

Saturday, August 23, 1890. APPLIED SCIENCE IN AGRICULTU RAL AND RUBAL ECONOMY.

DR. M. G. ELZEY.

Legislators, Hawks and Grasshoppers. Dr. Henshaw, chief of Division of Economic Ornithology, United States Department of Agriculture, has a good article on hawks in | year, the season's charm, the dear ideal of a St. Nicholas for July. In this article the dispo- day that, when the winter twilight falls, fades sition to follow old writings in claiming too into darkness and is gone. Ephemeral sweetmuch benefit and too little harm-doing for our | ness, born to live so short a time, it needs must larger species of hawks is only slightly mani- be that in this little span a world of loveliness fested. Dr. Henshaw points out a fact to which | must be inclosed, else would there be no Sumthe writer has often called attention, viz.: that | mer Girl! She is the child of bird songs and just as there are man-eating lions and tigers, of flowers, a gay and gladsome sprite that floats so there are in the larger species hen-eating | upon a wave of plants and furbelows, of tucks hawks. It is for those to say who ask protec- and flounces, of parasols and fans, and with a tive legislation for the species, how the law is | blue-eyed smile, a kiss high-tilted on her to set a mark on these hen-eaters that every | fingertips, a nod as if a sunbeam bent to touch | man finding them may slay them. When the a rose, a cheery word, a laugh, contagious as learned gentleman denounces the folly of leg- are Cupid's pains, a whispered sigh, an eyelid islators in spending or causing to be spent dropping to the tone of tender swain, she trips large sums of the scarce and previous money fantastic through the months and takes the 825188 of the people to pay for the destruction of sunlight with her when she goes. hawks which, in many places and seasons, do more good than harm we go with him. To curses colors that cannot copy hers; the poet pour out our wrath upon a legislator is one of writes her lines, and breaks his pen the enjoyable pastimes of the period; it is so cause it falls so short of her, the lover lisps his easy to do, and so hard to hit one of them a sweetest words, and feels they are but grains lick amiss. But if one of our good Alliance of sand cast upward at the stars, and still she brothers happens to see a big hawk swoop moves serenely on, the sweet sublimity of down upon his hen yard and seize and carry off | guileless grace—the Summer Girl. "We fear a hen-mother vainly endeavoring to protect her, and we love her," too, but with a love her brood, and if our said brother shall then | which is that perfect love that casts out fear. and there in hot blood shoot and kill that Her gentle eyes were never made to gaze on hawk, shall the law lay hold of him to impose aught less lovely than the sight she sees in her 10.20 P. M. on him the pains and penalties and fines de- own looking glass, and when she looks on us on him the pains and penalties and nines de-nounced against criminals? We think not.— The good hawks do is mainly in the destruc-tion of field mice. Several of the species eat tion of field mice. Several of the species eat grasshoppers freely, but in most localities this | fructifying in the dead soil of the soul. grasshoppers treely, but in most localities this is of little consequence. Hereabouts grasshoppers do little harm, and we suspect that our ald waves her white skin gleams; by babbling 45-minute train) A. M.: 1.00, 1.05, 2.10, 2.30, 4.15, 5.00 ilock of mammoth bronze turkeys eat bushels brooks her voice is heard; from mountain of them where all the hawks in Howard counheights her skirts, by swinging breezes tossed, ty eat a teaspoonful. Out in the "Bad Lands," | wave signals to the rising sun; across the farin the kingdom of the grasshoppers, doubtless off plain she whirls from sea to sea; upon the all hawks prey on the hoppers, for it is a case | ocean's long and lazy swell she skims, a bird there of hopper or no dinner; and there is of passage in her flight-here, there, and known to be a learned professor in Washing- everywhere we see this goldess of the glory ton who has made his dinner on hoppers, ac- land, this inspiration of a dream, and with cordingly.

There used to be a belief among the old plantation negroes that in the land of the here- | more American furnishes the following data as countless tons of sand. To this shore once in to the population of Maryland: seven years comes a little bird and carries away tion of the State of Maryland by the Census Bureau a single grain of sand; and until this little bird has carried away from that shore the last probably be correct within the range of 5,000 above grain of sand, the wicked must stay in torment. But the wicked will be out before the hawks | ment will be disappointing. eat the hoppers. What is wanted in the modern logislator common information, common sense, and common honesty, and of these three the greatest is common honesty. However, the legislator of the period is apt to know no more about liance movement. How little that is is made

dom is as the sands upon the shore of the sea,

abundantly clear during the last sixty days. If any have failed to comprehend it, the true intent and meaning of the Alliance movement, it is to inquire whether legislators, magistrates, judges, servants of the people, have or have not due qualification for the duties which they ought to perform by common sense, by common honesty. By education we mean not merely technical information and practice in that narrow groove, technical law. We mean not a mere proficiency in Latan, Greek and higher matter, but a broad, extensive, and not | less accurate than extensive information about common things which concern common people. By common sense we mean that readiness and accuracy of judgment which springs from a knowledge of men and things. By common honesty we mean that a mun will not steal even if he believes he can not get away with the loot. We mean that a man will not break his oath and dishonor his pledges made for the sake of getting office at the demand of a caucus. We mean that a man shall know, and live up to that knowledge, that there is neither difference nor distinction between official rascality and personal honor.

