Saturday, September 20, 1890.

OUR BALTIMORE LETTER. Returning to Slavery—The Historical Were-Wolves-Savage or Saint?-A Revelation of the Census-The Missing 3,000.000-Where the Blame Belongs-The Pepe on the Situation-Railroading to Fortune-

[Correspondence of the Maryland Journal.]

Death of Judge Brown. BALTIMORE, September 12th, 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 as such an ounce of preventive is worth doorway to say some forgotten word, or mur-

mur 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, relinquishing the dear delights of customary duties as born and bred slaves. Old German legends tell us of a sort of peo ple called were-wolves, who were able to transform themselves into veritable animals; and at certain times and seasons they would go off on a "tear" and "paint the country red" with the blood of the numerous victims to their enor mous appetites. They used to hunt together in packs, sometimes; and travelers through the lonely forests, at night, tell us of coming upon them when they were carousing around their camp-fires, in their proper human forms, with their wolf-hides hanging around, ready for the next day's expeditions. And if anybody is doubtful about the facts in such case, he can turn to the history of the times when

caught; and executed upon their own confession of the possession of such powers. Well; though the times are changed, and our modern were-welves are now known as monopolists, and syndicates, &c., there yet 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 restraints of civilization, and at the seaside, even its very garb; and roam about over the world, indulging themselves in such unreligiousness of walk and conversation as they do not con-

the were-welves were so common in northern

Europe that hundreds of them have been

main at home. Or, perhaps, it is because with the bland airs. and the bright skies, with the singing of the birds, and the whisperings of the breeze, mankind still feels within its bosom the stirrings of its original divinity, and breaks away from the chains of care and labor to breathe for even a short space the atmosphere of lordly

sider quite becoming to human beings who re

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 manacles 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 childish slaves who have gone back to the schools to put out their eyes, and to soften their brains over books. For all these millions of toilers and moilers are working away, through the rest of the year, bound as fast by fate as were 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, immersed as we are in a sea o materialism, and devoted as we are to the pursuit of material good, the monuments which this age will leave must be intellectual or spiritual rather than material ones, since the physical

and corporeal architecture of the world is every age growing more unsubstantial and As a related subject, our recent census formishes 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 considered most things unsatisfactory. Some places resented the official count in high dudgeon, and even Baltimore was disappointed with the quota assigned to her, though we

are too even-tempered here to worry much

over things objectionable. It seems that some portions of our country, as in New England, for instance, show an actual decrease in the number of inhabatants, 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 consternation. For while there has naturally been a positive increase of our people, it appears that the percentage of increase has somehow mys terionaly fallen off. So that, while by the count the present population amounts to 64,-

000,000, by the laws which underlie our national census system, we are entitled to the possession of at least three million more people. Now those 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; or they could populate and maintain half a dozen such villages as Baltimore, if even we had all the census we claimed. And the question is, what has become of all this vast multitude of souls? Why did not they come here, according to all the just laws and precedents for their case made

and provided? Or if they did come, why did not they stay to assist in our glorification; or | 8. A., \$780. at least long enough to be counted and grace our returns? There are various causes assigned for the grave dereliction of duty on the part of these three missing millions. But no decrease in imigration, no falling off of production on account of protective high tariff, no objection of free spirits to coming under the domination of future Force Bills, is sufficient to explain the remarkable absence of all these unfortunate | \$200 people. Where are they? Why do they turn their backs upon us? And who is responsible for all of our consequent damages? Perhaps a few further statistics might bring us some enlightment. If we had the patience to wade 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 is number of the marriages, and in the per cent. of population. The figures tell the story. If the natural home makers will not make homes 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 such consequences must 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 Right-

ers; and let them be made to understand that the logical result of their system will finally make any census at all impossible. Perhaps i was his foresight in this direction which induced the Pope, last fall, to assure the French Pilgrims of his anxiety to restore Woman to her domestic sphere. And when he sees our consus returns, it is to be hoped that he will thunder his anathemas upon sundry guilty heads. For if murder is a sin because it de prives 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 peo ple, we are fain to console ourselves with the millions of money which must circulate here move that the contracts for the Belt Line have now that the contracts for the Belt Line have the suffering of mankind than all other medicines. It cures all Stomach and Liver troubles.

