; from Pittsburg, *8.30 A. M., *6.55 P. M.; from Cincinnati, St. Louis and the West, 4.55 A. M.; 3.10 P. M. daily.

NEW YORK AND PHILADELPHIA DIVISION.

For New York, Trenton, Elizabeth and Newark, N. J., leave 5.05, †8.50, *10.35 A. M., *12.50, *3.40, *5.40 and *11.50 P. M. (Sleeping car open at 9.00 o'clock on the night Express.)

Trains leave New York for Baltimore, *9.00, †11.30 A. M., *2.00, *3.20, *5.00, P. M., *12.15 night.

For Atlantic City, *5.05 A. M., *12.50 P. M.

For Philadelphia, Newark, Wilmington and Chester, *5.05, †8.50 A. M., *12.50, *3.40, *5.40, *7.10, *11.50 P. M. For way stations, †7.15, §8.30 A. M., †2.40 and *5.30 P. M.

Express trains leave Philadelphia for Baltimore, *4.24, *8.15, *12.15 11.35 A. M., †1.40, *4.31, *5.55, *7.32 P. M.

†Except 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., Camden Station, and No. 230 S. Broadway.

CHAS. O. SCULL, Gen. Pass. Agent.

J. T. O'DELL, Gen. Manager.

GREAT PENNSYLVANIA ROUTE.

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

Northern Central Railroad.

On and after MAY 11th, 1890, trains will leave as follows, (Baltimore Time:)

A. M.

4.45—News Express daily for Harrisburg, Williamsport and Lock Haven; also connects for Pittsburg.

9.00—Niagara Express and Mail daily, except Sunday, for Harrisburg, Williamsport, Lock Haven, Elmira, Watkins, Rochester and Niagara Falls.

11.45—Chicago limited, daily, for Pittsburg, Cincinnati 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.

P. M.

3.30—Harrisburg Passenger, daily except Sunday.

4.32—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 daily for Erie and Rochester, and daily, except Saturdays, for Buffalo and Niagara Falls.

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

Parkton Accommodation, 7.30 A. M., and 12.00 noon, and 4.30 and 5.30 P. M. daily, except Sunday. Sunday, 7.30 and 10.15 A. M., 1.35 P. M.

Cockeysville Accommodation, 6.00, 8.45, 10.15 A. M. and 1.30, 2.30, 5.00, 7.30, 9.00, 10.30 and 11.30 P. M. On Sunday, 10.00 P. M.

For Green Spring Branch 6.15, 8.20 and 10.45 A. M., 2.00 3.50, 4.50, 6.10 and 9.30 P. M. week days. Sundays, 8.30 A. M., 1.10, 4.45 and 9.30 P. M.

FOR SPARROW'S POINT.

From Calvert Station—6.05, 8.10, 10.10 A. M., 2.00, 4, 5.15 and 9.25 P. M. On Sundays, 9.00 A. M. and 5.15 P. M.

From Union Station—6.10, 8.15, 10.15 A. M., 2.05 4.05, 5.20 and 9.30 P. M. On Sundays, 9.05 A. M. and 5.20 P. M.

From President Street—6.05 A. M. and 5.14 P. M. week-days. On Sundays, 7.49 A. 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 MAY 11th, 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. week-days. Accommodation, 7.00 A. M., 12.25, and 5.05 P. M. week-days. Sundays, 12.25 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 P. M.

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 8.40 A. M. week-days; 7.25 A. M., 1.55 and 9.20 P. M. daily.

For points on the Manassas Division, 5.10 A. M. 1.55 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, 7.35, 8.45, 9.45, 10.40, A. M., 12.40, 1.20, 2.05, 2.50, 4.50, 5.51, 7.10, 7.31, 9.30 and 9.55 P. M. week-days. On Sunday, 2.50, 5.20, 6.50, 7.35, 9.45 A. M., 1.20, 2.05, 4.50, 7.10, 7.31, 9.30 and 9.55 P. M. Accommodation, 7.05 A. M., 12.45, 5.07 and 7.36 P. M. week-days. On Sunday, 12.45 and 7.36 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 Richmond and the South at 2.50 and 9.45 A. M. daily, and 2.05 and 2.50 P. M. week-days.

For Piedmont Air Line at 7.35 and 9.45 A. M., 9.30 and 9.55 P. M. daily, and 2.50 P. M. week-days.

For points on Manassas Division, 7.35 A. M. and 2.05 P. M. week-days.

For points on Chesapeake and Ohio Railway via Charlottesville 9.45 A. M. and 9.55 P. M. daily.

FROM PENNSYLVANIA AVENUE STATION.

For Washington, Express, 5.24, 6.55, 7.40 A. M., 2.10, 4.55, and 9.35 P. M. daily, and 8.50 A. M. week-days. Accommodation, 7.10, A. M. and 5.12 P. M. week-days, and 12.50 and 7.40 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 P. M.

