Maryland Journal

TOWSON, MD.

Saturday, December 13, 1890.

[Written for the Maryland Journal.]

MADRIGAL FOR MUSIC.

In a black satin boot
Time's kissed her dear foot,
The daintiest prize ever seen;
It is moulded of grace
From a Fay's, all can trace,
Seen tripping the down's wild pastures green.
Nature made it her prize
For delighting men's eyes,
Seeing butterflies flitting the air,
As stars they both shoot,
Adorned buttoned boot,
Bewildering eyes they come near.

As it flickers in flight,
Like a wild dancing sprite.
Nature's model, her own, sweet to view;
As if winged it will float
Making pictures, Love wrought
Its curves so enchanting, so new.
As a sunbeam it shines
Through the dells, fairy lines,
As a meteor it lights up the night.
Leaving fairy Kings there
To which, spell-bound, repair
To chronicle vows "spirits rite."

CODA.

Bright glow-worms—her feet,
Seen gattered so neat.
Jewels of price long treasured by me;
They are matchless I know,
As their moulding does show,
Wraughts, cheap out, Exhibition's all free.

PROF. F. NICHOLLS CROTCH, F. R. S.

BALTO. MD., Nov. 27th, 1890.

ALLITERATIVE AND MUSICAL.

That all the music has not yet been worked out of the McKinley Tariff Tax bill is amply proven by the following from the Baltimore *Sun* of the 1st inst:

Prof. John Philip Sousa, the leader of the Marine Band, in reply to an inquiry by the Chicago *Tribune* as to what should be the character and cost of the music at the World's Fair, expresses the opinion that while "American compositions, everything else being equal, should be given the preference on all official days, no composition should be performed simply because it is American." He adds, with lively alliteration: "Much has been said about excluding foreign compositions. I contend that if we are to admit foreign machinery, why not foreign music? German sausages are welcomed, why not German symphonies? If French fashions, why not French fantasies?—If Italian oils, why not Italian odes? If British merchandise, why not British madrigals? No, Mr. Editor, we cannot conscientiously extend an invitation to our friends across the way to visit us, and then restrict them to the hog-pen and the kitchen. We are too proud to say we can surpass your hardware, but not your harmony; your cutlery, but not your counterpoint; your mutton, but not your melody. No doubt an ode will be written for the opening of the Fair. Let the competition be open to the world, and let the laurel wreath bedeck the brow of him who rises to the sublimity of the occasion, whether he calls his home Senegambia or Sioux City, Pumpkintown or Patagonia." This is not only witty, but wise; but then it smacks of free trade, and, of course, nothing looking in that direction has any chance under the high-tariff regime. We may invite all the world to our Fair if we please, but we couple the invitation with the warning that the exhibitors cannot bring in their wares, after the show is over, for business purposes. They may be very good looking, but they can't come in except at high rates of admission. But even the drums and trumpets seem to have caught the echoes of the recent popular remonstrance against the prohibitory tariff, and are beginning a musical campaign for reform.

WHY BUTT AGAINST THE WALL?

Says McKinley and Reed and Quay:

"The people don't understand the real hidden beauties of the tariff tax, and we will keep on with the course mapped out and will put the Force bill in operation."

Whereat the *Globe-Democrat* recites them a fable as follows:

"There was a young man once who wept because he had broke his arm. When a friend pointed out to him that, under the circumstances, he was lucky in not breaking his neck instead of his arm, he braced up.'

"A pretty fable, calculated to make the weeping eyes of the G. O. P. see rainbows through its tears. But there is another pretty fable more applicable to the present situation and condition of the G. O. P., which runs thus:

"There was a young man who once ran his head against a stone wall and went to the doctor and asked him to set his arm. When the doctor told him that his head and not his arm was broken he laughed at the doctor and ran full tilt against the wall again to prove that his head was all right, and they gathered up his brains and laid him away forever.'"

THE ELIXIR OF LIFE.

How Koch's Anti-Consumptive Lymph is Prepared.

