

Saturday, September 20, 1890.

(Correspondence of the Maryland Journal.)

OUR BALTIMORE LETTER.

Returning to Slavery—The Historical Wrecks—Savage or Saint?—A Revolution of the Century—The Million 3,000,000—Where the Blame Belongs—The Pope on the Situation—Railroading to Fortune—Death of Judge Brown.

BALTIMORE, September 19th, 1890.

The return of this mild sort of municipal holiday comes to us like the form of a departing guest who thrusts his head back into the doorway to say good-bye to the word, or murmurs a reluctant last farewell.

For it comes to remind us that the long holiday season of Summer is really and finally ended, and that we must brace ourselves up to shoulder the huge burdens of life once more; and that, notwithstanding the delightful and such savagery as we have been able to indulge in, we must take up for the ensuing year our customary duties as voters and taxpayers.

Old German legends tell us of a sort of people called were-wolves, who were able to transform themselves into the shape of a wolf at certain times and seasons they would go off on a "tear" and "pant the country red" with the blood of the numerous victims of their voracious appetites. They used to hang together in packs, sometimes, and travelers through the lonely forest, at night, were in great peril upon them when they were crouching around their camp-fires, in their proper human form, with their wolf-like howling and snarling, ready for the next day's expedition. And if anybody is doubtful about the facts in such cases, he can turn to the history of the times when the were-wolves were so common in northern Europe that hundreds of them have been caught; and executed upon the gallows for the possession of such powers.

Well, though the times are changed, and our modern were-wolves are now known as monopolists and speculators, &c., yet there remains in most persons some strain of the original savage, who was really little more than a beast; and with the recurrence of certain seasons they are wont to cast off the mask of civilization, and at the seaside, even in the very garb; and roam about over the world, indulging themselves in such unwholesome excesses of walk and conversation as they do not consider quite becoming to human beings who remain at home.

Or perhaps, it is because with the bland airs, and the bright skies, and the singing of the birds, and the whistling of the breeze, and the kindliest fall within its bosom the stirrings of its original divinity, and breaks away from the chains of care and labor to roam over its own sort of the atmosphere of lordly leisure?

Yes, perhaps so. And in such case it is to be hoped that this taste of liberty has refreshed the souls of the plodding slaves who have now been obliged to return to their masters of toil. The slaves to business, the slaves to ambition, the slaves to fashion, the slaves to vice and folly, and all the army of earthly slaves who have gone back to the schools to put out their eyes, and to sicken their brains over books.

For all these millions who are now working away, through the rest of the year, bound as fast by fate as the builders of the pyramids; though whether their work will prove as enduring remains to be seen. And in this connection it is interesting to remark, that, in many of our cities, in season of materialism, and devoted as we are to the pursuit of material goals, the movement of the soul, rather than material ones, since the physical and corporeal architecture of the world is every day growing ever more substantial and transitory.

As a related subject, our recent census furnishes us with some very important points for consideration. It has been generally noticed, of course, that people are dissatisfied with the returns in this case. Which is nothing very wonderful, to be sure, since most persons usually consider the census as a mere matter of routine, and not as a thing of great importance. Some places reported the official count in high dudgeon, and even Baltimore was disappointed with the quota assigned to her, while others are too even-tempered here to worry much over things objectionable.

It seems that some of our country, as in New England, for instance, show an actual decrease in the number of inhabitants, but it is not the shortage in any particular locality which furnishes the theme for the present reflections. It is the sum total of our population which serves as the subject of general consideration. For while there has naturally been a positive increase of our people, it appears that the percentage of the increase is not so large as it once was. So that, while by the count the present population amounts to 64,000,000, by the laws which underlie our census system, we are entitled to the possession of at least three million more people.

Now there are three millions of people, if we had them, sound-minded and able-bodied, could build and manage for us a city that would be the champion of the world. It is a city of late and maintain half a dozen such villages as Baltimore, if even we had all the census we claimed. And the question is, what have we done of all this vast multitude of souls? Why did not they come here, according to all the just laws and precedents which have been made and provided? Or if they did come, why did not they stay to assist in our glorification; or at least long enough to be counted and grace our returns?