Leave Washington for Baltimore—At 6.35, 7.20, 8.10, 9.00, 9.40, 10.00, 10.50, 11.00 and 11.40 A. M.; 12.05, 2.10, 3.15, 3.30, 4.00, 4.20, 4.50, 5.00, 5.40, 6.00, 7.40, 10.00 and 11.20 P. M. On Sundays, at 9.00, 9.05, 10.50, 11.40 A. M., 2.10, 3.15, 3.30, 4.00 4.20, 5.00, 5.40, 6.00, 7.40, 10.00 and 11.20 P. M.

CATONSVILLE BRANCH.

Leave Calvert Station.—For Catonsville, 7.45 and 9.30 A. M., 3.12, 4.56, 6.35, 9.15 and 11.15 P. M. Sundays, 10.05 A. M., 2.40, 5.35 and 11.15 P. M.

Leave Union Station.—At 7.50 and 9.35 A. M., 3.17, 5.01, 6.40, 9.20 and 11.20 P. M. week-days. Sundays, 10.10 A. M., 2.45, 5.40 and 11.20 P. M.

Leave Pennsylvania Avenue Station.—At 7.55 and 9.40 A. M., 3.22, 5.06, 6.45, 9.26 and 11.25 P. M. week-days. Sundays, 10.15 A. M., 2.50, 5.45 and 11.25 P. M.

Leave Catonsville for Baltimore.—At 5.50, 8.28 and 10.20 A. M., 3.59, 5.36, 7.12 and 10.10 P. M. week-days. Sundays, 9.05 A. M., 1.30, 4.37 and 10.10 P. M.

Railroad Time Tables.

Phila., Wilmington & Baltimore Railroad.

Commencing SUNDAY, MAY 11th, 1890, Passenger Trains will leave Baltimore as follows:

FROM UNION STATION.

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

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

6.40 A. M.—Mail for Philadelphia.

9.25 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 Philadelphia 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.

3.20 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.—Fast Express for Philadelphia, connecting for New York.

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

5.57 P. M.—Congressional Limited Express for and New York. Composed of Parlor and Dining Cars.

§6.45 P. M.—Express for Philadelphia, connecting for New York.

11.35 P. M.—Night Express for Philadelphia and New York.

SUNDAY TRAINS.

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

6.40 A. M.—Mail for Philadelphia.

8.00 A. M.—Perryville Accommodation.

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

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

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

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

4.57 P. M.—Fast Express for Philadelphia, connecting for New York.

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

5.57 P. M.—Congressional Limited Express for New York. Composed of Parlor and Dining Cars.

6.45 P. M.—Express for Philadelphia.

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

FROM PRESIDENT STREET STATION

WEEK-DAYS.

6.28 A. M.—Mail for Philadelphia.

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

2.29 P. M.—Fort Deposit Accommodation.

4.17 P. M.—Oxford Accommodation.

6.20 P. M.—Express for Philadelphia, connecting for New York.

SUNDAYS. 7.49 A. M.—Perryville Accommodation.

FROM CALVERT STREET STATION

WEEK-DAYS.

2.35 P. M.—Port Deposit Accommodation.

4.23 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.

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

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

5.27 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, Gen'l Manager.

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

Western Maryland Railroad.

Commencing MONDAY, MAY 12th, 1890, leave Hillen Station as follows:

DAILY.

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

DAILY, EXCEPT SUNDAY.

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

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

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

2.25 P. M.—Accommodation for Glyndon.

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

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

5.10 P. M.—Accommodation for Glyndon.

6.20 P. M.—Accommodation for Union Bridge.

11.35 P. M.—Accommodation for Glyndon.

SUNDAYS ONLY.

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

2.38 P. M.—Accommodation for Union Bridge.

TRAINS ARRIVE AT HILLEN.

Daily, 6.30 P. M.; daily (except Sunday) 7.30, 8.42, 11.11 A. M., 12.15, 2.40, 5.10, 5.53, 7.00 and 10.00 P. M. Sundays only, 9.07 A. M. and 6.15 P. M.

Ticket and Baggage Office, 217 East Baltimore street.

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

J. M. HOOD, General Manager.

B. H. GRISWOLD, Gen. Passenger Agent.

Annapolis and Baltimore Short Line R. R.

CHANGE OF TIME.

On and after MONDAY, APRIL 14, trains will 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. R.

TRAINS LEAVE.		TRAINS ARRIVE.	
MAIL	6.40 A. M.	MAIL	9.05 A. M.
Mail	12.05 Noon.	Mail	1.48 P. M.
Accom	3.50 P. M.	Accom	5.40 P. M.

Sunday Trains—Leave 8.37 A. M., 4.00 P. M.