The lymph used by Professor Koch for the cure of tuberculosis is prepared in an incubating stove within a space that is hermetically sealed and sterilized and thereby rendered free from fungus. The interior of the air-tight space is divided by an unglazed porcelain diaphragm into an upper and lower section. In the upper section is placed a salted meat broth in a gelatinous state containing colonies of the tubercle germ. This mass gradually liquefies and the gelatine liquid drops slowly through the porcelain plate into the lower section. The liquid then contains all the secretory products, but is free from all living or dead germs or reproductive spores and is the lymph as used. By the injection of the lymph the tubercle germ is killed, and at the same time the injected particles retain sufficient strength to detach and expel the dead germs, together with the dead tissue. The separative process ensues and healing follows.

HIDDEN AT GETTYSBURG—When going into the battle of Gettysburg, Lee Mason gave his friend, John Ambros, a package to deliver to his wife when the war was over, as he felt a presentiment that he would not outlive the engagement. He was killed in the battle. Am bros, too, was shot in the fierce fighting in the Devil's Den and while lying helpless among the rocks bethought him of the packet for his friend's widow. Fearing the Confederates might get it from his body, he concealed it between the rocks. Ambros was taken to the hospital unconscious, and lost a leg there.—After the war he wandered out West. He is now living in Westmoreland county, Pa. Recently he learned that Mrs. Mason was living at McKeesport, and that reminded him of the packet. He went to Gettysburg and found the package. It had contained $200 in gold and some paper. The gold was intact but the papers had rotted. Sunday the property was turned over to Mrs. Mason.

☞The Commissioners of the District of Columbia ask Congress to provide them with a high liquor license law. It would increase the revenues of the District to a large amount, and be the means of getting rid of a large number of low groggeries run by white and colored persons.

☞The police report the number of inhabitants of Baltimore city at 455,427. This is 21,476 more than the Federal census in June, when it was reported at 433,951. As New York does not seem likely to get a recount, neither will Baltimore. If New York does so should Baltimore.

TOWSON ENTERPRISE.

The well known and popular druggists, MARLEY BRO.'S, have taken the agency for Dr. Lee's Liver Regulator, which they recommend for the quick cure of Dyspepsia, Biliousness, Liver Complaint and all Blood troubles. Trial bottles free.

It is a well known fact that Pan-Tina Cough and Consumption Cure has cured Consumption and Chronic Coughs and Colds when all else failed.—Price 25 and 50 cents. Trial bottles free.

DON'T STAND THAT PAIN.

It don't do to neglect nature's warning. Aches through the system cause Rheumatism, Neuralgia, Backache and Pain in the Side; a prompt and safe remedy is required. Red Flag Oil, the Famous Pain Cure, fills the bill. Price 25 cents.

Are you Consumptive, or do you suffer with a Cough or Cold? If so, use Pan-Tina Cough and Consumption Cure. Price 25 and 50 cents.

TRIAL BOTTLES FREE AT MARLEY BRO.'S DRUG STORE, TOWSON.

EVERY 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.—Trial bottles free.

AT MARLEY BROS. DRUG STORE, TOWSON.

June 7, '90.—1y

Real & Personal Property Sales.

William Seemuller & Co., Auctioneers, South Charles St., Baltimore.

TRUSTEE'S SALE

—OF THE—

RAILROAD, FRANCHISES & PROPERTY

—OF THE—

BALTIMORE, CATONSVILLE

—AND—

ELLICOTT'S MILLS

PASSENGER RAILWAY COMPANY.

By virtue of a decree of the Circuit Court of Baltimore City, passed November 12th, 1890, in the case of John A. Hambleton and Thomas E. Hambleton, Trustees, vs. The Baltimore, Catonsville and Ellicott's Mills Passenger Railway Company, the undersigned, as Trustee, will sell at Public Auction, at the office of the BALTIMORE, CATONSVILLE AND ELLICOTT'S MILLS PASSENGER RAILWAY COMPANY, No. 1703 West Baltimore Street, Baltimore, Maryland, on