There are various causes assigned for the grave deterioration of our population, and three are the most prominent. No decrease in immigration, no falling off of production on account of protective duties, no objection of free spirits to coming under the domination of future Fugate Hills, is sufficient to explain the remarkable absence of all the census returns. Where are they? Why do they turn their backs upon us? And who is responsible for all our consequent demerits?

Perhaps a few further statistics might bring us some enlightenment. If we could see the census taken through a deep sea of dry figures, we should see that the proportion of laborers of the female sex is continually increasing, and that, at the same time, there is a corresponding increase in the death-rate, with a decrease in number of the marriages, and a decrease in population. The figures tell the story. If the natural home makers will not make home at all; or will allow their families to suffer neglect while they are immersed in business, or attending conventions for the improvement of the race, why do they come to us? Why do they necessarily follow: there is no help for the case.

Only let the responsibility be placed where it belongs, on the heads of the Woman's Rights League, and let them be made to understand the logical result of their system will finally make any census all impossible, because it is his foreign in the direction which induced the Pope, last fall, to assure the French Pilgrims of his anxiety to restore Women to their domestic sphere. And when he sees our census returns, it is to be hoped that he will shudder his antipathy upon sundry quack books. For if many of our women deprive a person of a portion of his life, what must be the enormity of the crime that deprives 3,000,000 of innocent human beings of the whole of their existence?

But, in the absence of this multitude of people, we are left to console ourselves with the millions of money which must circulate here now that the contracts for the Bell Line have been awarded, and the work has begun. This business may be "run into the ground," as some persons predict, but it will be none the less a boom for all that. In fact, with our road opened through to Ocean City, and the last miles nearly laid for our great cable system, we shall soon be able to roam around dizzily anywhere that we please—except on the York Road.

The death of Judge Brown is another sad event to be chronicled. He was a Baltimorean of the Baltimorean type, and was known to all with integrity and honor. His sudden demise was a great shock to his wide circle of friends, but the labor of his life has been so identified with our eventful municipal history for the last half century that his memory will be forever preserved in our annals.

CHELY.

THE PUBLIC HEALTH.

The Journal is indebted to Dr. C. W. Chancellor, Secretary of the State Board of Health of Maryland, for a copy of the "Rules and Regulations established by the State Board of Health for the Sanitary Government of Towns and Villages in Maryland." These rules and regulations have been formulated by the State Board, under the powers given them by an act of the last Legislature. We propose to publish these regulations as they may be of no necessity for the State Board to enforce them. It is hoped every household and in fact every citizen will voluntarily assist the State Board in preserving the public health.

Accompanying the rules was an interesting pamphlet upon the "Sanitation and Prevention of Diphtheria, as well as all contagious diseases. There is need that every citizen should be exceedingly careful at the present time, as typhoid and other fevers exist all over the country. Even the high altitudes of our mountains do not seem exempt, except in special isolated localities. Every person should look carefully after their own premises and observe that they are scrupulously cleaned, as such an ounce of preventive is worth many pounds of cure.

We sincerely congratulate our esteemed friends of the Hagerstown Mail that the excellent Journal has arrived at the dignity of a daily newspaper. The management commenced the issue of an evening edition on the 1st inst. The business managers in the hands of Mr. T. J. C. Williams, one of the best newspaper business men in the State. The initial number is a good one, and we tender our very best wishes for its complete success, which we have every reason to believe it will be, if its advertising gift continues to keep up as it has commenced. That is a great desideratum.

It is said that a new drug called aldehyde which has just been discovered, in fact, is a kind of alcohol, and is said to be a man's hopelessly insane within five minutes. Aldehyde must be as potent as the whisky which sold in Baltimore. We can not know about the whisky sold in some Baltimore rooms being true.