JAPAN CLOVER AND RED CLOVER. We have a letter asking an opinion as to the quantity of Japan clover seed proper to be sown the acre, and also as to the method of sowing common red clover in cornfields at the last planting of corn. We suspect that a considerable proportion of Japan clover seed does the seed weighs about 25 pounds per bushel. served to be taking the country near Leesburg, South of Goose Greek. How it came there the writer knows not, but there is the place for it. In that section are extensive tracts of unenwhere much stock has always run at large; but besides broom sedge and hen grass, and here and there a spike of blue grass or a patch of red top, there was before the advent of the Japan clover little to graze on, and the carrying capacity of the old fields very small .-Riding along the old Leesburg-Georgetown | which they have so long kept themselves in pike the new-comer was observed for four or power. five miles from the village of Frankville, an old wagon-stand and stage-coach relay, to and beyond Broad Run, taking possession of fence corners and slopes and side tracks, and of the very center of the road-bed of hard metalling; thence along all the public ways for several miles up Broad Run in the vicinity of Farmwell on the Washington and Ohio and Western Railroad, we saw numerous patches of it, is certain, therefore that as far North at that place it re-seeds itself naturally and does well. We believe that this statement fully covers the inquiries of our friend and brother who lives in you think of it? Southern Maryland where there is much land on which Japan clover will thrive and do well, and prove of great value. As to the sowing of repeatedly.—The National Economist.

THE ROYAL BLUE LINE.

A train of the new blue cars which the Bal-

timore and Ohio, Reading and Jersey Central roads will use in the passenger service between New York, Philadelphia, Baltimore and Washon the 29th ult. have the Maryland coat-of-arms beautifully em- grand larceny character of that measure. blazoned upon each side. The Reading cars bear the coat-of-arms of Pennsylvania, while the Jersey Central cars are resplendent with the heraldry of New Jersey. This constitutes the only difference in design and ornamentation between the coaches of the various roads. The interior of each coach is finished in pol-

ished mahogany, with the roof beautifully ornamented in oak. The coaches are 60 feet in length, and will seat 70 passengers. A smoking apartment, elegantly fitted up, is a part of each car. Adjoining the smoking-room is a sittingroom for men, fitted up with all the necessities for the toilet. At the other end of the car is a room for ladies, furnished with the luxury of a boudoir. The large and comfortable windows which have come into vogue of late are used in these cars. Each window has a cinder screen and deflector, and is fitted with heavy tasseled curtains to take the place of blinds. The cars are built with the vestibule patent, are supplied with the Janney platform, and the Pullman anti-telescoping device, rendering them as safe from accident as possible. Baker's patent heaters are used throughout the coaches. By this arrangement steam is drawn from the locomotive, water heated and distributed through the cars. Should the supply of steam from any cause run short these heaters can generate their own steam. Each car is fitted with tanks underneath which will hold gas enough to supply light for 48 hours. The Sessions automatic signal is in use. This connects with the engine by a tube running under the coaches. The latest appliances for ventilation are employed, and an abundant supply of pure air is insured. Although, these cars are the finest possible illustration of the immense progress which has been made in adding

long-too long-attached to railway journeys. Libel suits have frequently been turned to good account by newspapers as indirect advertisements. A rather novel use of such a suit has been made by the Druggists' Circular, which is being sued by Wm. Radam for \$200,-000. In a circular just issued it asks: "If a DOO. In a circular just issued it saks: "If a small amount of space in one issue of the Druggists' Circular can damage Wm. Redam over \$200,000, how much can be made by inserting an advertisement regularly in that journal for a year?" This suit it takes to be a very high compliment, and adds that notwithstanding this remarkable testimonial there will be no Box \$12, Portland, Maine. this remarkable testimonial there will be no

advance in rates.

to the safety and comfort of railway travel and combine everything that art and science can do to remove the discomfort which has

A FANOY, AND YET WE LOVE HER W. J. Lampton, a well-known author, recently gave his impressions of that muchmaligned fair creation, "The Summer Girl," as

follows: "The Summer Girl, born of the South wind and the June sun, she flits, a dainty, rosy, dimpled apparition, clad in gowns that disclose yet conceal her myriad charms across the leaf-embowered stage of summer. Wayward and capricious as are the fireflies of a summer night, she beckons and we follow. Rare product of the summer season, she stands alone among her sex. A mermaid at Narragansett, a dryad at Richfield, and a nymph at White Sulphur, she

changes her mood and tense to suit the woods or sea. All hail the Summer Girl! We fear and we love her! How like a rare mosaic portrait this! How true to the tints and shades that touch this fairest being of the world; this symphony in gingham, when the sun doth stand atop the hills; this harmony in cloudful, misty tulle, when night comes on and hangs her lantern in the sky! All hail the Summer Girl, the fluffy flower of June, the sweet resolud of all the

The painter paints the Summer Girl, and

shut eyes and trembling hand we lift our glass But the multitude of hoppers in that king- and drink to her—the Summer Girl." and to eat them up with hawks will be a slow POPULATION OF MARYLAND.

