

Saturday, August 2, 1890. AN INDIANA CAMP.

A "Pirooting Prize" Following the McCleling's Distribution of Mess.

The camping ground had been selected with the nicest engineering skill as regarded situation, approaches, air, space, cleanliness, &c.; the soldiers' quarters laid out in regular streets. twelve on one side and twelve opposite, arbored over by boughs, keeping off the sun's heat, and in effect having the appearance of a Tyrolese vineyard; a bell tent (officers' quarters) fronting each of these avenues; general parade ground and four pieces of artillery occupying the entire front of the encampment facing the Confederate lines, rendered inaccessable by swamps three sides of the square, the fourth, corduroy road made, over which their guns and caissons passed when going into action, and this whole arrangement so concealed by undergrowth and pines as to be passed without observation, and in this sylvan retreat were 1500

men hidden as reserves. These natural retreats, swamps, and morasses of the Chickshominy at that early opening of the war were better known and frequented by the duck hunter than other individuals. This locality, the country round as well as the Peninsular and the Dismal Swamp, are the exclusive haunts of the sportsman and bird hunter. These resorts in the days of slavery were the homes of the runaway nigger, who cohorted with the beaver and musk rats rather than subject himself to the mercies of the whipping post and his back to the feeling consideration of the plantation

The powers at Washington miscalculated their possible chances of success in capturing Richmond when they selected the Peninsular and Chickahominy route. These death traps not only swallowed up their army of invasion, but produced the ruin and downfall of their eulogized "Young Napoleon." What knew these drawing-room soldiers — these velvet cushioned jacks in office, about swamps or the malarial consequences arising from these feed stagmant waters, pools and mud holes?

The discount feed stagmant waters, pools and mud holes?

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The discount feed stagmant waters are such feed stagmant waters, pools and mud holes?

The discount feed stagmant waters are such feed stagmant waters are feed stagmant waters, pools and mud holes? The diamond back turtles (indigenous to such localities when captured,) might satisfy the craving appetite of the Northern gourmand, but the waters wherein they inhabit, spawn and multiply, to troops newly improvised, unused to the rough usages and exposure of camp life, contain an imperceptible poison that hourly eats out and destroys the vitality, mentally and physically, innoculating diseases into the system, malaria and rheumatism into the bones, which all the craft of medical science colud never afterwards eradicate.

These stagnant swamps decimated the Northern hordes by a daily holocaust of deaths, prostrating sickness, of more import, than did ever Confederate bullets. These swamp fevers and swamp agues killed and incapacitated more men than the tons of lead fired at each other. The folly of the Solons at Washington was approaching the Confederate capital by the water route. Norfolk should have been their chief base of offensive operations. In their hands untrameled they held the whole United States Navy, and from this powerful arm of the service a million of troops could have been landed without the loss of a man; the four year's fights avoided, had only common sense and common activity dictated the councils of both contestants. Both sides were debutants at invasion, but both being scared at the result of the Manassa inception, one side sat down under the glory of victory, grandiloquent puff, bluster and conceit, with newspaper rigmarole, while the other never lost an hour replacing what, through braggodocia, they had lost. Peurility, supineness of action on the Southern side gave the North all the advantage. The Manassas repulse was the opportunity, the decisive blow given to follow up, as Beauregard intended and would have accomplished had his soldierlyskill not been frustrated and interfered with, Washington had fallen into Confederate hands and the flabergasted North rushing on to New York would have succumbed and agreed to anything for a peaceable separation, and the sections had divided without further bloodshed and spoilation. But the ambitious of title, place and position, to show

armies-the Potomac, the Mississippian and the Western. The farce of playing king of the castle gave the common enemy all and every advantage. The entering wedge of destruction, the necessary precautions at the outposts, was omitted giving the enemy time, opportunity and advantage of every hour, place and position. while the Southern sleepers were contenting themselves with puff, bluster and grandilo quent harrangue, amounting to bunkum and froth, and when blowing bubbles came to an end they found the active North, with might and majesty, had raised, equipped and placed three overwhelming armies each in the heart of the Southern country, and each marching unobstructed toward the doomed Confederate Capitol, every Southern port blockaded by the

hitherto silent navy and Federal fleet. But one purpose, one resolve composed the Southern mind. Not a man north of the Potomac but was pledged body and soul to crush out the imbecile Southern government, having neither nerve or vitality, but swollen to bursting with grandiloquent speechmaking, creation of places, and giving titles to place hunters, a brobdignagian farce with starving actors. But on went the performance minus head, rudder or compass. Such was the government of the so-called Southern States which gave away every advantage and fell to pieces of its own inanition and imbecility, and the farce still lives on the highway, where the passer-by sees a dozen boys playing soland no sooner arranged in file than one of them assumes the captaincy, a second his lieutenant, and so on through the rank and file until all are appointed their self-imposed titles and places, satisfied with their childish interlude. We enter a spacious field where we find a number of educated ladies acting their parts in a society named "Angels of Mercy." Critically surveying the party in the light o heavenly bodies, we manfully accorded each worthy the spiritual appellation, until this passing incident occurred, when the supposed conclave of angels suddenly collapsed into mundane mortality, in our soldierly opinion. lar of salt. Those undertaking the responsibility of an illegitimate child in this Society, by its laws,

able society for the future. So read the ninth article, which the lady in the chair presiding Very judiciously worded, and very proper, worthy Secretary. This prologue conveyed to our minds at whish what would follow, and during the heat of argument on this angelic subject we left the presence where was installed President, Vice, Treasurer, Corresponding Secretary, Recording Secretary, Counsel and Medical Attendant, with six Lady Visitors. Of course, all selfappointees.