" " —Arrive 10.35 A. M., 6.28 P. M.

Through Coaches are run between Baltimore and Annapolis on all of the above trains.

☞Through freight from Baltimore daily. Local freight trains leave Annapolis 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. P. Agt.

Physicians' Cards.

DR. JAS. H. JARRETT. | DR. H. S. JARRETT

TOWSONTOWN.

Dr. J. H. JARRETT & SON.

—Office Hours—

From 7 to 10 A. M. | From 6 to 10 P. M.

March 15.—tf

DR. R. C. MASSENBURG.

Office—COR. PENNA. AND DELEWARE AVES., TOWSONTOWN.

Where he can be found at all hours, except when professionally engaged.

April 5.—tf

DR J. PIPER.

—OFFICE—

AT HIS RESIDENCE, TOWSONTOWN

—OFFICE HOURS—

From 7 to 9 A. M.; from 1 to 3 P. M., and 6 P. M.

June 8.—tf

DR H. LOUIS NAYLOR.

—OFFICE—

RESIDENCE OF THE LATE HON. SAM'L BRADY NEAR BROOKLANDVILLE.

OFFICE HOURS

7 to 8 A. M., 2 to 3 P. M. and after 7 P. M.

BRANCH OFFICE PIKESVILLE

OFFICE HOURS

From 9 to 10 A. M. and 4 to 5 P. M.

☞Messages left at either office will meet with prompt attention. June 6.—tf

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PLATED WARE,

ALSO, BEST LUMP LIME FOR WHITEWASHING.

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CALCINED AND LAND PLASTER, HAIR, ETC.

LOWEST PRICES GUARANTEED.

EXTRA DISCOUNT for large QUANTITIES.

March 22.—6m

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A BEAUTIFUL HOUSE,

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

MRS. ELIZA G. ALMONY,

March 29.—tf Towson.

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Open daily, from 10 o'clock A. M. until 2.30 P. M., for Deposits. Making Loans on first-class security and doing a general banking business.

☞TERMS REASONABLE.☜

JOHN G. COCKEY, President.

JOHN CROWTHER, Jr., Cashier.

Dec. 4.—tf

FOR SALE

—AT THE—

"JOURNAL" OFFICE,

BLANK MORTGAGES FOR BUILDING ASSOCIATIONS, prepared by one of the most careful Attorneys of the Baltimore County Bar.

Feb. 8.—tf

Farming Implements, Seeds, Photographs, &c., &c.

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WHOLESALE AND RETAIL DEALER IN

AGRICULTURAL IMPLEMENTS,

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OLIVER CHILLED PLOWS,

ACKNOWLEDGED TO BE THE BEST.

HAY RAKES $15.00 and upward.

THOMAS' HAY TEDDERS. MOST SATISFACTORY TEDDER EVER OFFERED TO THE FARMER.

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DUTTON MOWER KNIFE GRINDER,

A Wonderful Labor-Saving Device. ☞Try It.

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Brown Wagons, Buggies, Carriages and Road Carts.

☞REPAIRING OF ALL KINDS CAREFULLY ATTENDED TO.☜

OLD LAWN SHARPENED *AND MADE EQUAL TO NEW.* **MOWERS**

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Branch Store:—Sykesville, Carroll County, Md. June 7.—tf

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PRINTERS,

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Opposite the Howard House,

BALTIMORE.

A LARGE STOCK OF SCHOOL SUPPLIES ALWAYS ON HAND.

BLANK BOOKS MADE TO ORDER IN ANY STYLE.

July 9.—tf

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BOUND AND RE-BOUND.

MAGAZINES BOUND AT MODERATE CHARGES.

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PATRONAGE RESPECTFULLY SOLICITED.

REFERS TO { JUDGE N. C. BURKE. WILLIAM H. RUBY.

L. W. CALLENDER,

Joppa 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 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 prepare 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.

No intelligent Odd Fellow should be without the work.

Copies supplied upon application to

WM. H. RUBY,

May 1.—tf JOURNAL Office, Towson.

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Leave Towsontown for Baltimore

Each hour from 6 A. M. to 10 P. M.

Leave Baltimore for Towsontown

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

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

ROUND TRIP TICKETS 45 Cts.

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Leave Baltimore each hour from 6 A. M. to 9 P. M. and at 11.30 P. M. And for London Park, Irvington, Mount Olivet and Cathedral Cemetery every half hour from 2 to 6 P. M., Leave Catonsville each hour from 6 A. M. to 8 P. M., and at 7.30 A. M. and 10.30 P M. For Ellicott City on Sundays only, and at 8 and 10 A. M., and 2 and 5 P. M. Returning, leave Ellicott City at 10 A. M., 12 M and at 5 and 7 P. M.

Real Estate Agents, &c.