Trial bottles free at MARLEY BROS. DRUG STORE, TOWSON. 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 tubes nearly laid for our great cable system. we shall soon be able to rush around dizzily

anywhere that we please-except out on the York Road. The death of Judge Brown is another sad event to be chronicled. He was a Baltimorean of the Baltimoreans, and his name was synonymous with integrity and honor. His sudden decease was a great shock to his wide circle of friends, but the labors of his life have been so identified with our eventful municipal history for the last half century that his memo-

ry will be forever preserved in our annals. CHELYS. The report of the Grand Jury of Balti more city submitted to the Court last week, states that the new high license law shows that there is a large decrease of drunkenness. This could not help but be the necessary result where there was a falling off of 1,000 saloons. As a consequence of the decrease of saloons there is a large falling off of cases before the

nal Court. Judge Christiancy, who, for eighteen years occupied a seat upon the bench of the Supreme Court of Michigan, and was one term United States Senator from that State, died at Lansing, Michigan, on the 8th inst. Whilst Senator he married a handsome young lady
whom he succeeded in having appointed to a
to the Treesury Department. The position in the Treasury Department. The marriage did not prove to be a happy one.

Police Magistrates, as well as before the Crimi-

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 so that there may be no necessity for the State Board to enforce them. It is hoped every householder 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 "Restriction 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 the mountains do not seem exempt, except in special insolated localities. Every person should look carefully after their own premises and observe that they are scrupulously cleansed,

many pounds of cure. We sincerely congratulate our esteemed friends of the Hagerstown Mail that that excellent journal has arrived at the dignity of a 205.5% | No. 38. daily newspaper. The management such savagery as we have been able to indulge daily newspaper. The management comin, we must take up for the ensuing year our | menced the issue of an evening edition on the 1st inst. The business management is 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 grist continues to keep up as it

> It is said that a new drug called aldehyde which has just been discovered, is of such subtle power that a drop or two of it will set a man hopelessly insane within five minutes. Aldehyde must be almost as bad as some of the whiskey sold in Baltimore bar-rooms.

has commenced. That is a great desideratum.

[Morning Herald. How does it come that the Herald man knows about the whiskey sold in some Baltimore bar-rooms being bad?

Reed, the despotic Speaker of the House of Representatives, was re-elected to Congress 6.85, 7.20, 7.30, 8.00, 8.30, 9.30, 11.00, 12.00 A. M.; 12.10 on Monday, 8th inst., by an increased majority. Any Democrat who had any idea that Reed would be defeated, or lose any popularity on account of his course in the House, is about as soft as the fellow who was induced to believe the moon was made of green cheese.

The tax rate in Philadelphia for 1801 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 a 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 West, 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 perpe-

tration of the diobolical business, and a couple of them have been arrested. PROPERTY TRANSFERS.

Deeds and Assignments. David M. Newbold and wife to Henry J. McGrath, John James Bauer and wife to Adam G. Erdman. William W. Murray and wife to Geo. B. Boston Annie M. Urban, executrix, to Annie M Urban. Helen Culver to Christian Buckman, \$275. Jacob Kirn, Jr., and wife to August Leimbach, Joseph Shaub and wife to E. Hickus Ebaugh Samuel Crothers and wife to Ella J. Peterson

Same to same, \$60 George R. Cullison, executor, to Daniel Price. Salina Mattfeldt and husband, to Pauline Siemons Mary Ziegler to Ernest Ziegler. \$265. Henry Devlin, &c., to James Collins, rent \$67.50 James Collins to Sarah A. Devlin, rent \$67.50; \$5. James Thompson to Thomas S. Hodson. Eli Scott, &c., executors, to Richard Cromwell,

Samuel H. Tagart, trustee, to Augustus D. Clemens, Jr., \$16,600. Augustus D. Clemens, Jr., and wife to Louis G Louisa Cook to the Catonsville Co-operative Association of Baltimore county, \$175.