This assumption of position with the boys

debarred themselves the entrance into fashion-

playing soldiers graphically illustrates with force the truth and purport of these reflec-In all probability this high sounding society dence as Dr. Lee's Liver Regulator. It is the best of "Angels of Mercy" possessed not a dollar in the treasury, and amongst the whole conclave not a \$10-bill. But the idiosyncracy was assumption. Treasurers minus funds, Attorney Generals without brains. The whole fabric, a A castle built on the sand, which the first wash of the sea levels, never to be seen or heard of

again.

But to our subject heading our "Reminiscence."

This Indiana camp was beautifully and picturesquely affixed on a naturally rising plateau on the Chickahominy in the command of Gen.

The Course Liver Regulator has done more to redieve the suffering of mankind than all other medicines. It cures all Stomach and Liver troubles.

Trial bottles free at MARLEY BROS. DRUG STORE, TOWSON. McClellan when conducting the Seven Days' Fight round Richmond. It was screened from view to the left of the 9-Mile Road by heavy undergrowth and belting of pines, completely surrounded by stagnant swamp and morass,

the opposite side. Each street fronted with a Colds and Comsumption. Price 25 and 50 Cents. large bell tent. The whole encampment was trellised over with boughs. The esplanade or parade ground in front of all, with four guns in position facing the Confederate lines, and these corduroy roads were constructed for the removal of the artillery when required. After the last day's fighting and assurance at roll call that McClellan had quitted the scene of the Seven Days' struggle, ending in flight by his boats and the river, we took our battery houses and pirooted for the day through the enemy's works as far as Savage Station, coming accidentally on this secreted Indiana camp, which bore evidence of precipitate flight, everything in order and in place: officers' tables laid out for breakfast, tablecloth and elegant service of gold and white French chins, glass and cutlery, in the same expensive Securing to ourselves some of this china, blankets and coverlets as best we could

towards the commissary quarters in rear—piled up with canned fruits, meats, preserves and soups, bales of dried fish, scented scaps, biscuits, chests of tes, bags of coffee, barrels of flour, rice, sugar, and wax candles. Some of the bronze candlesticks are still in our possession. A whole-sale display of the good things of this world we had never set eyes on since the advent of casting our lot with the soldier and camp life .-But what had gone of the ostensible proprietor of all this now captured prog none stopped to enquire; made sure of all we could and left the residue—chairs, tables, tents, and whatnot

-for the government wagons to collect, which occupied the city authorities six weeks after the retreat of Napoleon. The order for leaving this princely encampment must have been of such a sudden nature that nothing was removed but the four pieces of artillery, and where their water wells had Around Richmend—Described as Found bayonets bristled out and up to the sun to blind those collecting the angle. Our share of the prog secured, we forwarded to the city, and a few days afterward dined with Dr. and Mrs. Beale, John Mayo, Miss Charlotte Sully (sister of the great painter,) | 5188 Gen. Stirling Price, and other officers of eminence, all partaking of the soup, fruits, canned goods and delicacies secured in a morning's

pironting amongst the spoils of Young Napoleon's deserted quarters. This failure was a hash of the collation provided, "cigars and champagne," at the initiative battle of Manassas, when the Solons of the nation—Senators and Congressmen-swollen like the bullfrog of the fable with self-inflation conceived themselves delegated to chastise the Confederate boys out on a rampage. Such was the scene in the | 55,000 past. But the acting manager of the troupe, | 8355 Gen. Winfield Scott, overstepped the limits of discretion. Notwithstanding his stage appliances of blue and red fire, his thunder and lightning, each of the intended effects fizzed out, and the grand tableau ended in a greusome flight back to Washington by the visitors, leaving their champagne, turkey salad, ham and chicken, preserves and ice cream for the enjoyment of those boys they imagined they could

"lick out of their boots." Could a more vivid picture be drawn of the "Would an' I could;" "I did an' I didn't?" But the misse en scene so gratifying in the opening of the play was killed by dropping the green curtain in place of the new proscenium. Our gallant victory should have been followed up to the gates of the Capital and into the heart of New York. The death warrant of the Confederacy was signed when party spirit and jealousy of military distinction stood between the victor of Manassas and his forward march to the White House and halls of Congress. and political influence on the pomp, display tire North had thrown down their arms for a | P. M. peaceful settlement of the disputed question. instead of which, hesitation and indecision of

increased energy, and fired them with renewed courage to blot out the stigms of defeat. Inflated jabber was the South's ruin, and the digging trenches, throwing up earthworks, making casemates, wearing out the pith, marrow and chivalry of a soldiery for no purpose whatever but to kill time and future abandonment. In place of damming out the flood of invasion, it was leisurely admitted to pour in unchecked from every shore, and when hemmed in on every side, vide Appomattox, death and capitulation closed the farce. Playing Bopeep soldiery in trenches and behind mud forts accounts for nothing but immolation of life and labor. The Southern troops were made excavators, choppers of wood and drawers of water, months and years, while jabberation went on for place and distinction by those decked out in chicken fixings, stars, bars and stripes, who lounged their opportunity