> The Washington correspondent of the Balti-"In 1870 the population, according to the ninth census, was 780,894. In 1880, according to the tenth census, it was 931.943. In the decade the population had increased 154,049. The per centage of increase had been 19.72, or 20 per cent. in round numbers. Comparing the figures of the last decade, the result is not gratifying. Placing the population in 1880 at 935,000 in round numbers, the increase for

hawks than he knows about a sub-treasury, or the decade is only 135,000, or about 19,000 less than free coinage, or the true inwardness of the Al- was the increase from 1870 to 1880. The percentage of increase, instead of being 20.70, will hardly, under the most favorable results of the exact count, come up to 15 per cent., but will more probably be about 14.5 per cent. "A recent editorial in The American called attention to the decrease of population in the counties. The population of Baltimore in 1880 was 332,313. o day the population is put at about one hundred housand more, so that if the entire increase i nly 135,000, the entire remainder of the State, in cluding all the prosperous towns of Western Maryland, have only increased in all 35,000. The exact count may perhaps add a few rays of sunlight to this gloomy landscape, but experience has doubt less taught the people of Baltimore not to build any very strong hopes of final counts. Of course, with the population of the State at only 1.070,000, the question of representation in congress comes into consideration. The prospec s that the basis of apportionment will be 180,000 or 185,000. If, unfortunately, even the latter rate is fixed upon, Maryland will lose a member, for it is hardly possible to imagine that the final recount would make the population 1,080,000, the figure ecessary for six members. There is a possibility, but a very slight one, that a lower rate will be in sisted upon by the East, the Middle and the South Atlantic States, many of whom are pretty much in the same fix as Maryland. Any ratio of 179,000 or

under will save Maryland's sixth member. Other

wise, there is hope, the slender one of a big in-

crease on the final count.' Like a good many others of his party, Senator Hoar is very anxious that the Force bill should be passed. In a Republican caucus held recently he expressed himself in terms that should be carefully studied by every workingman who expects to derive such untold blessings from the Tariff bill. He said, "while not geminate the first year, and that by the I favor passing the Tariff bill, sooner than that second year the seeding of the first growth | this Congress should not pass the Federal Elecwill render further sowing useless. The third | tion bill, I would prefer to see every manufacyear it will be at its best; about 2½ pounds | turing establishment in Massachusetts burned per acre we believe to be a sufficient sowing: | to ashes and the people of that State required to labor in callings in which they could not On a second visit to Virginia this plant was ob. | make more than 50 cents a day and be required to live on codfish." The above expression shows very plainly the true attitude of the Republican party toward the workingmen. As long as they can play on closed old fields, constituting a sort of range | his sympathy to secure his vote to perpetuate their power, they are very solicitous of his welfare. But as soon as they are able to accomplish this by some other means the workingman can starve for aught they care. Such expressions like these should certainly go very far to unmask the deceit and hypocrisy by

> Senator Quay, who dispensed the fat contributed by the sugar trust to aid the election of Harrison, has offered an amendment to the McKinley bill nearly doubling the duty on refined sugar. This will solidify the trust and prevent any foreign competition, and on an output of forty thousand barrels a day or thereabouts this duty of four dollars a barrel ought to furnish all the money necessary to purchase the next Presidency for the Republican party. You people, who have to buy sugar, what do

For every dollar's worth of blanket you buy the McKinley bill proposes to add \$1.06. red clover seed at the last cultivation in the dollar's worth of hat. For every dollar's worth On every woolen hat you buy, \$1.11 for every growing corn, we have seen it perfectly suc- of cheap dress goods with cotton wrap there added \$1.06 in tax. The cheapest knit goods, \$1.38 tax on every dollar's worth cheapest worsted goods, \$138 and so on. These items are taken from the bill. How do you like the way the Republican party proposes to tax you?

Senator Plumb, of Kansas, received a ington, was on exhibition at Camden Station | letter from one of his constituents recently stating that on an invoice of crockery he had The cars making up this train were built at | that day paid duties of \$16.40, and that if the the shops of the Pullman Company, and are McKinley bill should pass the duty on a similar painted a uniform color, royal blue, with silver | invoice would be \$57.12. Items like these furtrimmings. The Baltimore and Ohio coaches | nish evidence to convince the dullest minds of

A YANKEE SHERIFF FRIGHTENED. A well-known Sheriff, who lives in Maine, ha A well-known Sheriff, who lives in Maine, had been given up to die with what his physician called Consumption. A friend advised the Sheriff to Try Pan-Tine Cough and Consumption Cure. Recovery Consumption. A friend advised the Sheriff to try Pan-Tina Cough and Consumption Cure. Recovery soon followed, much to the surprise of the doctor, who now prescribes it for Coughs, Colds and Consumption. Price 25 and 50 cents.
TRIAL BOTTLES FREE AT MARLEY BRO.'S DRUG STORE, TOWSON.

