Saturday, June 21, 1890.

[For the Maryland Journal.] THE WAY TO HEAVEN.

BY GEO. W. W. SMITH, JR.

"Enter ye in at the strait gate: for wide is the gate, and broad is the way, that leadeth to even lawyers might decide from the advertisedestruction, and many there be which go in thereat: because strait is the gate, and narrow is the way, which leadeth unto life, and few there be that find it."-Matt. 7, 13-14. Our blessed Lord and Saviour, here in the latter part of His beautiful Sermon on the which was around and about Him, compares | night 10th inst., McBride was so badly pun-Mount, in speaking to the vast multitude the way to everlasting life to an entrance in

through a gate. You will notice, if you take the trouble to investigate, that our dear Lord made use of a word which, if not noted carefully, may be hastily passed over by an unwary reader, who, not noting the spelling, may be led to construe a different meaning upon this part of the sermon from that which our Saviour intended to convey-namely: the word strait, which, if spelled straight, has just the opposite meaning. The former means pent up, narrow, close, and difficult to be entered. The latter means not crooked. As you will notice, our Saviour makes use of the former word at this point, and the meaning which he intends it to convey is that the way to Heaven, (that glorious city above, where all is peace and love, and where God has said that He "shall wipe away all tears from our eyes," and where "there shall be no more death, neither sorrow, nor crying," and "where there shall be no more pain,") is pent up, close, narrow and not carethose who travel it under the necessity of deep thinking and solf-denial. While, on the other hand, He plainly shows us that the way to death, eternal and everlasting death, in the regions of the lost, where those who go there are forever shut out from the sight of God and the angels, is standing wide open and thronged.

hell, there to bewail their lost condition forever and ever. Oh! what anguish it must cause a poor, lost soul when all hope is over to think when it is too late that if he or she, while on earth, had only accepted God at His word and given Christ their heart they might now be walking the streets of gold up yonder in the New Jerusalem, perhaps united with some loved one gone before, and forever at rest and at peace with God and Christ.

downward, heedless of all admonitions, trust-

ing only in themselves, totally disregarding

things of God, and finally, when the short race

of life is run, sink down to the lowest pit of

Our dear Lord in speaking of entering in through gates probably referred to ancient cities. It was customary at that time to surround cities with high, thick walls through which access to the city was facilitated by means of gates. Some of these gates connected with the great, broad avenues which led into the city were very large and broad and would easily admit a throng; others, which were intended for more private purposes, were narrow, and few people could be seen entering in through them. So, says our Saviour, is the way to the city of life-it is very narrow and rugged. It is not that great, broad highway in which, as I have already said, thousands are to-day rushing onward to eternal ruin. Comparatively few go therein. Here and there one who has bravely taken up the cross and put his or her shoulder to the gospel wheel may be seen traveling along in singularity and solitude; traveling along up the narrow and rugged path, urged onward and upward by the blessed assurance of a far better home beyond, in that city where "there shall be no night," and

the sun, for the Lord God giveth them light: and they shall reign forever and ever." With this glorious prospect before them they put their shoulder more firmly to the gospel wheel and with the keen sword of faith in their hand march onward and upward, cutting down all barriers, surmounting all difficulties. and finally reach the bright pearly gates, there to be met by their dear Saviour, who, with outstretched arms, welcomes them home to everlasting life and eternal bliss with the thrilling invitation: "Come, ye blessed of my Father, inherit the kingdom prepared for you from the foundation of the world." When they pass through those gates into their eternal home of peace and love, all suffering, all pain, all sorrowing, and everything that is conducive to unhappiness is left forever behind

where "they need no candle, neither light of

and there is presented to them in the future an eternal life with God and Christ. O! dear friends, is this not a glorious thing to contemplate? Yes; and it should inspire each and every heart to such an extent that it would swell out in gratitude to our blessed Lord and Saviour, who, when this world was in a sin-cursed condition, came down from His Father in Heaven, took upon Himself our image, was buffeted and spit upon, and finally crucified-all that we, through Him, might enjoy Heaven and all its beauties.