away, smoking and feeding on the best (double rations at that.) Inertia, jubber, place and display was the ruin of the Southern cause and holocaust of a race of men whose prowess was never surpassed endurance never equalled, and whose records are engraved on bones found in ditches, dykes and trenches in every State south of the Po-If prolongation of argument were necessary

to prove the correctness of our reflections, the writer refers to former opinions expressed on the causes of failure to be found in the records of the Virginia Historical Society. As one of the few survivors of the Southern army who faithfully did suit and service to the cause, we at fourscore and odd proclaim ourselves as ready and invincible at this advanced age as in days gone by, when ditching, rags and half rations was our soldier's portion, and in answering roll call at resumption of hostilities, should the dauntless spirit of herotheir authority crucified the Confederate cause ism be again called into action, at the head of ere birthright had descended upon its the charge shall we be found, despite party shoulders. What was the effect of Southern politics, placemen and empty palaver, which inertia? The schoolboy tameness of the one we consign to those trenches still yawning gave the other treble advantage in the six and crying for retributive justice to be given month's somnolency of the Confederates. The every impoverished house south of Washington, Federals raised, furnished and equipped three D. C.

PROF. F. NICHOLLS CROUCH, Richmond Howitzers. FACT AND FANCY.

Mother-You'd better put on a veil. The wind will chap your face. Clara-Nevermind. A chap never hurts my face I rather enjoy the sensation. [Boston Herald.

Organist-Do you think you can manage the Blower-(seeking a job)-Oh, yes; I was formerly a town site boomer.—Chicago Globe. Maud-Harry, I am afraid you don't love me as much as you use to. Harry-Why so, dearest?

Maud—The—these chocolate cr—creams are m-machine made.-(Sobs.)-Chicago Tribune. Bronsom-Cadley, did you tell Smithers I was the meanest white man that ever lived? Cadley-No. I didn't draw the color line. [Baltimore Herald

The Chinese always begin the new year by paying their debts. What a heathenish custom !-Minneapolis Journal.

Wilkins-Did Suem win his lawsuit? Filkins-I think so; I saw his attorney wearing a new suit of clothes. Teacher-How do you expect to learn writ-

Tommy-Please'm, papa sent me here to learn short band. "Did you learn the collect this morning, Willie?" "Yes'm. Let your light so shine-"That wasn't the collect."

"Yes, it was. They was doin' the collecting

while the minister was saving it. I saw'm

myself. Sunday School Teacher-Freddy, you may tell me why Lot's wife was turned into a pil Freddy Hojack-'Cause she was too fresh. [Chicago Inter-Ocean.

In a Connecticut Sunday school a teacher was reading from St. Mark v. to his class:-"And the unclean spirit went out and entered into the swine," &c., when a bright little boy said :-"I know where that happened." 'Indeed," replied the teacher, "how did you learn about it?" "I heard my father tell Mrs. Lecat our lunch

that the devilled ham came from Chicago."

KIND FRIEND

June 7, '90.—1y

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 confi-AT MARLEY BROS. DRUG STORE, TOWSON.

GLORIOUS RECORD. Since the introduction of the Famous Pan-Tina Cough and Consumption Cure in this vicinity, the death rate from consumption has decreased won-

TOVERY HOME SHOULD HAVE IT. It is not always convenient to call a Physician for every little aliment. Having Red Fiag Oil in the house you have a Physician always at hand, i three sides of the square it occupied; the fouth was approached by a corduroy.

The camp was laid off in streets, twelve small tents in a line, with the same number on and consumption. Each of the square it occupied; the house you have a Physician always at hand, it hills Rheumatism, Neuralgia, Burns, Bruises and all Aches and Pains. Price 25 Cents.

There are few things in life of which we may be certain, but this is one of them, Pan-Tina Cough, and Consumption. Price 25 cents for Cough, Consumption. Trial bottles free.

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>
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>
> Toward,

DR. E. P. KEECH.

127 NORTH CHARLES STREET,

BALTIMORE. PLANK MORTGAGERS BONDS, person, we hurried through the deserted camp LAND JOURNAL. Bailroad Time Tables.

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

7.0 11.0 16.9 26.8 44.4 84.3 51.9 61.8 67.7 78.7 Dist 000744588 6. 11.03.55 No. 11.03.13.55 8. 8.100 5.35 No. 20. 87776 No. 551385 Z 22. PEREE No. 5317 8 8 **₹** 24. No. 10.138 50. 1. No. 1.58 62.

No. 55. 6.55.54.286 54. 8.7.7.7.6. No. 22. 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 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) calousy of military distinction stood between the victor of Manassas and his forward march to the White House and halls of Congress.

"Fuss and Feathers" had lavished all his gas

"Fuss and Feathers" had lavished all his gas

"Supplied to the White House and halls of Congress."