Monday, the fifteenth day of December, 1890,

At twelve o'clock M.,

ALL THE PROPERTY, REAL, PERSONAL AND MIXED, BELONGING TO THE SAID COMPANY,

Described in the mortgage from it unto the said John A. Hambleton and Thomas E. Hambleton, of date February 21, 1880, and of record among the Land Records of Baltimore City, in Liber F. A. P., No. 861, folio 64, &c., and among the Land Records of Baltimore County, in Liber J. B., No. 75, folio 360, etc., being its road, railway, rights of way and all easements and rights belonging to it, together with all the buildings and offices owned or used in connection with its said road and railway; also the Cars, Horses, Harness and Office Fixtures belonging to said Company, including the following to wit:

(1)—ALL THE FRANCHISES AND PRIVILEGES OF SAID FAILROAD GRANTED BY ITS CHARTER,

Passed at the January Session, 1860, Chapter 81, and all supplements and amendments thereto, and all the Single Track Passenger Railway, Sidings, Turnouts and Switches of said Company, extending from its commencement at Baltimore Street and the Frederick Road, to its terminus near the town of Catonsville, in Baltimore county, including its road, railway, rights of way and all easements and rights belonging to it and used or held by it in connection with its said road and railway, and all structures and erections of every kind so owned and used.

(2)—ALL THAT PARCEL OF LAND AND PREMISES IN BALTIMORE CITY,

which are thus described:

Beginning for the same on the northwesternmost side of Frederick Avenue at the distance of thirty-four feet two inches southwesterly from the northwesternmost corner or intersection of Mount Street and said Frederick Avenue, running thence southwesterly bounding on Frederick Avenue eighty-three feet ten inches to the lot of ground owned by Martin Zeigler; thence running and bounding on said lot and parallel with Mount Street one hundred and fifty-three feet to the south side of West Baltimore Street, and thence easterly bounding on said street seventy-nine feet, and thence southerly by a straight line to the place of beginning, which was leased to said Company by indenture of date March 30, 1863, from Ann M. Wagner et al., of record among the Land Records in Baltimore City, in Liber G. E. S., No. 228, folio 383, etc., said premises being improved with a

TWO-STORY OFFICE BUILDING

fronting on Baltimore Street, with a CAR STABLES and CAR HOUSE in the rear. Subject to an irredeemable ground rent of two hundred and sixty dollars per annum. Also,

ALL THAT PARCEL OF LAND,

situate near Catonsville, in Baltimore county, at the terminus of said road, which is thus described:

Beginning for the same on the line of the north side of the Baltimore and Fredericktown Turnpike Road thirty feet east of a stone marked "One Hundred and Two" upon the north limits of said road, and running thence north thirty two degrees ten minutes west two hundred and forty-six and five tenths (246.5) feet; thence north sixty-seven degrees and forty-five minutes east two hundred and eighty-six feet; thence south thirty-one degrees east three hundred and fourty-four (344) feet to the northern limits of the Baltimore and Fredericktown Turnpike Road; and thence bounding on the northern limits of said road three hundred and twenty-three (323) feet to the place of beginning, containing

TWO (2) ACRES, MORE OR LESS.

Improved by a

STABLE AND CAR HOUSE

of stone and brick, one DWELLING HOUSE and TWO (2) SMALL TENEMENT HOUSES. Said property is in fee simple. (See deed from John C. Holland and wife to the Baltimore, Catonsville and Ellicott's Mills Passenger Railway Company, of date September 4, 1862, and recorded among the Land Records of Baltimore County, in Liber G. H. C., No. 35, folio 207, etc.)

(3)—TWELVE (12) CARS,

THIRTY (30) HORSES

—and—

SEVENTEEN (17) SETS OF HARNESS.

Terms of Sale.—For the Personal Property thirdly mentioned, CASH.

For the Real, Leasehold and other property, one-third Cash, one third in six months and one-third in twelve months; or all cash, at the option of the purchaser, the credit payments to draw interest and to be secured to the satisfaction of the Trustee.

Under the terms of said decree any purchaser or purchasers shall be allowed to pay for the same, or any part thereof, in bonds secured by the mortgage hereinbefore referred to at the distributive value thereof.

The said railroad, easements, rights, franchises and real and leasehold property will be offered as an entirety.