Men fall into the downward road easily and without effort, and when once they get into it they rush on heedlessly and without thinking of the consequence; and if they wish to leave this road and go to the city of life by the narrow way it will require effort, perseverance and deep thinking. So, says Christ, diligence is needed to enter into life. See Luke xiii. 24. None go, of course. All must strive to obtain it; and so narrow, unfrequented and solitary is it that few find it. This sentiment has been beautifully versified by Watts in the following None go, of course. All must strive to obtain

"Broad is the road that leads to death, And thousands walk together there; But wisdom shows a narrower path. With here and there a traveller.' \_\_\_\_ NERO FIDDLED WHILST ROME WAS

BURNING. Democratic Tariff Pith and Point.

gives to the rich.—Louisville Courier-Journal. The McKinley bill is a misnomer. It has caused enough slugging matches between Republican giants to be called the "Mills" bill. Governor Taylor, of Tennessee, has been

telling the Hon. Grover Cleveland: "Take no more cases in law. Get ready for the people. They need you." The Republicans found a Surplus, and are facing a Deficiency. They meet the demand

for lower taxes by heaping the burdens higher. [N. Y. World. In 1888 we paid in pensions \$80,288,508.77 In 1889 we paid \$87,621,779.11. The cost of the German army, it may be interesting to note, is for this year estimated at \$91,726,293.

Besides our pensions, our army cost \$30,000,-000 .- N. Y. Herald. The Republican leaders of the House complain that Speaker Reed declines to recognize them, and they propose to hold a sort of subcaucus—to compare snubs, as it were. The muzzle which they invented for the minority is now used to gag themselves; and its acts so

efficaciously that the Speaker has little need to heed their frothings. Mr. Cleveland's appearance as just a simple, Mr. Cleveland's appearance as just a simple, All trains stop at Union Station, Pennsylvania every-day lawyer, to plead a small case before the Supreme Court, two of whose members he L. M. HOOD, General Manager. the Supreme Court, two of whose members he himself had appointed, was a rather interesting | B. H. GRISWOLD, Gen. Passenger Agent. thing in its way. Such a thing never happened before in the history of this country.-Of all the lawyers who have been elected to to the Presidency no other, we believe, ever went back to the practice of law; certainly no other ever appeared at the bar of the Supreme Court, some of whose members owed their appointment to him. It was a good, Demohigher than ever with the people when he re-

cratic thing to do, and Mr. Cleveland stood fused the flattering offers to become President of this and that corporation at a fabulous salary and chose to resume practice at his old profession. It showed that he wore a hat of the same size as before his election to the Presidency, and the people liked him for it. [Boston Herald.

I see gentlemen rising on that [Republican] side of the House, one contending for a high duty on lead, another for a low duty on lead, each one of them declaring that his particular industry will be ruined unless his theory in carried out. On the other hand one wants a high duty on glass and another low duty; and so on throughout the whole schedule. It is not a question as to whether the government needs the revenue or not, it is not a question whether we are levying duties for the purpose of raising revenue to go into the Treasury; it is TRAINS LEAVE. TRAINS ARRIVE. not a question whether the majority of the MAIL.......... 6.40 A. M. MAIL........... 9.05 A. M. bargin on the part of gentlemen on that side of the House to see who can get the most of the steal in this bill. It is a mere bargain and sale, a trade, a scramble, a grab game; and it seems that those who have got the maw into it are standing watch so as to crowd all the rest out. The whole thing is a steal and robbery of the great American people.—Representative Bland's five-minute speech in the House.

NEW ENGLAND CONTRACTORS ADVER-TISE IN LONDON FOR MEN.

The London Daily News contains an advertisement that is causing a sensation among London laborers. It reads: "Freestone cutters wanted by the following named firms, members of the Freestone Contractors Association of New England. There is immediate need of competent journeymen. Payment by the hour. Average price 50 cents an hour. It is only fair that every one should know that these firms have been compelled to close their works to Unions, as at present organized, on account of their arbitrary demands, and their refusal to submit all disputes and differences to arbitration. Estate of E. F. Meany, Jeremiah Carew, W. . Sullivan, Carew & Darly, Coghlan & Co., Evans & Tombs, and 27 other firms of Boston, Springfield, Holyoko, Lynn, New Haven, Waterbury and Bridgeport."
Several workmen called at the United States Consulate to ascertain the true position of affairs. Mr. New told them that all contracts made here were valueless, and he believed that

ment itself that it formed a contract if acted on .- National Damocrat. Harry McBride and Frank Larne, members of the Golden Gate Atheletic Club had a set-to with light gloves on Tuesday ished that he died from his injuries the next day. The officers of the club were arrested as accessories upon the charge of murder.