A TREMENDOUS SENSATION. The burning of a Mississippi River Steamboat causes considerable excitement in New Orleans. Just think of the astonishment which Dr. Lee's Liver Regulator has caused by curing Dyspepsia, Biliousness, Indigestion and Constipation. Don't fail to try it. Trial bottles free. When people suffer pain, they want to be cured, and quickly, too. Nothing equals Red Flag Oil for all pain. Price 25 cents.

AT MARLEY BRO.'S DRUG STORE, TOWSON.

INVERY 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 life of which we may be certain, but this is one of them, Pan-Tina Cough and Consumption Cure has no equal for Cough, Colds and Consumption. Price 25 and 50 Cents. colds and Comsumption. Price 25 and 50 Cents. Trial bottles free.
AT MARLEY BROS. DRUG STORE, TOWSON.

HRHH OUR NEW SSS SOLID HKHH. GOLD

June 7, '90.—1y

BEST \$85 WATCH IN THE WORLD. Perfect timekeeper. Warranted heavy, solid cold hunting cases. Both ladies' and gent's sizes, with works and cases of equal value. ONE PERSON in each locality can secure one free, together with our large and valuable line of Household Semples. These samples, as well as the watch, are free. All the work you need do is to show what we Railroad Time Tables.

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

7.0 11.0 16.9 26.8 44.4 78.7 Dist Dist 12000077 #3556 K 1. 883<u>2288</u>88 F5599 8. 8. 8. 8. No. No. 10.255 No. DALL 10. L 87776.7 55285K 10.13 10.13 10.13 10.13 10.13 32255 K **18886666**

56 28 6 K 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, 2.80 P. M.; Express For Pittsburg and Cleveland, Vestibuled Limited 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 Washington, 5.00, 6.30 and 8.85 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 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, 8.16, 8.25, 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, 4.16 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, \$9.85 A. M., †1.05, †4.420, *5.30, *6.30, *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 Shenandoah Valley, 4.10 and 9.30 A. M. For Winchester, †4.20 P. M.

For Luray, Roanoke and all points on the Shen andoah Valley R. R. *4.10 A. M. and *7.30 R. M. For Curtis Bay and intermediate points, 6.30 and 0.10 A. M. and 2.20 P. M. Sundays, 8.10 and 10.10 L. M., and 2.00P. M. Leave Curtis Bay 7.50, 11.80 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, J.J., leave 5.05, †8.50, *10.85 A. M., *12.50, *3.40, 5.40 and *11.50 P. M. (Sleeping car open at 9.00 clock on the night Express.)
Trains leave New York for Baltimore, *9.00, †11.80 .. 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 Cheser, *5.05, †8.50 A. M., *12.50, *3.40, *5.40, *7.10, *11.50

M. For way stations, †7.15, §8.30 A. M., †2.40 Express trains leave Philadelphia for Baltimore .24, *8.15, *10.15 11.35 A. M., †1.40, *4.31, *5.55, *7.32 Except Sunday. Sunday only. *Dally.
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. 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:) port and Lock Haven; also connects for Pittsburg. 4.45-News Express daily for Harrisburg, Williams-00-Niagara Express and Mail daily, except Sur day, for Harrisburg, Williamsport, Lock Haven, Elmira, Watkins, Rochester and Niagara 1.45—Chicagolimited, daily, for Pittsburg, Cincinnati and Chicago, and daily, except Saturday, for Louisville, with through sleeper

from Harrisburg. 11.45— Fast Line daily, for Chicago, Cleveland, In-dianapolis, St. Louis and Columbus, and except Saturdays, for Toledo. Also, connect except Sundays, for Lock Haven, Elmira and Watkins. 8.80—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 Cincinnati, Chicago and St. Louis, and Dining Car to Chicago, Cincinnati, and St. Louis from Union Station, also connects for Williams-8.45—Western Express, daily, for Pittsburg and the West, with Dining Cars Pittsburg to Rich-mond 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. 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 rk Accommodation, 6.80 P. M. week-days. Sundays. 5.80 P. M. Parkton Accommedation, 7.80 A. M., and 12.00 noon, and 4.80 and 5.30 P. M. daily, except Sunday, Sunday, 7.80 and 10.15 A. M., 1.80 Cookeysville Accommodation, 6.00, 8.45, 10.15 A. M. and 1.80, 2.80, 5.00, 7.80, 9.00, 10.80 and 11.80 P. M. On Sunday, 10.00 P. M.

For Green Spring Branch 6.15, 8.20 and 10.45 A. M., 2.00 8.50, 4.50, 6.10 and 9.80 P. M. week days. Sundays, 8.80 A. M., 1.10, 4.45 and 9.80 FOR SPARROW POINT. From Calvert Station-6.05, 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 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 Baltimore and Calvert streets. 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-

except Sunday.

For Annapolis, 7.25, 8.40 A. M., 4.15 P. M., daily, except Sunday. Sunday, 7.25 A. M. and 4.40 For Richmond and the South at 2.40 A. M. daily, 8.40 A. M. and 1.55 P. M. daily, except Sunday.