☞The said Cars, Horses and Harness will be sold together separate from the other property.

HUGH L. BOND, JR., Trustee.
COWEN & CROSS, Solicitors.

WM. SEEMULLER & CO., Auctioneers.

Nov. 22.—ts

Charles Marshall, Wm. H. Dawson and Peter E. Tome, Attorneys, Room 44 Marine Bank Building, Gay St., Baltimore.

William Seemuller & Co., Auctioneers, South Charles Street, Baltimore.

TRUSTEE'S SALE

OF VALUABLE

SUBURBAN PROPERTY.

A RARE OPPORTUNITY TO PURCHASE REAL ESTATE ADJACENT TO BALTIMORE CITY.

The undersigned, Trustee, under a decree of the Circuit Court for Baltimore County, passed in the case of Williams vs. the Safe Deposit and Trust Company of Baltimore, Trustee, et al., Equity Docket 12, folio 272, will sell at Public Sale, at the EXCHANGE SALESROOM, No. 122 East Fayette Street, Baltimore city,

On Wednesday, December 17th, 1890,

At 1 o'clock P. M.,

1.—A TRACT OF LAND CONTAINING 860 ACRES,

In the Twelfth Election District of Baltimore county, on the waters of Back River and Long's Creek, adjoining the lands of J. Milligan Gillespie, the Cedar Point and Rocky Point Ducking Shores. Part of the land is in a high state of cultivation and well known for its trucking qualities, the balance covered by a thrifty growth of valuable timber. The improvements are a large modern

DWELLING HOUSE,

Barn and necessary outbuildings, and the shore has long been known for its ducking and fishing advantages.

2.—A TRACT OF LAND

in the Twelfth Election District, containing 54 ACRES, 3 ROODS AND 32 SQUARE PERCHES, more or less, and bisected by the P., W. and B. R. R., and adjacent to t. e Philadelphia Extension of the B. and O. R. R., being only about one mile east of the eastern limits of Baltimore city, and admirably adapted to manufacturing purposes by reason of its railroad facilities.

3.—A TRACT OF LAND

in the Thirteenth Election District of Baltimore county, lying on both sides of the Hollins Ferry Road, about 1½ miles from Baltimore city,

CONTAINING 73 ACRES.

The land is covered with young timber, and is surrounded by trucking farms, and is valuable for the raising of market produce, the soil being light, warm and easily improved. It adjoins the growing village of Lansdowne.

4.—A TRACT OF LAND

in the Thirteenth Election District of Baltimore county, on the Washington Turnpike, containing 24 ACRES, 3 ROODS AND 20 SQUARE PERCHES, adjoining the brick yards of Young O. Wilson and the lands of Messrs. Schwartz and Scheib and adjacent to Camden Junction, on the B. and O. Railroad. The land is in close proximity to Baltimore city, and commands a view of a large and beautiful section of country, and is supposed to contain valuable deposits of RICH CLAY AND IRON ORE.

5.—A TRACT OF LAND

in the Thirteenth Election District of Baltimore county, containing

107 ACRES AND 11 SQUARE PERCHES,

adjoining Mt. Winans and the lands of the South Baltimore Company. This land is most desirable as building lots by reason of its close proximity to Baltimore city.

Lots Nos. 2, 4 and 5 will be sold either as entireties or in lots, as buyers may desire.

Plats of all the lands can be seen at the Office of the Trustee.

☞Taxes will be adjusted to the day of sale.

Terms.—One-third Cash on the day of sale, balance in equal instalments at six and twelve months, with interest and approved security; or all cash, at the option of the purchaser.

W. S. G. WILLIAMS, Trustee,
Room 44, National Marine Bank Building,
38 South Gay Street, Baltimore.

WM. SEEMULLER & CO., Auctioneers.

Nov. 22.—ts

Walter R. Townsend, Attorney-at-Law, 8½ Paul St., Baltimore.

TRUSTEES' SALE

—OF—

VALUABLE REAL ESTATE,

—IN THE—

12TH DISTRICT OF BALTIMORE COUNTY.