TITHE DOCTOR AND POSTMASTER Were talking about a case of serious illness, due to a neglected Cold and rapidly going into Consump-tion, which was promptly cured by Puritan Cough and Consumption Cure. Price 25 cents. Experience has shown sufferers with Dyspepsis, Biliousness and Liver Complaint, in fact all diseases arising from a disordered system, that nothing equals Dr. Lee's Liver Regulator for these troubles. Try it.
TRIAL BOTTLES FREE AT MARLEY BRO.'S
DRUG STORE, TOWSON.

TROM THE NATION'S CAPITAL. Mr. A. N. Hazen, Washington, D. C., says the famous Red Flag Oil is a perfect family medicine and has no equal for Rheumatism, Neuralgia, Sprains, Cuts, Burns, and all bodily pain. Price Consumption! Are you troubled with this terrilessly entered; but that it is a way that puts | ble 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 BRO.'S DRUG STORE, TOWSON. EVERY HOME SHOULD HAVE IT.

It is not always convenient to call a Physician for every little aliment. Having Red Flag Oil in ington, 5.00, 6.30 and 8.85 A. M.: 12.10, 2.50, 5.00, 6.20, the house you have a Physician always at hand, it 9.00 and 11.00 P. M. On Sunday, 6.30 and 8.35 A. Yes, to-day there are thousands of sin-blinded men and women rushing onward 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 Cougn and Consumption Cure has no equal for Cough, Colds and Comsumption. Price 25 Cents.
AT MARLEY BROS. DRUG STORE, TOWSON.

June 7, '90.—1y Bailroad Time Tables.

Phila., Wilmington & Baltimore Railroad. Commencing SUNDAY, MAY 11th, 1890, Pasenger Trains will leave Baltimore as follows: FROM UNION STATION. 12.40 A. M.—Philadelphia Express, connecting for New York and Atlantic City. M.-Express for Philadelphia, connecting 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 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. M.-Express for Philadelphia and N. Y. 4.20 P. M.-Express for Philadelphia and New York. Sleeping Car through to Boston. 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. 16.45 P. M.-Express for Philadelphia, connecting or New York.

-Night Express for Philadelphia and SUNDAY TRAINS. 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. Fast Express for Philadelphia, connecting for New York.

5.27 P. M.—Express for Philadelphia and N. Y. 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.-Port Deposit Accommodation. 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, avoid-

ing double ferriage and journey across New CONNECTIONS. 6.28 A. M. from President Street, and 6.40 A. M from Union Station, at Port Deposit with Philadel phia 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. 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 Railroad. Commencing MONDAY, MAY 12th, 1890, leave Hillen Station as follows: DAILY.

4.10 A. M.-Fast Mail for Shenandoah Valley and Dick Turpin robbed the rich and gave to the poor. Bill McKinley robs the poor and chanicstown, Blue Ridge, Highfield, Hageistown, and (except Sunday) Chambersburg, Waynesboro, and points on B. and C. V. R. R., and Martinsburg, W. Va., and Winchester. d 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, Emmittsburg. 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, 8t. George's, Glyndon, Glen Falls, Finksburg, Pa-tapsco, 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. M.-Accommodation for Union Bridge. 11.35 P. M.-Accommodation for Glyndon. SUNDAYS ONLY.

9.30 A. M.-Accommodation for Union Bridge and Hanover. 2.33 P. M.-Accommodation for Union Bridge. TRAINS ARRIVE AT HILLEN. Daily, 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

Annapolis and Baltimore Short Line R. R Schedule in effect June 15, 1890. Shortest, quickest and only \$1.25 round-trip line to Annapolis. LEAVE CAMDEN STATION WEEK DAYS. 8,20 A. M. for Annapolis and Way.

8.50 A. M. for Round Bay and Bay Ridge 2.00 P. M. for Annapolis, Round Bay and Way. 4.30 P. M. for Round Bay and Bay Ridge. 6 25 P. M. for Annapolis and Way. SUNDAYS. 8.20 A. M. for Annapolis and Wav. 10.00 A. M. for Round Bay and Bay Ridge. 2.40 P. M. for Round Bay and Bay Ridge.

6.25 P. M. for Annapolis and Way. Leave Annapolis Week-days, 6.50, 10.25 A. M., and 4.00 P. M. Sundays, 8.00 A. M. and 4.00 P. M. Leave Round Bay : Week-days, 7.08, 10.43 A. M., 4.25, 7.16, 9.11 P. M. Sundays, 8.18 A. M., 4.25, 7.16, 9.11 P. M.