Laura Lee Capron to William Carry, \$2,000. John Cook and wife to Stephen J. Walsh & Co.,

John Kram to Michael Adams, rent \$45; \$1,200. Clara Taylor to Carrie A. Gibson. \$1,450. Thos. Morford, &c., to Chas. Brooks, \$350.25. Alice Benson and husband to Benjamin M. Brooks, **\$**116.75. William D. Cannolas and wife to Minnie Cannolas, \$300. Minnie Cannolas to Mary Jane Cannolas, \$325. Geo. N. Brown, &c., to Eliza Bell, \$10.

Mortgages. Charles L. Pape to Govanstown L. L. and B. A. George A. Boston and wife to Sydney O. Heiskell \$150. August G. Leimbach and wife to Catonsville L. and E. Hickus Ebaugh to Equitable B. and L. A. of Ella J. Peterson and husband to The Astor M. B. Herod C. Cross and wife to The Franklin P. B. A.

Ernest L. Cook to same, \$150. Lewis Schaefer and wife to Daniel Diegel, \$150. Pauline Siemons to Harrison Bldg. A. \$700. Anna Mary Domhardt to John H. Woods, \$225. A. D. Clemens, Jr., to the Loyola P. B. A., \$1,000. Richard Robinson to Hopkins Avenue P. B. A., John George Goertz and wife to Columbia B. A., Henry Mohan, Jr., and wife to Catherina man, \$1,200.

Carrie A. Gibson to Charlotte D. Shriver \$500. Michael Adams to the Patterson Park P. L. & B Release of Mortgages. Waverly B. A. to Charles L. Pape.
John Jacob to John George Luber and wife.
Samuel W. Owens and wife to Christian

Sarah J. Brown to Rachel A. Brown, &c. Lennox Birckhead to Laura Lee Capron. Hopkins Avenue P. B. A. to Daniel Lyons and Columbia B. A. to John Geo. Goertz. Charles W. Slagle to Wilson T. Stevens. Geo. W. Stansfield to Wm. F. Piel. New Michaels P. S. and L. A. to John Kram.

KIND FRIEND

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TAVERY HOME SHOULD HAVE IT. It is not always convenient to call a Physician or every little allment. Having Red Fing Oil the house you have a Physician always at hand, 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 Comsumption. Price 25 and 50 Cents.

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Bailread Time Tables.

MARYLAND CENTRAL RAILROAD. TIME TABLE.

Taking Effect May 11th, 1890. Dist 7.0 11.0 16.9 26.8 44.4 78.7 Dist A. M. 7.30 7.58 8.13 8.84 9.07 K 18. 3 5886865K 1555 H. No. 585 88 24. No. 9.58. No. 10.13. N Mo. 52 5 8 K 52. 883588 M. 5 5 3 8 5 K 22.

C. F. KERCHNER, Superintendent. FRED. B. HUBBELL, Gen. Pas., 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 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, 6.80, 7.15, 7.20, 8.00, 8.30, 8.85, 9.80, 10.20, (10.35, 45-minute train)

A. M., 12.10, 1.00, 2.10, 2.30, 2.50, 4.15, 5.00, 6.00, 6.20, 7.00, 7.80, 8.20, 8.30, 9.00, 10.10, 10.20 and 11.00 P. M.

On Sunday, 6.80, 7.15, 8.30, 8.35, 9.30, 10.20, (10.35, 45-minute train)

A. M.: 1.00, 1.05, 2.10, 2.30, 4.15, 5.00, 6.20, 7.00, 7.80, 8.20, 8.30, 10.10, 10.20 and 11.00 P. M.

For way stations between Baltimore and Washington. For way stations between Baltimore and Washington, 5.00, 6.30 and 8.35 A. M.; 12.10, 2.50, 5.00, 6.20, 9.00 and 11.00 P. M. On Sunday, 6.30 and 8.35 A. M.; 1.05, 5.00, 5.20 and 11.00 P. M. Trains leave Washington for Baltimore, 4.05. 5.00 6.20, 7.30, 8.35, 9.50, 16.30, 11.00 P. M. Sunday, 4.05, 7.20, 7.30, 8.30, 9.30, 12.00, A. M., 1.10, 2.15, 2.50, 8.25, 1.20, 4.82, 4.50, 6.00, 6.15, 6.20, 7.80, 8.85, 10.80, 11.00