By virtue of a decree of the Circuit Court for Baltimore County, in Equity, passed in the case of Joshua Bevans, &c., vs. Sarah Bevans, et al., the undersigned, Trustees, will offer at Public Sale, at the Court House door, in Towsontown,

On Tuesday, December 23d, 1890,

At 11 o'clock A. M.,

ALL THAT TRACT OF UNIMPROVED LAND, containing

49½ ACRES, MORE OR LESS,

Situate near Bengies Station, on the P., W. & B. R. R.

Terms of Sale.—½ Cash, balance in six months, &c. Deposit of $100 on day of sale.

WALTER R. TOWNSEND, } Trustees.
EDGAR S. BEVANS,

EDWARD J. HERRMAN, Auctioneer.

Nov. 29.—ts

LONDON & LIVERPOOL & GLOBE

FIRE INSURANCE COMPANY.

ASSETS, - - $7,337,156 31.

Nov. 15.—tf S. C. TOMAY, Agent, Towson, Md.

Railroad Time Tables.

Baltimore and Ohio Railroad.

SUNDAY, NOVEMBER 16th, 1890.

LEAVE CAMDEN STATION:

For Chicago and Northwest, Vestibuled Limited Express daily, 10.20 A. M., Express 7.30 P. M.

For Cincinnati, St. Louis and Indianapolis, Vestibuled Limited Express daily, 2.30 P. M.; Express 10.20 P. M.

For Pittsburg, Express daily, 8.30 A. M., and 7.40 P. M.

For Cleveland, via Pittsburg, 8.30 A. M. and 7.40 P. M.

For Washington, week days, 5.00, 6.20, 6.30, 7.15, 7.20, 8.00, 8.30, 8.35, 9.30, 10.20, (10.35, 12.00, 45-minutes) A. M., 12.10, 2.10, 2.30, 2.50, 4.15, 5.00, 6.00, 6.20, 7.05, 7.30, 7.40, 8.30, 9.05, 10.10, 10.20 and 11.00 P. M. On Sunday, 6.30, 7.15, 8.30, 8.35, 9.30, 10.20, (10.35, 12.00, 45-minutes) A. M.; 1.05, 2.10, 2.30, 4.15, 5.00, 6.20, 7.05 7.30, 7.40, 8.30, 10.10, 10.20 and 11.00 P. M.

For way stations between Baltimore and Washington. 5.00, 6.30 and 8.35 A. M.; 12.10, 2.50, 5.00, 6.20, 9.05 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, 9.35, 11.00, 12.00 A. M.; 12.10, 2.15, 2.50, 3.15, 3.25, 4.25, 4.30, 5.00, 5.05, 5.30, 6.00, 6.15, 6.20, 7.15, 7.30, 9.00, 10.30, 11.30 P. M. Sunday, 4.05, 7.20, 7.30, 8.30 9.35, 12.00, A. M., 1.00, 2.15, 2.50, 3.25 4.30 5.00, 5.05, 6.00, 6.15, 6.20, 7.30, 9.00, 10.30, 11.30, P. M.

For principal points on Metropolitan Branch, 8.00, 9.30, 12 A. M., 2.30, 2.50, 4.15, 5.00 and 10.20 P. M.—Sundays, 7.15, 8.30, 12 A. M., 4.15, 5.00 and 8.30 P. M.

For Annapolis, 7.20, 9.30 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, §9.35 A. M.; †1.05, †*4.20, *5.35, *6.30, *11.15 P. M.; stops only at principal stations between Relay and Frederick Junction.

For Frederick, 4.10, 8.10 A. M., 1.05, 4.20 and 5.35 P. M. On Sunday, 9.35 A. M. and 5.35 P. M.

For Virginia Midland Railroad and South via Danville, *9.30 A. M. and *3.30 P. M.

For Lexington and points in the Virginia Valley, 9.30 A. M. For Staunton and way points, †4.10 A. M. For Winchester, †4.20 P. M.

For Luray, Roanoke and all points on the Shenandoah Valley R. R. *4.10 A. M. and *7.40 P. M.