Leave Bay Ridge: 6.45 and 8.40 P. M. daily.
Freight Depot—West and Ridgely Streets.
Freight trains daily except Sunday.
Baggage car freight forwarded from Camden Station on passenger trains daily. C. A. COOMBS, General Manager.

Annapolis, Washington & Baltimore R. R Sunday Trains—Leave 8.87 A. M., 4.00 P. M. —Arrive 10.85 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 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.

Builroud Time Tubles.

MARYLAND CENTRAL BAILBOAD. TIME TABLE. Taking Effect May 11th, 1890.

Dist Dist 779999 No. 388 # E 288 A. M. 9.30 9.58 10.13 10.34 83. × 8. 12.18 12.45 图 13. 图 5.3 2 2 5 2 5 5 5 6 18. 8.10 8.10 XI ω-1-7-10 No. 55385K 22. PEREE No. | B& B & B & B & 24. 70. 9.80. 10.13. 10.34. 10.34. SINISHE No. No. 53. 1 5 2 1 5 2 E 52. ප්සිස්ස්ස්

No. 8.77.75.6 M. 22. 图 21. C, F. KERCHNER, Superintendent. FRED. B. HUBBELL, Gen. Pass. Agt. Baltimore and Ohio Railroad. SUNDAY, MAY 11th, 1890.

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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 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)
A. M., 12.10, 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, 6.80, 7.15, 8.80, 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, 7.80, 8.20, 8.30, 10.10, 10.20 and 11.00 P. M. For way stations between Baltimore and Wash-M.; 1.05, 5.00, 5.20 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, 8.15, 3.25, 4.20, 4.80, 4.82, 4.50, 5.80, 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, 8.25 4.20 4.32, 4.50, 6.00, 6.15, 6.20, 7.30, 8.35, 10.30, 11.0 F. 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 4.16 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., †1.0b, †44.20, \*5.80, \*6.80, \*11.15 P. M. a 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 Shenandoch 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 R. M. For Hagerstown, †1.10, †8.10, †9.30 A. M., †4.20 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.

, and 5.50 P. M. Sundays, 9.00, 11.00 A. M. and 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 \*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, \*8.20, \*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, \*8.40, \*5.40, \*7.10, \*11.50 P. M.

For West warm stations \*7.15, 28.20, 5.40, \*7.10, \*11.50 P. M.

For warm stations \*7.15, 28.20, 5.40, \*7.10, \*11.50 P. M. York.

-Congressional Limited Express for and New York. Composed of Parlor and New York. Composed of Parlor and \*5.30 P. M.

-Congressional Limited Express for ter, \*5.05, †8.00 A. M., †2.40 A. M., †2 Express trains leave Philadelphia for Baltimore, \*4.24, \*8.15, \*19.15 11.35 A. M., †1.40, \*4.31, \*5.55, \*7.82

Except Sunday. Sunday only. Daily.
Baggage called for and checked from hotels and
residences by Union Transfer Company on orders eft at Ticket Offices: N. W. COR. CALVERT AND BALTIMORE STS. Camden Station, and No. 230 S. Broadway. CHAS. O. SCULL. Gen. Pass. Agent. 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:) 1.45-News Express daily for Harrisburg, Williamsport and Lock Haven; also connects for Pittsburg. 0.00-Niagara Express and Mail daily, except Sunday, for Harrisburg, Williamsport, Lock Haven, Elmira, Watkins, Rochester and Niagara 1.45—Chicagolimited, daily, for Pittsburg, Clucinnati 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. 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 Steepers 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.
1.20—Pacific and Northern Express daily, with through sleeper to Pittsburg; also, connects daily for Erie and Rochester, and daily, except Saturdays, for Buffalo and Niagara York Accommodation, 6.80 P. M. week-days. Sundavs. 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., 1.36 Cockeysville Accommodation, 6.00, 8.45, 10.15 A. M.

and 1.30, 2.30, 5.00, 7.30, 9.00, 10.30 and 11.80 P. M. On Sunday, 10.00 P. M. For Green Spring Branch 6.15, 820 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 FOR SPARROW'S POINT. From Calvert Station-6.95, 8.10, 10.10 A. M., 2.00,

.15 and 9.25 P. M. On Sundays, 9.00 A. M. and 5.15 From Union Station-6.10, 8.15, 10.15 A. M., 2.05 4.05. .20 and 9.30 P. M. On Sundays, 9.05 A. M. and 5.20 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 Balti-more and Calvert streets, and at Union Station.