For principal points on Metropolitan Branch, 9.30 A. M., 2.50, 4.15 P. M. Sundays, 7.15 A. M. For Annapolis, 7.20, 8.85 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., \$1.00, \$44.20, *5.80, *6.80, *11.15 P. M. a Stops only at principal stations between For Virginia Midland Railroad, and South, via 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-For Hagerstown, †4.10, †8.10, †9.80 A. M., †4.20 10.10 A. M. and 2.20 P. M. Sundays, 8.10 and 10.10 A. M., and 2.00P. M. Leave Curtis Bay 7.50, 11.30 A. M., and 5.50 P. M. Sundays, 9.00, 11.00 A. M. and Trains arrive from Chicago, Columbus and the Northwest daily, 1.00 and 5.20 P. M.; from Pittsburg, *8.30 A. M., *6.55 P. M.; from Cincinnati, St. Louis and the West, 4.55 A. M.; 3.10 P. M. daily, NEW YORK AND PHILADELPHIA DIVISION. For New York, Trenton, Elizabeth and Newark, N. J., leave 5.05, †8.50, *10.35 A. M., *12.50, *3.40, *5.40 and *11.50 P. M. (Sleeping car open at 9.00

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, 28.80 A. M., †2.40 Express trains leave Philadelphia for Baltimore, 4.24, *8.15, *10.15 11.85 A. M., †1.40, *4.31, *5.56, *7.32 Except Sunday. ¿Sunday only. Daily.
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SCENERY, MAGNIFICENT EQUIPMENT.

Northern Central Railroad. On and after MAY 11th, 1890, trains will leave s follows, (Baltimore Time:)

4.45—News Express daily for Harrisburg, Williams-port and Lock Haven; also connects for Pittsburg. 9.00—Niagara Express and Mail daily, except Sur day, for Harrisburg, Williamsport, Lock Haven, Elmira, Watkins, Rochester and Niagara

1.45—Chicagolimited, daily, for Pittsburg, Cincin-nati and Chicago, and daily, except Satur-day, 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, connects, except Sundays, for Lock Haven, Elmira and Watkins.

3.80—HarrisburgPassenger, daily except Sunday.
4.82—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--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

Coledoand Cleveland; and for Cincinnati Louisville and Memphis, with through sleeper Pittsburg to Memphis. 1.20-Pacific and Northern Express daily, with through sleeper to Pittsburg; also, connects daily for Eric and Rochester, and daily, except Saturdays, for Buffalo and Niagara York Accommodation, 6.80 P. M. week-days. Sundays, 5.30 P. M.

Parkton Accommodation, 7.30 A. M., and 12.00 noon, and 4.30 and 5.30 P. M. daily, except Sunday. Sunday, 7.80 and 10.15 A, M., 1.30

Cockeysville Accommodation, 6.00, 8.45, 10,15 A. and 1.80, 2.80, 5.00, 7.80, 9.00, 10.30 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, 8.30 A. M., 1.10, 4.45 and 9.30 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 5.1 From Union Station-6.10, 8.15, 10.15 A. M., 2.05, 4.0 5.20 and 9.80 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 Baltiore and Galvert streets, and at Union Sta Baggage called for and checked at hotels and esidences on orders left at Office, northeast corner

Saltimore 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. weekdays. Accommodation, 7.00 A. M., 12.25, and 5.02 . M. week-days. Sundays, 12.25 P. M For Pope's Creek Line, 7 A. M. and 4.15 P. M. daily, except Sunday.

For Annapolis, 7.25, 8.40 A. M., 4.15 P. M., daily

except Sunday. Sunday, 7.25 A. M. and 4.4 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 vis harlottesville 8.40 A. M., daily, except Sunday. and 9.20 P. M. daily. FROM UNION STATION

From Union Station.