"Fuss and Feathers" had lavished all his gas 6,20, 7.00, 7.30, 8.20, 8.30, 10.10, 10.20 and 11.00 P. M every heart, and had Beauregard been allowed to pursue the fugitives with a thousand meu of 7.20, 7.30, 8.35, 9.50, 10.30, 11.00 P. M. Sunday, 4.05, 7.20, 7.30, 8.35, 9.30, 12.00 A. M., 1.10, 2.15, 2.50, 8.25 such stuff as "the Tigers of Louisiana" the en- 4.20, 4.32, 4.50, 6.00, 6.15, 6.20, 7.30, 8.35, 10.30, 11.00 For principal points on Metropolitan Branch, 9.30 A. M., 2.50, 4.15 P. M. Sundays, 7.15 A. M instead of which, hesitation and indecision of For Annapolis, 7.20, 8.35 A. M. 12.10 and 4.15 the South inspired the North with activity, P. M. On Sunday, 8.35 A. M. and 5.00 P. M.

For Frederick, 4.10, 8.10 A. M., 1.05, 4.20 and 5.30 P. M. On Sunday, 9.85 A. M. and 5.30 P. M. For Virginia Midland Railroad, and South, vis 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, 14.20 P. M. For Luray, Roanoke and all points on the Shen-andoah Valley R. R. 14.10 A. M. and 7.30 R. M. For Hagerstown, †4.10, †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.

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, \*8.40 \*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, \*19.15 11.85 A. M., †1.40, \*4.31, \*5.55, \*7.82 Except Sunday. Sunday only. \*Daily.
Baggage called for and checked from hotels and esidences by Union Transfer Company on orders eft at Ticket Offices: N. W. COR. CALVERT AND BALTIMORE STS. Camdeu Station, and No. 280 S. Broadway. CHAS. O. SCULL.

Gen. Pass. Agent. J. T. O'DELL, Gen. Manager. GREAT PENNSYLVANIA ROUTE. DOUBLE TRACK. STEEL RAILS. SPLENDII SCENERY. MAGNIFICENT EQUIPMENT. Northern Contral Railroad.

as follows, (Baltimore Time:)
A.M. 4.45-News Express daily for Harrisburg, Williamsport and Lock Haven; also connects for 9.00—Niagara Express and Mail daily, except Sun

day, for Harrisburg, Williamsport, Lock Haven, Elmira, Watkins, Rochester and Niagara 1.45—Chicagolimited, daily, for Pittaburg, Cincinnati and Chicago, with through sleeper from Harrisburg.

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

3.80-HarrisburgPassenger, 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 Cinciunati, Chicago and St. Louis, and Dining Car to Chicago, Cincinnati, and St. Louis from Union Station, also connects for Williams port daily. -Western Express, daily, for Pittsburg and the West, with Dining Cars Pittsburg to Richmond and Chicago, through sleepers to Chicago and St. Louis; except Saturdays for Toledoand 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 Eric and Rochester, and daily, except Saturdays, for Buffalo and Niagara Falls. York Accommodation, 6.80 P. M. week-days. Sundays, 5.30 P. M. Parkton Accommodation, 7.30 A. M., and 12.00 noon, and 4.80 and 5.30 P. M. daily, except Sunday, Sunday, 7.30 and 10.15 A. M., 1.30 Cockeysville Accommodation, 6.00, 8.45, 10.15 A. M. Egysville Accommodation, 6.00, 8.40, 10.10 A. m. and 1.80, 2.80, 5.00, 7.30, 9.00, 10.30 and 11.80 P. M. On Sunday, 10.00 P. M. and Hanover.

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 10.80 P. M.—Accommodation for Emory Grove.

10.80 P. M.—Accommodation for Emory Grove. 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, 8.80 A. M., 1.10, 4.45 and 9.30 FOR SPARROW'S POINT. From Calvert Station—6.05, 8.10, 10.10 A. M., 2.00, 4 5.15 and 3.25 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, 5.20 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. For tickets to all points East, North and West apply at Calvert Station, at northeast corner Baltimore and Calvert streets, and at Union Station. Baggage called for and checked at hotels and esidences on orders left at Office, northeast corner residences on orders leit at Offic Baltimore and Calvert streets.

Baltimore and Potomae Bailroad. 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. weekdays. Accommodation, 7.00 A. M., 12.25, and 5.02 P. M. week-days. Sundays, 12.25 P. M. For Pope's Creek Line, 7 A. M. and 4.15 P. M. daily, avent Sundays. 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. For points on the Manassas Division, 7.25 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, 7.81, 9.80 and 9.55 P. M. week-days. On Sunday, 2.50, 5.20, 6.50, 7.85, 9.45 A. M., 1.20, 2.05, 4.50, 7.10, 7.81, 9.30 and 9.55 P. M. Accommodation, 7.05 A. M., 12.45, 5.07 and 7.86 P. M. weekdays. 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 7.35 and 9.45 A. M., 9.30 and 9.55 P. M. daily, and 2.50 P. M. weekdays.

s'or 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.

PROM PENNSYLVANIA AVENUE STATION. For Warhington, 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. 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, 4.30, 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.