Baltimore and Potomac Railroad. TAKING EFFECT MAY 11th, 1890. FROM CALVERT STATION. For Washington, Express, 2.40, 6.10, 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, 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

For Richmond and the South at 2.40 A. M. daily, 8.40 A. M. and 1.55 P. M. daily, except Sunday. Forthe 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. or 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, 7.81, 9.80 and 9.55 P. M. week-days. On 8.01, 7.10, 7.81, 9.80 and 9.50 F. 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, 7.81, 9.80 and 9.55 P. M. Accommoda-tion, 7.05 A. M., 12.45, 5.07 and 7.36 P. M. week-days. On Sunday, 12.45 and 7.86 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 7.85 and 9.45 A. M. 9.30 and 9.55 P. M. daily, and 2.50 P. M. week

for points on Manassas Division, 7.85 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 AVENUESTATION. For Washington, Express, 5.24, 6.55, 7.40 A. M., 2.10, 4.55, and 9.85 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 6.85,7.20,8.10 9.00, 9.40, 10.00, 10.50, 11.00 and 11.40 A. M.; 12.05, 2.10, 8.15, 8.80, 4.00, 4.20, 4.90, 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, 8.15, 8.80, 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. The undersigned is prepared to furnish and deliver promptly, and at reasonable prices. SAND SUITABLE FOR STONE AND BRICK WORK AND PLASTERING; also SEASONED WOOD cut to order by the quarter, half or cord.

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Buildays, 9.05 A. M., 1.30, 4.37 and 10.10 P. M.

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The Old and Reliable Wall Paper and Win-This work is the most succinct and correct history 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 pretry when application is made to him. Will send oare such a history as he presents.

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FOR SALE IN BALTIMORE CITY AND COUNTY LOANS NEGOTIATED. LENOX BIRCKHEAD & CO., 282 St. Paul Street, Baltimore, Md. March 22.-tf H. L. BOWEN,

REAL ESTATE AGENT.CONVEYANCER AND COLLECTOR OF HOUSE AND GROUND RENTS LOANS NEGOTIATED. NO. 2. SMEDLEY ROW, TOWSONTOWN, MD. Jan.19,'78.--1y WILLIAM H. SHIPLEY,

BURVEYOR OFFICE-87 LEXINGTON STREET! BALTIMORE. In connection with R. W. TEMPLEMAN, will give strict attention as LAND AGENTS, NEGOTIATE LOANS OF MONEY ON REAL ESTATE, &c., BUY AND SELL GROUND RENTS, &c. March 21.-tf WILLIAM POLE, SE.,

REAL ESTATE AGENT. -OFFICE-261 ST. PAUL STREET, BALTIMORE. CONVEYANCING, EXAMINATION OF TITLES PUOHCHASES, SALES, LOANS AND COLLECTIONS -RESIDENCEGARRISON AVENUE, HOOKSTOWN,
BALTIMORE COUNTY,
NOV.4,1871.—tf

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July 18.-if TOHN J. PILERT, JUSTICE OF THE PEACE FOR BALTO. CO. -OFFICE-NO. 258 FREDERICK A / ENUE, NEAR THE CITY LIMITS, BALTIMORE COUNTY. -RESIDENCE-WILLOW GROVE, BALTIMORE COUNTY. 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

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April 25.—tf GIDEON HERBERT.

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W. GILL SMITH, 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. Nov. 23.-- If Telephone 1611.

SMEDLEY ROW, TOWSON. Sept. 14.--tf W. FRANK MITCHELL. KORGE YELLOTT. YELLOTT & MITCHELL.
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Will practice in all the Courts of the county and city and in the Court of Appeals.
Aug. 3.—1y H. M. BENZINGER.

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THOS. J. HUNTER, ATTORNEY AT LAW, TOWSONTOWN, MD. Office—Room No. 6 MASONIC TEMPLE,

James J. Lindsay, Attorney at Law. Masonic temple, towson, MD.

NO. 301 ST. PAUL STREET, BALTIMORE April 7.—tf A.W. PERRIE, ATTORNEY AT LAW, AND JUSTICE OF THE PEACE.

WOOD

-AND-

TOHN F. GONTRUM, ATTORNEY AT LAW, -Offices-SMEDLEY ROW, OPP. COURT HOUSE, TOWSON, GARDENVILLE, BEL AIR ROAD. DEUTSHER ADVOCAT.