For Washington, Express. 2.50, 5.20, 6.50, 7.35, 8.45, 9.45, 10.40, A. M., 12.40, 1.20, 2.05, 2.50, 4.50, 5.51, 7.10, 7.31, 9.30 and 9.55 P. M. week-days. On Sunday, 2.50, 5.20, 6.50, 7.35, 9.45 A. M., 1.20, 2.05, 4.50, 7.10, 7.31, 9.30 and 9.55 P. M. Accommodation, 7.05 A. M., 12.45, 5.07 and 7.36 P. M. week-days. On Sunday, 12.45, and 7.36 P. M. week-days. days. On Sunday, 12.45 and 7.86 P. M. For Pope's Creek Line, 7.05 A. M. and 4.20 P. M week-days. For Annapolis 7.85, 8.45 A. M., 12.40, and 4.20 P. week-days. On Sunday, 7.35 A. M. and 4.50 P. M. For Richmond and the South at 2.50 and 9.45 A. M. daily, and 2.05 and 2.50 P. M. week-days.

For Piedmont Air Line at 7.35 and 9.45 A. M., 9.30 and 9.55 P. M. daily, and 2.50 P. M. week-days. s'or points on Manassas Division, 7.85 A. M. an 2.05 P. M. week-days. For points on Chesapeake and Ohio Railway vi

Charlottesville 9.45 A. M. and 9.55 P. M. daily. FROM PENNSYLVANIA AVENUESTATION. For Washington, Express, 5.24; 6.55, 7.40 A. M., 2.10, 4.55, and 9.35 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.

Lesve Washington for Baltimore—A t6.85,7.20,8.10, 9.00,9.40,10.00,10.50,11.00 and 11.40 A. M.; 12.05, 2.10,8.15,8.80,4.00,4.20,4.80,5.00,5.40,6.00,7.40, 10.00 and 11.20 P. M. On Sundays, at 9.00, 9.05, 10.50,11.40 A. M., 2.10,8.15,8.80,4.004.20,5.00,5.40,6.00,7.40,10.00 and 11.20 P. M. CATOMSVILLE BRANCH. Leave Colvert Station.—For Catonsville, 7.45 and 9.80 A. M., 3.12, 4.56, 6.36, 9.15 and 11.15 P. M. Sundays, 10.05 A. M., 2.40, 5.35 and 11.15 P. M. Leave Union Station.—At 7.50 and 9.85 A. M., 3.17, 5.01, 6.40, 9.20 and 11.20 P. M. week-days. Sundays, 10.10 A. M., 2.45, 5.40 and 11.90 P. M. Leave Pennsylvania Avenus Station.—At 7.55 and 9.40 A. M., 8.22, 5.06, 6.45, 9.25 and 11.25 P. M. week-days. Sundays, 10.15 A. M., 2.50, 5.45 and 11.25 P.M. Leave Outersville for Editimors.—At 8.50, 8.23 and 10.20 A. M., 8.59, 5.85, 7.12 and 10.10 P. M. week-days. Sundays, 9.05 A. M., 1.50, 4.57 and 10.10 P. M. Arming Amplements. Seeds. Bhosphates. Ce., Ac.

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and chronological record ever prepared by any historian of the Order. Mr. Ross, from his constant

association with the internal workings of the Orde

for many years past, and his prominence in official station, makes him the best qualified person to pre-

pare such a history as he presents.

The work, besides, is a complete Manual to the

The work, desides, is a complete manual to the interested Odd Fellow. It corrects many facts as to the origin and wonderful progress of the Order.

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Jan.19,'78.--1y

Nov.4.1871.—tf

July 13.—tf

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April 5.-tDec. 14, '90

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Phila., Wilmington & Baltimore Railroad. 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

MAGAZINES BOUND AT MODERATE and Dining Cars.
6.45 P. M.—Express for Philadelphia, connecting

SUNDAY TRAINS. -Philadelphia Express, connecting for New York and Atlantic City. 6.40 A. M.-Mail for Philadelphia. 8.00 A. M.—Perryville Accommodation. York. Sleeping Car through to Boston. 4.57 P. M.- Fast Express for Philadelphia, con-

necting for New York.
5.27 P. M.—Express for Philadelphia and N. Y. ing Cars.
6.45 P. M.—Express for Philadelphia.
11.35 P. M.—Express for Philadelphia and N. Y.
FROM PRESIDENT STREET STATION WEEK-DAYS. 8.28 A. M.—Mail for Philadelphia. 8.07 A. M.-Express for Philadelphia and N. Y.