For Hagerstown, †4.10, †9.30 A. M., †4.20 P. M.

For Curtis Bay and intermediate points, 6.30 and 10.10 A. M. and 3.30 P. M. Saturday only, 11.05 P. M. Sundays, 9.10 A. M. and 1.40 P. M. Leave Curtis Bay 7.50, 11.30 A. M., and 5.50 P. M. Saturdays only, 11.45 P. M. Sundays, 10.00 A. M. and 5.00 P. M.

Trains arrive from Baltimore, Columbus and the Northwest daily, 1.00 and 6.00 P. M.; from Pittsburg and Cleveland, *8.30 A. M., *6.55 P. M.; from Cincinnati, St. Louis and the West, 4.55 A. M., 3.10 P. M. daily.

ROYAL BLUE LINE FOR NEW YORK AND PHILADELPHIA.

For New York, Trenton and the East, *5.05, †8.50 *10.35 A. M., *12.50, *3.45, *5.50 and *11.50 P. M.—(Sleeping car open at 9.00 o'clock on the night Express.) Through Pullman Sleeper to Boston via Poughkeepsie Bridge on the 3.45 P. M. train daily.

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, 10 35 A. M., 12.50 P. M. Sundays, 5.05 A. M., 12 50 P. M.

For Philadelphia, Newark, Wilmington and Chester, *5.05, †8.50 (*10.35 stopping at Wilmington only,) A. M., *12.50, *3.45, *5.50, *7.10, *11.50 P. M. For way stations, †7.05, §8.30 A. M.; §3.40 and *5.00 P. M.

Express trains leave Philadelphia for Baltimore, *4.24, *8.15, *17.00 *11.35 A. M., †1.40, *4.3., *6.05, *7.32 P. M.

†Except Sunday. §Sunday only. *Daily.

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.

J. T. O'DELL, Gen. Manager.

Annapolis and Baltimore Short Line R. R.

Schedule in effect June 15, 1890.

Shortest, quickest and only $1.25 round-trip line to Annapolis.

LEAVE CAMDEN STATION WEEK DAYS.

8.20 A. M. for Annapolis and Way.
8.50 A. M. for Round Bay and Bay Ridge.
2.00 P. M. for Annapolis, Round Bay and Way.
4.30 P. M. for Round Bay and Bay Ridge.
6.25 P. M. for Annapolis and Way.

SUNDAYS.

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

Leave Annapolis:

Week-days, 6.50, 10.25 A. M., and 4.00 P. M.
Sundays, 8.00 A. M. and 4.00 P. M.

Leave Round Bay:

Week-days, 7.08, 10.43 A. M., 4.25, 7.16, 9.11 P. M.
Sundays, 8.18 A. M., 4.25, 7.16, 9.11 P. M.

Leave Bay Ridge:

6.45 and 8.10 P. M. daily.

Freight Depot—West and Ridgely Streets.

Freight train every Wednesday and Saturday.

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

C. A. COOMBS, General Manager.

Annapolis, Washington & Baltimore R. R.

TRAINS LEAVE.		TRAINS ARRIVE.	
MAIL	6.40 A. M.	MAIL	9.05 A. M.
Mail	12.05 Noon.	Mail	1.48 P. M.
Accom	3.50 P. M.	Accom	5.40 P. M.

Sunday Trains—Leave 8.37 A. M., 4.00 P. M.
" " —Arrive 10.35 A. M., 6.28 P. M.

—and—

Through Coaches are run between Baltimore and Annapolis on all of the above trains.

☞Through freight from Baltimore daily. Local freight trains leave Annapolis Tuesdays and Fridays at 9 A. M. Freight will be transported at the lowest rates, and received in Baltimore for shipment to Annapolis as late as 6 P. M.

J. WILSON BROWN, Manager.

JAS. H. BROWN, G. T. F. Agt.

GREAT PENNSYLVANIA ROUTE.

DOUBLE TRACK. STEEL RAILS. SPLENDID SCENERY. MAGNIFICENT EQUIPMENT.

Northern Central Railroad.