For the South via Piedmont Air Line at 8.40 A. M. week-days; 7.25 A. M., 1.55 and 9.20 P. M. For points on the Manastas Division, 7.25 A. M 1.55 P. M. week-days. For Washington Wilson Station.

For points on Chesapeake and Ohio Railway via Charlottesville 8.40 A. M., daily, except Sunday, and 9.20 P. M. daily.

FROM UNION STATION. For Washington, Express, 2.50, 5.20, 6.50, 7.85, 8.45, 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, 9.80 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 7.36 P. M. For Pope's Creek Line, 7.05 A. M. and 4.20 P. M. week-days.

For Annapolis 7.85, 8.45 A. M., 12.40, and 4.20 P. M. week-days. On Sunday, 7.85 A. M. and 4.50 P. M. For Richmond and the Fouth 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 9.46 A. M., 9.80 and 9.55 P. M. daily, and 2.50 P. M. week-For points on Manamas 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 PENNSYLVANIAAVENUESTATION.

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. P. M. Leave Washington for Baltimore—At6.85,7.20,8.10, 9.00,9.40,10.00,10.50,11.00 and 11.40 A. M.; 12.05, 2.10, 3.15, 3.80, 4.00, 4.20, 4.80, 5.00, 5.40, 8.00, 7.40, 10,00 and 11.20 P. M. On Bundays, 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. CATOMSVILLE BRANCH.

Aarming Amplements, Soods, Bhoguhates, Co., Co.

GRIFFITH, TURNER & CO., WHOLESALE AND RETAIL DEALER IN AGRICULTURAL IMPLEMENTS,

FERTILIZERS AND SEEDS. OLIVER CHILLED PLOWS,

HAY RAKES \$15.00 and upward. THOMAS' HAY TEDDERS. MOST SATISFACTORY TEDDER EVER OFFERED TO THE FARMER. McCORMICK BINDERS AND MOWERS,

BINDER TWINE A SPECIALTY. DUTTON MOWER KNIFE GRINDER, A Wonderful Labor-Saving Device. 47'Try It. STEVENS' ARCHED FRAME AND LITTLE GIANT SPRING-TOOTH HARROWS. Brown Wagons, Buggies, Carriages and Road Carts. APREPAIRING OF ALL KINDS CAREFULLY ATTENDED TO.

OLD LAWNAND SHARPENED NEW. MOWERS GRIFFITH, TURNER & CO., 205 and 207 N. Paca St., Baltimore, Md.

Branch Store :-Sykesville, Carroll County, Md. June 7.--tf Books and Stationery. Mailroud Cime Cables. H. MEDAIRY & CO.. Phila., Wilmington & Baltimore Railroad. PRINTERS. 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.

York, connects for Atlantic City.

for New York. 11.85 P. M.—Night_Express for Philadelphia and

New York and Atlantic City.

New York. BUNDAY TRAINS.

8,00 A. M.—Perryville Accommodation. 0,08 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

5.45 P. M.—Express for Philadelphia. 1.86 P. M.—Express for Philadelphia and N. Y. FROM PRESIDENT STREET STATION

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

CONNECTIONS.

6.28 A. M. from President Street, and 6.40 A. B

trom Union Station, at Port Deposit with Philadel-phia and Baltimore Central Railroad. And at New-ark, via the Newark & Delaware City Railroad, for

Calvert street, and 2.40 from Union Station. At Port Deposit with Philadelphia and Baltimore Central Rallroad.

2.30 P. M.—From Union Station. At Perryville

or 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, Presi-

Western Maryland Railroad.

TAKING EFFECT SATURDAY, JUNE 28th, 1890,

leave Hillen Station as follows:

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, 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.

7.06 A. M.—Accommodation for Gettysburg and all points on B. & H. Division and Main Line east of 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.—Pen-Par Express,
10.00 A. M.—Accommodation for Union Bridge,

tion, Frederick, Mechanicstown, Blue Ridge, Blue Mountain and Hagerstown, also Martinsburg, 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,

dbrook 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.

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.

8.40 P. M.—Accommodation for Emory Grove.

11 35 P. M.-Accommodation for Emory Grove.

BUNDAYS ONLY.

and Hanover.
2.30 P. M.—Accommodation for Union Bridge.

4.00 P. M.—Accommodation for Emory Grove.

TRAINS ARRIVE AT HILLEN.

8.42, 9.81, 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

Ticket and Baggage Office, 205 East Baltimore

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

J. M. HOOD, General Manager.

Annapolis and Baltimore Short Line R. R

Schedule in effect June 15, 1890.

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.

Shortest, quickest and only \$1.25 round-trip line

H. B. GRISWOLD, Gen. Passenger Agent.

6.25 P. M. for Annapolis and Way.

6.25 P. M. for Annapolis and Way.

Sundays, 8.00 A. M. and 4.00 P. M.

8.20 A. M. for Annapolis and Way. 10.00 A. M. for Bound Bay and Bay Ridge. 2.40 P. M. for Bound Bay and Bay Ridge.

Leave Annapolis: Week-days, 6,50, 10.25 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.

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 Sta-

ion on passenger trains daily. C. A. COOMBS, General Manager.