2.80 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 Mortgage Loans negotiated. Lands, Houses and Ground Rents bought and sold. All claims collected and promptly remitted. Tickets can be procured either at Ticket Offices.
N. E. corner Baltimore and Calvert streets, Presi-DEAL ESTATE AGENCY. dent street and Union Stations. CHAS. E. PUGH, Gen'l Manager. FOR SALE IN BALTIMORE CITY AND COUNTY. R. WOOD, Gen'l Pass. Agent.

Western Marviand Railroad. TAKING EFFECT SATURDAY, JUNE 28th, 1890, leave Hillen Station as follows: DAILY. 4.10 A. M.-Fast Mail for Shenandoah Valley and Southern and Southwestern points. Also, Glyndon, Westminster, New Windsor, Union Bridge, 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. 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. ettysburg, Mt. Holly Springs and Carlisle. 1.85 P. M.—Accommodation for Arlington.

ster, New Windsor, Union Bridge, Frederick Junc-tion, Frederick, Mechanicstown, Blue Ridge, Blue Mountain and Hagerstown, also Martinsburg, W. Va., and Winchester, Va.

8.32 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.

SUNDAYS ONLY. 9.80 A. M.-Accommodation for Union Bridge 2.80 P. M.-Accommodation for Union Bridge. 4.00 P. M.—Accommodation for Emory Grove. 10.80 P. M.—Accommodation for Emory Grove. TRAINS ARRIVE AT HILLEN. Daily, 6.28 P. M.; daily (except Sunday) 6.50, 7.80,

him; will give special attention to the collection of CLAIMS, SEARCHES, DRAWING PAPERS AND GENERAL CONVEYENCING, &c. 8.42, 9.81, 11.10 A. M., 12.12, 2.40, 5.10, 6.14, 6.52, 8.80 and 10.55 P. M. Sundays only, 8.20 and 9.07 A. M. and 6.15 and WITH C. BOHN SLINGLUFF, Esq., OPPOSITE COURT HOUSE FRONT. Ticket and Baggage Office, 205 East Baltimore All trains stop at Union Station, Pennsylvania Avenue and Fulton Stations.

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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. 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.

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.

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ment to Annapolis as late as 6 P. M.
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JOBBING PROMPLY ATTENDED TO. June 3, 32.-17 TROP SALE "JOURNAL" OFFICE, BLANK MORTGAGES FOR BUILDING ASSOCIATIONS, prepared by one of the most careful Atterneys of the Baltimore County Bar. **Berchunt C**uilvring, Ac.

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Agent for the Oliver Chilled Plow and Castings. Orders left at Oorkran's Telephone Exchange, at Lutherville, will receive prompt attention. April 6,'89.—tf GEO. SCHUMACHER. CCHUMACHER & RICE,

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ind everything usually found in a WELL-STOURED TARD 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. AT A call is respectfully solicited.

DHILIP WALSH & SONS. ALL KINDS OF

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LUMBER DELIVERED ON BOARD THE CARS OF THE NORTHERN CENTRAL AND MARY LAND CENTRAL BAILBOADS FREE OF CHARGE. CONNECTIONS BY TELEPHONE. TA

MARYLAND AVENUE AND OLIVER STREET, BALTIMORE.

PHILIP WALSH & SONS. Nov. 22.--tMay 27, '85 MONUMENTAL WOOD WORKS.

LUMBER, JOISTS, SCANTLING,

A. STORCK & SONS. DOORS, BLINDS, &c. LUMBER, SASE,

-YARD & FACTORY-77 HAST MONUMENT STREET AND \$81 NORTH PRONT STREET BALTIMORE.

March 14. '85.--tf THEODRIC SMITH, METAIL DEALER IN IMPORTED AND DOMESTIC DRUGS. CHEMICALS.

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May 20 -- 17 DANK MORTSAGERS BONDS. FOR BALE AT THE OFFICE OF THE MARY- Brofossional Cards.

ATTORNEY AT LAW, 29 ST. PAUL STREET, BALTIMORE, CATONSVILLE, BALTIMORE COUNTY, MD. TIBANK I. DUNCAN,

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.