AND SOLICITOR IN CHANCERY. -OFFICES:-206 COURTLAND STREET, BALTIMORE, GREENWOOD, BALTIMORE COUNTY. Sept. 15.—tf G EORGE LEWIS STOCKSDALE, ATTORN ATTORNEY AT LAW, WESTMINSTER, MD.

Office-- 222 East Main Street, -OPPOSITE THE-Law Office of McKellip and Clabaugh.

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ATTORNEY AT LAW,
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BALTIMORE, MD. June 26.--tf | Milton W. Offutt. John I. Yellott. VELLOTT & OFFUTT.

BURNS TRUNDLE,
ATTORNEY AT LAW,
N. E. COR. ST. PAUL AND SARATOGA STS., BALTIMORE, MD. May 12, '77,-tf

Gives prompt attention to the Collection of Claim and business in general in the Orphans' Court and Circuit Court of Baltimore county. Jan. 7, 1865.—tf

TOWSON, MD. Feb. 7.--tf R. BOARMAN, AT LAW AND SOLICITOR IN CHANCERY, SMEDLEY ROW, TOWSONTOWN, MD.

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ATTORNEY AT LAW.
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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,

Sept. 4.—tf TOHN HENRY KEENE, JR., R. GOLSBOROUGH KEENE. ATTORNEYS AT LAW

March 14, '75,--tf QUINCY HALL,
ATTORNEY AT LAW,
NO. 25 LEXINGTON STREET,
ct. 21.—tf BALTIMORE, MD.

NG. 6. E. LEXINGTON STREET, BALTIMORE. May 5 -tf

Oct. 21.--t/

H. C. TIECK,
ATTORNEY AT LAW AND SOLICITOR
IN CHANCERY AND NOTABY PUBLIC.
LEXINGTON AND ST. PAUL STS., BALTIMORE. Aug. 5, '76.-17 JOHN T. ENSOR, ATTORNEY AT LAW AND SOLICITOR

IN CHANCERY.

Office—SMEDLEY ROW,
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ATTORNEY AT LAW.
TOWSONTOWN, MARYLAND.
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COUNSELLOR AT LAW, NO. 51 W. FAYETTE STREET, OPPOSITE BARNUM'S, BALTIMORE, MD.

47 ST. PAUL ST., BALTIMORE.

TOHN F. CONREY.

HOPPER EMORY,
ATTORNEY AT LAW
AND SOLICITOR IN CHANCERY,
NO. 2 SMEDLEY ROW, TOWSONTOWN.

RANDOLPH M. ISAAC, ATTORNEY AT LAW.

OPPOSITE SMEDLEY HOUSE, TOWSONTOWN

(Formerly occupied by Mr. S. Parker Bosley,) Dec. 29.—tf

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W. MACHEN. ATTORNEY AT LAW.
88 LEXINGTON ST., BALTIMORE, MD.

TAYALTER R. TOWNSEND, ATTORNEY AT LAW, 52 LEXINGTON STREET, BALTIMORE. April 2, '81.—1y HYLAND P. STEWART, ATTORNEY AT LAW,

Office-NO. 6 SMEDLEY ROW, FOWSON, MD. April. 7.—tf

Oct. 22.—tf EUGENE BURTON, ATTORNEY AT LAW

Will practice in Carroll and Baltimore counties, and the several Courts of the State. Will attend promptly and diligently to all business en-

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James Hollis Buchanan, ATTORNEY AT LAW.

ATTORNEYS AT LAW, SMEDLEY ROW, TOWSONTOWN, MD. Mr. Offutt can be found EVERY SATURDAY at his office, NO. 25 LEXINGTON STREET, BALTIMORE.

April 11.—tf

WILLIAM S. KEECH,
ATTORNEY AT LAW AND SOLICITOR
IN CHANCERY,
SMEDLEY ROW, TOWSONTOWN, MD.

CHAS. E. FENDALL,
ATTORNEY AT LAW
AND SOLICITOR IN CHANCERY,

Will promptly attend to all business entrusted to his

Rich'd Grason. RICHARD GRASON (late chief Judge of the ad Judicial Circuit) and WILLIAM GRASON, having associated themselves in the practice of law, will give prompt attention to all business entrusted to

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DEM COURT HOUSE GEGENUBER

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.

T EMUEL D. OFFUTT, ATTORNEY AT LAW.

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

May 18.—tf NDREW C. TRIPPE,