Innapolis, Washington & Baltimore R. R

Through Coaches are run between Baltimore and

Annapolis on all of the above trains.

and 10.55 P. M.

10,30 P. M.—Accommodation for Emory Grove.

9.30 A. M.—Accommodation for Union Bridge

Gettysburg, Mt. Holly Springs and Carlisle. 1.85 P. M.—Accommodation for Arlington.

CHAS. E. PUGH.

Gen'l Manager.

dent street and Union Stations.

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

points on the Delaware Division and Branches.

Jersey City with boats of "Brooklyn Annex," affording direct transfer to Fulton street, avoiding double ferriage and journey across New

M.-Express for Philadelphia and N. Y.

3.40 A. M.—Mail for Philadelphia.

ing Cars.

8.28 A. M.-Mail for Philadelphia

York City.

2.29 P. M.—Port Deposit Accommodation.

. M.-Oxford Accommodation.

4.10 A. M.—Express for Philadelphia, connecting for New York.
6.40 A. M.—Mail for Philadelphia. BOOKSELLERS AND STATIONERS 9.15 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 · NO. 6 NORTH HOWARD STREET. Oppositethe Howard House. York.

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

12.05 P. M.—Express for Philadelphia and New RALTIMORE.

LARGE STOCK OF SCHOOL SUPPLIES AL-12.45 P. M.—Express for Philadelphia and New York, connecting for Atlantic City.

2.80 P. M.—Peninsula Express, through to points on Delaware Division. WAYS ON HAND. BLANK BOOKS MADE TO ORDER IN ANY STLYE. 2.40 P. M.—Port Deposit Accommodation.

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

4.20 P. M.—Express for Philadelphia and New
York. Sleeping Car through to Boston. July 9.-tf MOWSON BOOK BINDERY.

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 ALL KINDS OF BOOKS BOUND AND RE-BOUND. MAGAZINES BOUND AT MODERATE CHARGES. 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 BLANK BOOKS MADE TO ORDER. PATRONAGE RESPECTFULLY SOLICITED. REFERS TO UDGE N. C. BURKE. WILLIAM H. RUBY

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

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 Parior and Dining Care. 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 8.20 P. M.-Express for Philadelphia, connecting Copies supplied upon application to WM. H. RUBY,

Beal Cstate Agents, &c.

JOURNAL Office, Towson

May 1.—tf

C. J. R. THORPE. | SAMUEL BRADY. BRADY & CO., REAL ESTATE & COLLECTION OFFICE, NO. 83 WEST FAYETEE STREET, BALTIMORE, MD.

Mortgage Loans negotiated. Lands, Houses and Ground Rents bought and sold. All claims collected and promptly remitted.

May 15.—tf TO EAL 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, **BEAL 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, willgiv

Strict attention as LAND AGENTS, NEGOTIATE LOANS OF MONEY ON REAL ESTATE, &c., BUY AND SELL GROUND RENTS, &c. 2.25 P. M.—Accommodation for Emory Grove. 3.25 P. M.—Blue Mountain Express for Westmin-ster, New Windsor, Union Bridge, Frederick Junc-WILLIAM POLE, SR., REAL ESTATE AGENT, -OFFICE-261/2 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 Peace. YOU. B. MITCHELL,

JUSTICE OF THE PEACE FOR BALTIMORE CO., Will attend promptly to any business entrusted him; will give special attention to the collection of CLAIMS, SEARCHES, DRAWING PAPERS AND GENERAL CONVEYENCING, &c.

WITH C. BOHN SLINGLUFF, Esq., OPPOSITE COURT HOUSE FRONT. July 18.—tf

TOHN J. PILERT, JUSTICE OF THE PEACE FOR BALTO. CO. -OFFICE-NO. 258 FREDERICK A /ENUE, NEAR THE CIT 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. SAMUEL B. METTAM, JUSTICE OF THE PEACE,

THIRD DISTRICT, PIKESVILLE, BALTIMORE COUNTY. Willattend promptly to all business entrustedto his care. ***Olaimscollected and promptreturnsmade. April 25.—tf GIDEON HERBERT. JUSTICE OF THE PEACE, OFFICE—
IN THE SHERIFF'S OFFICE,
COURT HOUSE, TOWSONTOWN, MD.

June14.-Y W.L. DOUGLAS' | \$8.00 Shoe, W. L. DÔUGLAS' {\$2.50 Shoe, **EThrough freight from Baltimore daily. Local W. L. DOUGLAS' freight trains leave Annopolis Tuesdays and Friww. L. DOUGLAS' W. L. DOUGLAS' \$\$2.25 Shoe, days 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. W. L. DOUGLAS' \$2.00 Boys' Shoe, ---- SOLD BY----

CLAIMS OF ALL KINDS COLLECTED.

JAMES PHIPPS, Towson, WILLIAM C. DEAL, -DEALER IN-PRACTICAL LEAD ALE KINDS OF BOOTS AND SHOMS. PRACTICAL LHAD

AND

IRON PIPE PLUMBER,
GUEST BUILDING,
BALTIMORE, MD.