Mr. Reed, the despotic Speaker of the House of Representatives, was re-elected to Congress on Monday, 19th inst., by an increased majority. Any Democrat who had any idea that he would be defeated, or lose any popularity on account of his course in the House, is about as lost as the fable who was induced to believe the moon was made of green cheese.

The tax rate in Philadelphia for 1891 is to be fixed at \$1.85. This sum the Philadelphia Times believes insufficient to properly conduct the city government. The new City Hall takes the million of dollars or so each year.

New Jersey farmers and truckers are selling their crops of potatoes at 50 cents a bushel, and they are being sent to the market where they are in demand. The crop is stated to be large and the potatoes fine.

Wrecking of trains on the New York Central Railroad is now taking place. The Knights of Labor are charged with the perpetration of the diabolical business, and a couple of them have been arrested.

Deaths and Burials.

James M. Newbold and wife to Henry J. McGrath, \$2,500.

David M. Newbold and wife to Adam G. McGrath, \$2,500.

Thomas G. Murray and wife, to Elizabeth M. Cullin, \$4,000.

William D. Murray and wife to Geo. B. Boston, \$3,000.

Annie M. Urban, executrix to Annie M. Urban. Helen Curtis to Christian Buckner, \$2,500.

Samuel Kirt, Jr., and wife to August Lehmann, \$1,000.

Samuel Schaub and wife to Ella J. Peterson, \$1,000.

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RAILROAD TIME TABLE.

MARYLAND CENTRAL RAILROAD.

TIME TABLE.

Taking Effect May 11th, 1890.

Table with columns for Station, Time, and Direction. Includes stations like Baltimore, Annapolis, and Washington.

FRED B. HUBBARD, Gen'l. Mgr.

Baltimore and Ohio Railroad.

SUNDAY, MAY 11th, 1890.

LEAVE CAMDEN STATION:

Express daily, 10:30 A.M. Express 8:30 P.M.

For Washington, Baltimore, and Annapolis, leaving Camden Station, 10:30 A.M. and 8:30 P.M.

For Annapolis, leaving Camden Station, 10:30 A.M. and 8:30 P.M.

For Washington, leaving Camden Station, 10:30 A.M. and 8:30 P.M.

For Baltimore, leaving Camden Station, 10:30 A.M. and 8:30 P.M.

For Annapolis, leaving Camden Station, 10:30 A.M. and 8:30 P.M.

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GRIFFITH, TURNER & CO.,

WHOLESALE AND RETAIL DEALERS IN

AGRICULTURAL IMPLEMENTS,

FERTILIZERS AND SEEDS,

OLIVER CHILLED PLOWS,

ACKNOWLEDGED TO BE THE BEST.

HAY RAKES \$10.00 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. Try It.

STEVEN'S ARCHED FRAME AND LITTLE GIANT SPRING-TOW BARROW.

Brown Wagons, Buggies, Carriages and Road Carts.

REPAIRING OF ALL KINDS CAREFULLY ATTENDED TO.

OLD LAWN AND HAY RAKES TO NEW MOWERS

GRIFFITH, TURNER & CO.,

205 and 207 N. Paon St., Baltimore, Md.

Branch Store—Sykesville, Carroll County, Md.

June 7-17

Railroad Time Tables.

Philadelphia and Baltimore Railroad.

COMMENCING SUNDAY, MAY 11th, 1890.

Passenger Trains will leave Baltimore as follows:

FROM BALTIMORE STATION:

12:40 A.M.—Philadelphia Express, connecting for Philadelphia and Annapolis.

4:10 A.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

6:40 A.M.—Mail for Philadelphia, connecting for Philadelphia and Annapolis.

8:25 A.M.—Philadelphia Express, connecting for Philadelphia and Annapolis.

10:15 A.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

12:40 P.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

2:30 P.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

4:20 P.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

6:10 P.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

8:00 P.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

9:50 P.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

11:40 P.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

12:30 A.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

1:20 A.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

3:10 A.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

5:00 A.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

6:50 A.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

8:40 A.M.—Express for Philadelphia, connecting for Philadelphia and Annapolis.

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