CATOMSVILL BRANCH. Leave Colvert Station.—For Catonsville, 7.45 and 9.80 A. M., 3.12, 4.56, 6.85, 9.15 and 11.15 P. M. Sundays, 10.06 A. M., 2.49, 5.55 and 11.15 P. M. Sundays, 10.06 A. M., 2.49, 5.55 and 11.15 P. M. Leave Union Station.—At 7.50 and 8.85 A. M., 8.17, 5.01, 6.40, 9.20 and 11.20 P. M. week-days. Sundays, 10.16 A. M., 2.48, 5.40 and 11.20 P. M. Leave Pennsylvania Avenus Station.—At 7.55 and 9.40 A. M., 8.29, 5.06, 6.45, 9.36 and 11.25 P. M. week-days. Sundays, 10.16 A. M., 2.50, 5.45 and 11.25 P.M. Leave Catonsville for Baltimors.—At 6.50, 8.23 and 19.30 A. M., 8.59, 5.85, 7.19 and 18.16 P. M. week-days. Sundays, 9.05 A. M., 1.30, 4.87 and 10.10 P. M. Aurming Amplements, Zosas, Ahogyhuteg, de., de.

GRIFFITH, TURNER & CO., WHOLESALE AND RETAIL DEALER IN  $oldsymbol{AGRICULTURAL}$   $oldsymbol{IMPLEMENTS}$ ,

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GRIFFITH, TURNER & CO., 205 and 207 N. Paca St., Baltimore, Md.

Bailroad Cime Cables.

Phila., Wilmington & Baltimere Railroad. Commencing SUNDAY, MAY 11th, 1890, Passenger Trains will leave Baltimore as follows:
FROM UNION STATION. 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.

Branch Store :-- Sykesville, Carroll County, Md.

York. 10.45 A. M.—Limited Parlor Car Train for Philadelphis and New York.

12.05 P. M.—Express for Philadelphia and New York, connects for Atlantic City.

12.45 P. M.—Express for Philadelphia and New

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.

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

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

New York. SUNDAY TRAINS. P. M. On Sunday, 8.55 A. M. and way points, \*4.10, t8.10, 20.85 A. M., †1.05, †8.4.20, \*5.80, \*6.80, \*11.15 P. M. a Stops only at principal stations between P. B. a Stops only at principal stations between P. B. a Stops only at principal stations between P. B. a Stops only at princ 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. 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 Din-

ing Cars.
6.45 P. M.—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. 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. On and after MAY 11th, 1890, trains will leave J. R. WOOD, Gen'l Pass. Agent. Western Maryland Railroad. TAKING EFFECT SATURDAY, JUNE 28th, 1890, leave Hillen Station as follows:

DAILY.

M. For Ellicott City. on Sundays only, and at 8 and 10 A. M.—Fast Mail for Shenandoah Valley and City at 10 A. M., 12 M. and at 5 and 7 P. M. Southern and Southwestern points. Also, Glyndon, Westminster, New Windsor, Union Bridge, Mechanicatown, Blue Ridge, Highfield, Blue Mountain. Hagerstown, and (except Sunday) Chambersburg, Waynesboro', and points on B. and C. V. R.R., also Martinsburg, W. Va., and Winchester, Va. DAILY, EXCEPT SUNDAY. 7.00 A. M.—Accommodation for Gettysburg and BRADY & CO., all points on B. & H. Division and Main Line east f Emory Grove, Mt. Holly Springs and Carlisle.

8.05 A. M.—Mail for Williamsport. Hagerstown, Shippensburg and points on Main Line and B. and C. V. R. R., also Frederick and Emmittsburg. 9.15 A. M.—Pon-Par Express. 10.00 A. M.—Accommodation for Union Bridge Gettysburg, Mt. Holly Springs and Carliale.

1.35 P. M.—Accommodation for Arlington.

2.25 P. M.—Accommodation for Emory Grove.

8.25 P. M.—Blue Mountain Express for Westminster, New Windsor, Union Bridge, Frederick Junction, Frederick, Mechanicatown, Blue Ridge, Blue Mountain and Hagerstown, also Martinaburg, W. Va., and Winchester, Va.

3.32 P. M.—Express for Howardville, Owings Mills, Glyndon and all points on B. & H. Division. 4.00 P. M.—Express. For Arlington, Mt. Hope, Sudbrook Park, Pikesville, Green Spring Junction, Owings Mills, St. George's, Glyndon, Glen Falls, Finksburg, Patapsco, Carrollton, Westminster, Avondale, 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 Union Bridge. 6.28 P. M.—Accommodation for Union Bridge. M.-Accommodation for Emory Grove. 11 85 P. M.—Accommodation for Emory Grove. SUNDAYS ONLY. 9.80 A. M.-Accommodation for Union Bridge

TRAINS ARRIVE AT HILLEN. Daily, 6.28 P. M.: daily (except Sunday) 6.50, 7.30, 8.42, 9.31, 11.10 A. M., 12.12, 2.40, 5.10, 6.14, 6.52, 8.80 Sundays only, 8.20 and 9.07 A. M. and 6.15 and 9.10 P. M. Ticket and Baggage Office, 205 East Baltimore All trains stop at Union Station, Pennsylvania Avenue and Fulton Stations. J. M. HOOD, General Manager. H. B. GRISWOLD, Gen. Passenger Agent. Annapolis and Baltimore Short Line R. R.