Residence—WAVERLY, BALTIMORE COUNTY

Easts commandly on hand

LIFT AND FORCE PUMPS

RATH TUBS, WATER CLOSETS

WASH STANDS, SINKS,
COPPER AND IRON BOILERS,
LEAD AND IRON BOILERS,
LEAD AND IRON FIPE, &c.

RANGES, STOVES AND FURNACES REPAIRED

JURS 1,88.—17

JURS 15,-18

CUSTOM BOOTS AND SHOES

MADE TO ORDER.

**PREPAIRING NEATLY DONE, **C.

TIME TOWSON MATIGNAL BANK!

CASH CAPITAL, \$80,000.

Open daily, from 10 o'clock A. M. until 2.80 I for Deposits. Making Loans on fint-class section of doing a general banking business. Open daily, from 10 o'clock A. M. until 2.80 P. M. for Deposits. Making Loans on first-class security and doing a semesal banking business.

AND TERMS REASONABLE. CO.

Leave Colvert Station.—For Catomsville, 7.45 and 2,30 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. Sundays, 10.10 A. M., 2.45, 5.40 and 11.20 P. M. Week-days. Sundays, 10.10 A. M., 2.45, 5.40 and 11.20 P. M. Week-days. Sundays, 10.15 A. M., 2.55, 5.45 and 11.35 P. M. Week-days. Sundays, 10.15 A. M., 2.50, 5.45 and 11.35 P. M. Week-days. Sundays, 10.15 A. M., 2.50, 5.45 and 11.35 P. M. Week-days. Sundays, 10.15 A. M., 2.50, 5.45 and 11.35 P. M. Week-days. Sundays, 9.05 A. M., 3.59, 5.38, 7.12 and 10.10 P. M. Week-days. Sundays, 9.05 A, M., 1.30, 4.37 and 10.10 P. M. Week-days. Sundays, 9.05 A, M., 1.30, 4.37 and 10.10 P. M. Week-days. Sundays, 9.05 A, M., 1.30, 4.37 and 10.10 P. M. Week-days. Sundays, 9.05 A, M., 1.30, 4.37 and 10.10 P. M. Week-days. Sundays, 9.05 A, M., 1.30, 4.37 and 10.10 P. M. Week-days. Sundays, 9.05 A, M., 1.30, 4.37 and 10.10 P. M. Week-days. JOHN CROWTHER, Jr., Cashler. 197 MORPH OF ARLES STREET,

JOHN 6, COCKEY, President.

Berchant Tailoring, de.

OUR STOCK IS NOW COMPLETE

1826.

SPRING & SUMMER.

-FOR THE-SUMMER SEASON!

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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.

CALL AND EXAMINE OUR STOCK BEFORE PURCHASING ELSEWHERE. Samples, prices and rules for self-measurement sent free upon application.

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

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

RIDDLE WILLIAMS. ණ

---DEALER IN---

TILES OF ALL KINDS.

BRASS GOODS.

GRATES,

WOOD -AND-

HARD

Slate Mantels. &c., &c. RIDDLE & WILLIAMS.

124 NORTH HOWARD STREET. BALTIMORE.

Bealeys in Tumber, Coal, Fricks, &c, GEORGE F. SLOAN & BRO.,

414 Light St. Wharf, Baltimore. 414

BUILDING LUMBER,

SHINGLES, FENCING, DOORS & SASH.

WHOLESALE AND RETAIL.

FULL STOCK, LOW PRICES

LUMBER LOADED on CARS Without EXTRA CHARGE. Dec. 3.--tf

WILLIAM MCRERY, -DEALER IN-

HARDWARD AND BUILDERS' SUPPLIES, TOWSONTOWN AND LUTHERVILLE.

LUMBER, COAL, WOOD,

TELEPHONE CONNECTION WITH BALTIMORE AND LUTHERVILLE. 54 Agent for the Oliver Chilled Plow and Castings.

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

GEO. SCHUMACHER,

CORNER FREEMONT AND PRESSTMAN STREETS, BALTIMORE, MD.,

WEATHER-BOARDING, FLOORING, SHINGLES, LATHS, SASE, 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. **A call is respectfully solicited.**

DHILIP WALSH & SONS. ALL KINDS OF

> Yards-HARFORD AVENUE, NEAR HOFFMAN STREET, MARYLAND AVENUE AND OLIVER STREET, BALTIMORE.

LUMBER AND DUILDING MATERIALS AT THE LOWEST MARKAT RATES

LUMBER DELIVERED ON BOARD THE CARS OF THE NORTHER IN CENTRAL AND MARY. LAND CENTRAL RAILBOADS FREE OF CHARGE.

42-CONNECTIONS BY TELEPHONE. PHILIP WALSH & SONS. Williattendpromptly to all business placed in his Nov. 22,-tMay 27, '85 MONUMENTAL WOOD WORKS. A. STORCE & SONS,

> LUMBER, SASE, DOORS BLINDS, &c. -YARD & FACTORY-TO HAST MONUMENT STREET AND SSI NORT IN PRONT STREET

March 14, '86,-tf Mure Animal Mone Mhogyhat ef, Ac.