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

Apply for application at once.

July 26.—tf

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

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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.

Randolph M. ISAAC, ATTORNEY AT LAW. SMEDLEY ROW, TOWSON. Sept. 14.—tf GEORGE YELLOTT. W. FRANK 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,

DENZINGER & CALWELL, 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,) Dec. 29.—tf

TAMES J. LINDSAY,
ATTORNEY AT LAW. MASONIC TEMPLE, TOWSON, MD. 199_OFFICE IN BALTIMORE, ON SATURDAYS ONLY, 120 EAST LEXINGTON ST., CORNER OF CALVERT. Jan. 26.—tf A W. MACHEN,
ATTORNEY AT LAW,
S8 LEXINGTON ST., BALTIMORE, MD.

WALTER R. TOWNSEND, ATTORNEY AT LAW, 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. April. 7.—1f JOHN F. GONTRUM, ATTORNEY AT LAW, SMEDLEY ROW, OPP. COURT HOUSE, TOWSON,

GARDENVILLE, BEL AIR ROAD. DEUTSHER ADVOCAT. ERDINAND C. DUGAN,

NO. 3 COURTLAND STREET,
BALTIMORE. Practices in the Courts of Baltimore City and Bal T FRED. C. TALBOTT, ATTORNEY AT LAW. SMEDLEY ROW, TOWSONTOWN.

Towsontown Office:
TUESDAYS and WEDNESDAYS of each week. Ballimore City Office:
17 LEXINGTON STREET, FACING MONUMENT SQUARE. Will attend promptly to all business entrusted

JAMES 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. BALTIMORE, MD. John I. Yellott. Milton W. Offutt. TELLOTT & OFFUTT,

ATTORNEYS AT LAW, SMEDLEY ROW, TOWSONTOWN, MD. at his office, NO. 25 LEXINGTON STREET, BAL-TIMORE. April 11.—15 BURNS TRUNDLE,
ATTORNEY AT LAW,
N. E. COR. ST. PAUL AND SARATOGA STS.,
BALTIMORE, MD.

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. MHAS. E. FENDALL,

ATTORNEY AT LAW
AND SOLICITOR IN CHANCERY,
TOWSON, MD. Feb. 7.—tf R. R. BOARMAN, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY, SMEDLEY ROW, TOWSONTOWN, MD. Will promptly attend to all business entrusted to his Jan. 7, '65.--tf

G. McINTOSH,

Will practice as heretofore in the Courts of Baltimore County.

TOWSON, 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

ATTORNEY AT LAW.

heir care. Will practice in the Courts of Baltimore city and county and the Court of Appeals.

—Offices—

SMEDLEY ROW, TOWSONTOWN, 38 ST. PAUL STREET, BALTIMORE. Jan 6.—tf C. Bohn Slingluff, Fielder C. Slingluff,
Towsontown. 48 St. Paul St., Balto.
LINGLUFF & SLINGLUFF. 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

TOHN HENRY KEENE, JR., R. GOLSBOROUGH KEENE, 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

QUINCY HALL, ATTORNEY AT LAW, NO. 25 LEXINGTON STREET, Oct. 21.—tf BALTIMOBE, MD. EMUEL D. OFFUTT, ATTORNEY AT LAW, NO. 6. E. LEXINGTON STREET, BALTIMOBE.

H. HANDY, ATTORNEY AT LAW, 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, '76.-ly TOEN F. CONREY, ATTORNEY AT LAW, TOWNOTOWN, MARYLAND. Will give strict attention to all business placed in his hands.

A NDREW C. TRIPPE, COUNSELLOR AT LAW, NO. 51 W. FAYETTE STREET, MD opposite Barnum's, Baltimore, MD.

HOPPER EMORY, ATTORNEY AT LAW AND SOLICITOR IN CHANCERY, MO. 2 SMEDLEY ROW, TOWSONTOWN 47 ST. PAUL ST., BALTIMORE.

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

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Branch Store:—Sykesville, Carroll County, Md. Bailroad Cime Cables. Books and Stationery

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, connecting for Atlantic City.