Schedule in effect June 15, 1890. Shortest, quickest and only \$1.25 round-trip line 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. 4.80 P. M. for Round Bay and Bay Ridge. 6.25 P. M. for Annapolis and Way. SUNDAYS.

8.20 A. M. for Annapolis and Way. 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. Sundays, 8.00 A. M. and 4.00 P. M.

Leave Round Bay:

Week-days, 7.08, 10.48 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 train every Wednesday and Saturday.

Baggage car freight forwarded from Camden Station on passenger trains daily.

C. A. COOMBB, General Manager.

Annapolie, Washington & Baltimore R. R. 23 Through freight from Baltimore daily. Local freight trains leave Annopolis Tuesdays and Fridays at 9 A. M. Freight will be transported at the lowest rates, and received in Baltimore for ship-

ment to Annapolis as late as 6 P. M.
J. WILSON BROWN, Manager.
JAS. H. BROWN, G. T. F. Agt. WILLIAM C. DEAL, PRACTICAL LEAD IRON PIPE PLUMBER, GUEST BUILDING, Saratoga and St. Paul Streets, BALTIMORE, MD. Besidence—WAVERLY, BALTIMORE COUNTY Meetdende-Waverly, Baltimore County
Keeps constantly on hard
Lift and force pumps
Eath Tubs, water closets
Wash Stands, Sinks,
Copper and Iron Boilers,
Lead and Iron Fipe, &c.
Ranges, Stoves and Furnaces Repaired
Jorbing Promply attended to.
June 3, 32.—17

CAND, GRAVEL AND WOOD. The undersigned is prepared to furnish and de-liver promptly, and at reasonable prices, SAND SUITABLE FOR STONE AND BEICK WORK AND PLASTERING; also BEASONED WOOD out to or-der by the quarter, half or cord, Cor. York Road Turnpike and Washington Ave., May 11,—tf

Books and Stationery. H. MEDAIRY & CO., PRINTERS,

**HOOKSELLERS AND STATIONERS** NO. 6 NORTH HOWARD STREET, Oppositethe Howard House, HALTIMORE.

LARGE STOCK OF SCHOOL SUPPLIES AL-WAYS ON HAND. BLANK BOOKS MADE TO ORDER IN ANY

TOWSON BOOK BINDERY. ALL KINDS OF BOOKS BOUND AND RE-BOUND. MAGAZINES BOUND AT MODERATE BLANK BOOKS MADE TO ORDER. PATRONAGE RESPECTFULLY SOLICITED. REFERS TO JUDGE N. C. BURKE. WILLIAM H. RUBY. L. W. CALLENDER,

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

Joppa Road Adjoining M. E. Parsonage,

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 lation, 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 Copies supplied upon application to WM. H. RUBY, Journal Office, Towson.

Borse Pussenyer Bailwags. TORK ROAD CARS.

Leave Towsontown for Baltimore Each hour from 6 A. M. to 10 P. M. Leave Baltimore for Zawsontown
At half-past each hour from 6.30 A. M. to 9.80 P. M
and at 11.80 P. M.

All the Cars have STOVES IN THEM, and ROUND TRIP TICKETS 45 Cto. Catonsville Railway. Leave Baltimore each nour from 6 A. M. to 9 P. M. and at 11.80 P. M. And for Loudon 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 7.80 A. M. and 10.80 P.

Beal Cstate Agents, &c. C. J. B. THORPE. | SAMUEL BRADY.

REAL ESTATE & COLLECTION OFFICE, NO. 92 WEST FAYETEE STREET, BALTIMORE, MD. Mortgage Loans negotiated. Lands, Houses and Ground Rents bought and sold. All claims

ollected and promptly remitted. May 15.—tf DEAL ESTATE AGENCY. GROUND RENTS, LOTS, AND DWELLINGS FOR SALE IN BALTIMORE CITY AND COUNTY. LOANS NEGOTIATED. LENOX BIRCKHEAD & CO., 232 St. Paul Street, Baltimore, Md.

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

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, SR., REAL ESTATE AGENT.

-OFFICE-2614 ST. PAUL STREET, BALTIMORE. CONVEYANCING, EXAMINATION OF TITLES PUCHCHASES, SALES, LOANS AND COLLECTIONS PROMPTLY ATTENDED TO. -RESIDENCE-GARRISON AVENUE, HOOKSTOWN, BALTIMORE COUNTY. Nov.4,1871,-tf

Austices of the Mexce. TOS. B. MITCHELL, TUSTICE OF THE PEACE FOR BALTIMORE CO., Will attend promptly to any business entrusted will attend promptly to any outliness entrusted to him; will give special attention to the collection of CLAIMS, BEARCHES, DRAWING PAPERS AND GENERAL CONVEYENCING, &c.

—OFFICE—
WITH C. BOHN SLINGLUFF, Esq., OPPOSITE COURT HOUSE FRONT.

July 18.—tf TOHN J. PILERT. JUSTICE OF THE PEACE FOR BALTO. CO. Will attend promptly to the SALE OF REAL ESTATE and will also act as AUCTIONERE FOR SALES OF ALL KINDS OF PROPERTY.