Dissolv sch ANIMAL BONE SUPER-P. TOSPHATE. Valuable Circulars and Samples F res on upplication.

DOWLT'S WHART A

Brofessional Cards.

Edwin J. Farber, attorney at law, 29 St. Paul Street, Baltimore, CATONSVILLE, BALTIMORE COUNTY, MD.

TARANK I. DUNGAN, ATTORNEY AT LAW. STATE'S ATTORNEY FOR BALTIMORE CO.,
"LAW BUILDING,"
OPPOSITE COURT HOUSE, TOWSON, MD. Special attention given to Pension Claims under Act of Congress, July, 1890.

APAI Widows of Soldiers, and all Children of Soldiers under 16 years age, are entitled to pensions.

APApply for application at once.

July 26.—tf

ROBT, H. BUMBEY. H. C. LEGG. T EGG & BUSSEY.

ATTORNEYS AT LAW. 222 ST. PAUL STREET, BALTIMORE, . SHIPLEY'S HALL, TEXAS, BALTIMORE CO. JOHN T. ENSOR. John S. Ensor. YOHN 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 BOOM 44, MARINE BANK BUILDING,

BALTIMORE, MD. Telephone 1611. PANDOLPH M. ISAAC, ATTORNEY AT LAW. SMEDLEY ROW, TOWSON.
Sept. 14.—tf

GEORGE YELLOTT. W. FBANK MITCHELL. TELLOTT & MITCHELL, ATTORNEYS AT LAW,
OPPOSITE SMEDLEY HOUSE, TOWSONTOWN. Having associated for the practice of law, will promptly attend to all business entrusted to them.

Will practice in all the Courts of the county and city and in the Court of Appeals.

Aug. 3.—1y H. M. BENZINGER. JAS. S. CALWELL. BENZINGER & CALWELL, ATTORNEYS-AT-LAW, NO. 19 AND 20 LAW BUILDINGS, EAST LEXINGTON STREET, BALTIMORE.

THOS. J. HUNTER,
ATTORNEY AT LAW,
TOWSONTOWN, Md.
Office—Room No. 6 MASONIC TEMPLE, (Formerly occupied by Mr. S. Parker Bosley,) James J. Lindsay, Attorney at Law. Masonic temple, towson, MD.

OFFICE IN BALTIMORE, ON SATURDA 18 ONLY, 120 EAST LEXINGTON ST., CORNER OF CALVERT. Jan. 26.—tf A W. MACHEN, A ATTORNEY AT LAW, 88 LEXINGTON ST., BALTIMORE, MD. Sept. 16,'82.-tf ALTER R. TOWNSEND. 52 LEXINGTON STREET, BALTIMORE.

April 2, '81.-1y HYLAND P. STEWART, ATTORNEY AT LAW, NO. 301 Sf. PAUL STREET, BALTIMORE. ATTORNEY AT LAW, AND JUSTICE OF THE PEACE,

Office-NO. 6 SMEDLEY ROW, TOWSON, MD. TOHN F. GONTRUM. ATTORNEY AT LAW SMEDLEY ROW, OPP. COURT HOUSE, TOWSON. GARDENVILLE, BEL AIR ROAD.

DEUTSHER ADVOCAT. FERDINAND C. DUGAN,
ATTORNEY AT LAW,
NO. 8 COURTLAND STREET,
BALTIMORE. Practices in the Courts of Baltimore City and Bal-

J. FRED. C. TALBOTT, ATTORNEY AT LAW, SMEDLEY ROW, TOWSONTOWN. Towsontown Office:
TUESDAYS and WEDNESDAYS of each week. Baltimore City Office:
17 LEXINGTON STREET, FACING MONUMENT SQUARE.

Will attend promptly to all business 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. John I. Yellott. Milton W. Offutt. VELLOTT & OFFUTT, ATTORNEYS AT LAW, SMEDLEY ROW, TOWSONTOWN, MD.

at his office, NO. 25 LEXINGTON STREET, BAL-TIMORE. April 11.—tf W 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 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. ATTORNEY 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— -Offices-SMEDLEY ROW, TOWSONTOWN, 38 ST. PAUL STREET, BALTIMORE. Jan 6.—tf

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

SLINGLUFF & SLINGLUFF,
A 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., B. 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.

EMUEL D. OFFUTT, ÂTTORNEY AT LAW, NO. & E. LEXINGTON STREET, BALTIMORE.

May 6.-tf T H. HANDY, NO. 10 COURTLAND STREET. BALTIMORE.

H C. TIECK.

ATTORNEY AT LAW AND SOLICITOR
IN CHANCERY AND NOTARY PUBLIC.
LEXINGTON AND ST. PAUL STS., BALTIMORE. Aug. 5, '78.--17 TOMM P. CONREY, TOWSONTOWN, MARYLAND.

Will give strict attention to all business placed in his hands. A NOREW O. TRIPPE. MO. 51 W. FAYETTE STREET,
OFFORTE BARNUM'S, BALTIMORE, MD.
Feb. 27.—Sm.

D. MOPPER EMORY,
ATTORNEY AT LAW
HO. 2 SAESLEY BOW, SOWHOUTO