10.45 A. M.—Limited Parlor Car Train for Philadel phia and New York, connecting for Atlantic City.

12.05 P. M.—Express for Philadelphia and New A LARGE STOCK OF SCHOOL SUPPLIES AL-WAYS ON HAND. York. 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. 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 Carthrough to Boston.
4.28 P. M.—Oxford Accommodation.
4.57 P. M.—Fast Express for Philadelphia, con-5.27 P. M.—Express for Philadelphia and New 5.57 P. M.—Congressional Limited Express for and New York. Composed of Parlor for New York.

11.85 P. M.—Night Express for Philadelphia and

10.08 A. M.—Express for Philadelphia and N. Y.
12.45 P. M.—Express for Philadelphia and N. Y.
8.20 P. M.—Express for Philadelphia and N. Y.
4.20 P. M.—Express for Philadelphia and New 5.57 P. M.—Congressional Limited Express for New fork. Composed of Parlor and Din-

2.29 P. M.-Port Deposit Accommodation. 1.-Oxford Accommodation. 6.20 P. M.—Express for Philadelphia, conne 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 a Jersey City with boats of "Brooklyn Annex," affording direct transfer to Fulton street, avoiding double ferriage and journey across New CONNECTIONS. 6.28 A. M. from President Street, and 6.40 A. M. from Union Station, at Port Deposit with Philadelphia and Baltimore Central Railroad. And at Newark, via the Newark & Delaware City Railroad, for REAL ESTATE & COLLECTION OFFICE, points on the Delaware Division and Branche 2.29 P. M.—From President street, 2.85 P. M. from Calvert street, and 2.40 from Union Station. At Port Deposit with Philadelphia and Baltimore Central Railroad.

7.06 A. M.-Accommodation for Gettysburg and 9.15 A. M.—Pen-Par Express. 10.00 A. M.—Accommodation for Union Bridge, 2.25 P. M.—Accommodation for Emory Grove. 3.25 P. M.—Blue Mountain Express for Westmin-

8.40 P. M.—Accommodation for Emory Grove. 11.85 P. M.—Accommodation for Emory Grove.

to Annapolis 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.

Annapolis, Waskington & Baltimore R. B Through Coaches are run between Baltimore and AB 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-W.

IOHN CROWTHER, Jr., Cashier. Dec. 4.--tf DR. E. P. KEECH 187 MORTE CHARLES STREET, BALTIMORE.

his care.

Claims collected and promptreturns made.

April 25.—tf on on passenger trains daily. C. A. COOMBB, General Manager.

June14.-Y W.L. DOUGLAS' (\$8.00 Shoe, par W. L. DOUGLAS' \$2.50 Shoe, W. L. DOUGLAS (\$2.25 Shoe,

-SOLD BY---JAMES PHIPPS, Towson, ---DEALER IN---LLL KINDS OF BOOTS AND SHORS CUSTOM BOOTS AND SHORE MADE TO ORDER. ARPAIRING NEATLY DONE, SA
June 15.—tf

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

ASP-TERMS REASONABLE—S8 JOHN G. COCKEY, President.

ESTATE and will also act as AUCTIONEER FOR SALES OF ALL KINDS OF PROPERTY. Dec. 16.-6m SAMUEL B. METTAM, JUSTICE OF THE PEACE. THIRD DISTRICT. PIKESVILLE, BALTIMORE COUNTY. Willattend promptly to all business entrustedte

GIDEON HERBERT. JUSTICE OF THE PEACE, -OFFICE-IN THE SHERIFF'S OFFICE, COURT HOUSE, TOWSONTOWN, MD. Willattendpromptlyto all business placed in his claims of all kinds collected.

W. L. DOUGLAS' \$2.00 Boys' Shoe,

PATENT MEDICINES I MARG LANGITAN NORWOT SHITT CASH CAPITAL, 250,000.

> DAND, GRAVEL AND WOOD. The undersigned is prepared to furnish and d liver promptly, and at reasonable prices. SAND SUITABLE FOR STONE AND BRICK WORK AND PLASTERING; also SHASONED WOOD cat to order by the quarter, half or cord, FORM EMGE, Opt. York Road Turnpike and Washington Ave., May 11,—tf Towson.

Towsontown.