Dec. 16.--6m BAMUEL B. METTAM. JUSTICE OF THE PEACE. THIRD DISTRICT. PIKESVILLE, BALTIMORE COUNTY, Willattend promptly to all business entrustedto his care.

\*\*Claimscollected and promptreturnsmade.

April 25.—tf GIDEON HERBERT,

JUSTICE OF THE PEACE,
OFFICE
IN THE SHERIFF'S OFFICE,
COURT HOUSE, TOWSONTOWN, MD. Willettendpromptly to all business placed in his hands. Claims of all kinds collected. Junelé.-y MILLER & CO.,

PRODUCE COMMISSION MERCHANTS AND DEALERS IN BUTTER, BOGS AND POULTRY. Consignments solicited. Prompt returns. - - - Baltimore, Md 818 N. Paca St., May 17, -- 5m

Merchant Sailoring, Se.

SPRING & SUMMER. 1826.

SPRING

SPRING AND SUMMER 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, PLAIDS, CHECKS AND MIXTURES FROM \$18 TO \$25.

Samples, prices and rules for self-measurement sent free upon application.

CALL AND EXAMINE OUR STOCK BEFORE PURCHASING ELSEWHERE.

NOAH WALKER & CO. 119 and 121 E. Baltimore Street, Baltimore, Md. Sept. 8.-tf

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Bealegs in Tumber, Coal, Bricks, &c, GEORGE F. SLOAN & BRO.

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BUILDING LUMBER,

SHINGLES, FENCING, DOORS & SASH.

WHOLESALE AND RETAIL. FULL STOCK, LOW PRICES.

LUMBER LOADED on CARS Without EXTRA CHARGE.

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TOWSONTOWN AND LUTHERVILLE.

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

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

GEO. SCHUMACHER, CORNER FREEMONT AND PRESSTMAN STREETS, BALTIMORE, MD., DEALER IN LUMBER, JOISTS, SCANTLING,

WEATHER-BOARDING, FLOORING, SHINGLES, LATHS, 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 TURNPIKE especially is called to the convenience of this Yard for loading, it being BUT THREE SQUARES FROM THE HAY SCALES, thereby saving them a long drive down town. As A call is respectfully solicited. DHILIP WALSH & SONS.

ALL KINDS OF LUMBER AND DUILDING MATERIALS AT THE LOWEST MARKET RATES Yards-HARFORD AVENUE, NEAR HOFFMAN STREET, MARYLAND AVENUE AND OLIVER STREET, BALTIMORE.

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PHILIP WALSE & SOXS.

Mov. 22 .-- tMay 27, '85 MONUMENTAL WOOD WORKS. A. STURCK & SUNS, DOORS BLINDS, &c. LUMBER, SASE,

-YARD & FACTORY-

17 HAST MONUMENT STREET AND 881 NORTH FRONT STREET BALTIMORR March 14, '85.-4f

Mnge Znimul Bone Ahonghutes, Ac.

And Permanent Dissolved BONE, AND ANIMAL BONE SUPER-PHOSPHATE.

Valuable Circulars and Samples Free on application LUL AND WOOD W.

Arefersional Cards. Edwin J. Farber, attorney at law, 20 St. Paul Street, Baltimore,

CATONSVILLE, BALTIMORE COUNTY, MD. Aug. 15,-tf JOHN T. ENSOR. JOHN S. ENSOR. TOHN T. ENSOR & SON, ATTORNEYS AT LAW.

"LAW BUILDING," OPPOSITE COURT HOUSE, TOWSON, MD. June 21, '90.--tf 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. TELEPHONE 1611. Randolph M. ISAAC,

SMEDLEY ROW, TOWSON. GEORGE YELLOTT. W. PRANK MITCHELL. YELLOTT & MITCHELL.
ATTORNEYS AT LAW, OPPOSITE SMEDLEY HOUSE, TOWSONTOWN. Having associated for the practice of law, will promptly attend to all business entrusted to them. Will practice in all the Courts of the county and city and in the Court of Appeals.

Aug. 3.—1y H. M. BENZINGER. JAS. S. CALWELL.

ATTORNEY AT LAW.

BENZINGER & CALWELL,
ATTORNEYS-AT-LAW,
NO. 19 AND 20 LAW BUILDINGS, EAST LEXINGTON STREET, BALTIMORE. Feb. 23,-tf ATTORNEY AT LAW,
TOWSONTOWN, MD.
Office—Room No. 6 MASONIC TEMPLE,
(Formerly occupied by Mr. S. Parker Booley,)
Dec. 29.—tf THOS. J. HUNTER,

TAMES J. LINDSAY,
ATTORNEY AT LAW.
TOWSON, MD. MASONIC TEMPLE, TOWSON, MD. ONLY, 120 EAST LEXINGTON ST., CORNER OF CALVERT.

Jan. 26.—tf

A W. MACHEN,
ATTORNEY AT LAW,
88 LEXINGTON ST., BALTIMORE, MD. Sept. 16,'82,-tf WALTER R. TOWNSEND, ATTORNEY AT LAW, 52 LEXINGTON STREET, BALTIMORE. HYLAND P. STEWART, ATTORNEY AT LAW, NO. 301 ST. PAUL STREET, BALTIMORE. April 7.-tf

ATTORNEY AT LAW, AND JUSTICE OF THE PEACE, Office-NO. 6 SMEDLEY ROW, TOWSON, MD. JOHN F. GONTRUM, ATTORNEY AT LAW, -Offices-SMEDLEY ROW, OPP. COURT HOUSE, TOWSON, GARDENVILLE, BEL AIR ROAD.

DEUTSHER ADVOCAT. LUGENE BURTON, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY. -OFFICES:-206 COURTLAND STREET, BALTIMORE, GREENWOOD, BALTIMORE COUNTY. GEORGE LEWIS STOCKSDALE,
ATTORNEY AT LAW,
WESTMINSTER, MD.

Office-- 922 East Main Street, -OPPOSITE THE-Law Office of McKellip and Clabaugh Will practice in Carroll and Baltimore counties, and the several Courts of the State. Will attend promptly and diligently to all business entrusted to him.

Jan. 8.—tf MERDINAND C. DUGAN, NO. 8 COURTLAND STREET,
BALTIMORE.

Practices in the Courts of Baltimore City and Bal imore County. July 3.—tf timore County. FRED. C. TALBOTT,
ATTORNEY AT LAW, SMEDLEY ROW, TOWSONTOWN. Towsontown Office:
TUESDAYS and WEDNESDAYS of each week.

Baltimore City Office: LEXINGTON STREET, FACING MONUMENT SQUARE. \* Will attend promptly to all business entrusted TAMES HOLLIS BUCHANAN,
ATTORNEY AT LAW.
Practices in the Courts of Baltimore city and in Baltimore county, also in the United States Courts.

Office—NO. 58 S. ST. PAUL STREET,
BALTIMORE, MD. June 26.—tf

ATTORNEYS AT LAW, SMEDLEY ROW, TOWSONTOWN, MD.

Milton W. Offutt.

Mr. Offutt can be found EVERY SATURDAY at his office, NO. 25 LEXINGTON STREET, BAL-TIMORE. April 11.—tf BURNS TRUNDLE,
ATTORNEY AT LAW,
N. E. COR. ST. PAUL AND SARATOGA STS.,
BALTIMORE, MD. May 12, '77.--tf WILLIAM S. KEECH,
ATTORNEY AT LAW AND SOLICITOR
IN CHANCERY,
SMEDLEY ROW, TOWSONTOWN, MD.

John I. Yellott.

TELLOTT & OFFUTT,

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 CHAS. E. FENDALL,
ATTORNEY AT LAW
AND SOLICITOR IN CHANCERY,
TOWSON, MD. R. BOARMAN, AT LAW AND SOLICITOR

IN CHANCERY, SMEDLEY ROW, TOWSONTOWN, MD. Will promptly attend to all business entrusted to his Jan. 7, '65.—tf D. G. MCINTOSH, ATTORNEY AT LAW. Will practice as heretofore in the Courts of Baltimore County.

Offices.-
NO. 12 ST. PAULSTREET, BALTO. CITY. Jan. 5.--tf

Rich'd Grason. | William Grason
RICHARD GRASON (late chief Judge of the 3d
Judicial Circuit) and WILLIAM GRASON, having
associated themselves in the practice of law, will
give prompt attention to all business entrusted to their care. Will practice in the Courts of Baltimore city and county and the Court of Appeals.

—Offices—

SMEDLEY ROW, TOWSONTOWN, 88 ST. PAUL STREET, BALTIMORE. C. Bohn Slingluf, Fielder C. Slingluf,
Towsontown. 48 St. Paul St., Balto.
LINGLUFF & SLINGLUFF,
TTORNEYS AT LAW.
C. BOHN SLINGLUFF will be found daily at his

own office in Towsontown, and in connection with F. C. SLINGLUFF will attend to all business entrusted to him promptly, either in the county or C. BOHN SLINGLUFF,
DEUTSCHER ADVOCAT and RECHTS ANWALT,
TOWSONTOWN.
DEM COURT HOUSE GEGENUBER Sept. 4.—tf TOHN HENRY KEENE, JR.,

AND

R. GOLSBOROUGH KEENE,
ATTORNEYS AT LAW,
MORSE BUILDING, 50 W. FAYETTE ST.,
BALTIMORE. Practices in Courts of Baltimore city and county, as well as in the various Courts of the State.

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

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

H. HANDY, ATTORNEY AT LAW, NO. 10 COURTLAND STREET, BALTIMORE. Oct. 21.—tf H. C. TIECK,
ATTORNEY AT LAW AND SOLICITOR
IN CHANCERY AND NOTARY PUBLIC.
LEXINGTON AND ST. PAUL STS., BALTIMORE,
Aug. 5, '78.—Ly TOEN F. CONREY ATTOENEY AT LAW, TOWNONTOWN, MARYLAND. Will give strict attention to all business placed in his hands.

May 18.—if A NOREW C. TRIPPE, COUNSELLOR AT LAW, NO. 51 W. PAYETTE STREET, OPPOSITE BARNUM'S, BALTIMORE, MD.

HOPPER EMORY, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY, NO. 8 SMEDLEY ROW, TOWNOWN. 47 ST. PAUL ST., BALTIMORE