On and after NOVEMBER 23d, 1890, trains will leave as follows, (Baltimore Time:)

A. M.

4.45—News Express daily for Harrisburg, Williamsport and Lock Haven; also connects for Pittsburg.

9.00—Niagara Express and Mail daily, except Sunday, for Harrisburg, Williamsport, Kane, Elmira, Watkins, Rochester and Niagara Falls.

11.45—Chicago Limited, daily, for Pittsburg, Cincinnati and Chicago, with through sleepers from Harrisburg.

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

P. M.

3.30—Harrisburg Passenger, daily except Sunday.

4.32—St. Louis, Chicago, and Cincinnati Express, daily, for Pittsburg, Cincinnati, Chicago, and St. Louis. Parlor Car to Harrisburg and through Sleepers Harrisburg to Cincinnati, Chicago and St. Louis, and Dining Car to Chicago, Cincinnati, and St. Louis from *Union Station*, also connects for Williamsport daily.

8.45—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 Toledo and Cleveland; and for Cincinnati, Louisville and Memphis, with through sleeper Pittsburg to Memphis: also, connects daily, except Saturday, for Buffalo, Rochester and Niagara Falls, with through Sleeper to Rochester.

11.20—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 Falls.

York Accommodation, 6.30 P. M. week-days. Sundays, 5.30 P. M.

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

Cockeysville Accommodation, 6.00, 8.45, 10.15 A. M. and 1.30, 3.30, 5.30, 7.30, 9.30, 10.30 and 11.30 P. M. On Sunday, 1.30 and 10.00 P. M.

For Green Spring Branch 6.15, 8.45 and 11.00 A. M., 3.00, 4.30 and 5.30 P. M. week days. Sundays, 8.30 A. M. and 4.45 P. M.

FOR SPARROW POINT.

From Calvert Station.—6.05, 8.10, 10.10 A. M., 2.00, 4, 5.15 P. M. week days. 9.25 Mondays, Wednesdays, and Fridays, and 11.16 P. M. Tuesdays, Thursdays and Saturdays. On Sundays, 9.00 A. M. and 5.15 P. M.

From Union Station—6.10, 8.15, 10.15 A. M., 2.05, 4.05, and 5.20 P. M. week-days, 9.30 P. M. Mondays, Wednesdays and Fridays, and 11.21 P. M. Tuesdays, Thursdays and Saturdays. On Sundays, 9.05 A. M. and 5.20 P. M.

From President Street—6.05 A. M. and 5.14 P. M. week-days.

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 residences on orders left at Office, northeast corner Baltimore and Calvert streets.

Baltimore and Potomac Railroad.

TAKING EFFECT NOVEMBER 24th, 1890.

FROM CALVERT STATION.

For Washinrton, Express, 2.40, 6.16, 8.35 A. M., 1.55, 4.40 and 9.20 P. M. daily, and 7.31 A. M. week-days. Accommodation, 7.00 A. M., 12.25, and 5.02 P. M. week-days. Sundays, 12.25 P. M.

For Pope's Creek Line, 7 A. M. and 4.15 P. M. daily, except Sunday.

For Annapolis, 7.31, 8.35 A. M., 4.15 P. M., daily, except Sunday. Sunday, 8.35 A. M. and 4.40 P. M.

For Richmond and the South at 2.40 8.35 A. M. daily, and 1.55 P. M. daily, except Sunday.

For the South via Piedmont Air Line at 6.16, 8.35 A. M.: 1.55 and 9.20 P. M. daily.

For points on the Manassas Division, 6.16 A. M. 12.25 P. M. week-days.

For points on Chesapeake and Ohio Railway via Charlottesville, 8.35 A. M. and 9.20 P. M. daily.

FROM UNION STATION.

For Washington, Express, 2.50, 6.25, 6.50, 7.36, 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 Sundays, 2.50, 6.25, 6.50, 8.45, 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.

For Pope's Creek Line, 7.05 A. M. and 4.20 P. M. week-days.

For Annapolis 7.36, 8.45 A. M., 12.40, and 4.20 P. M. week-days. On Sunday, 8.45 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 6.50 and 9.45 A. M., 2.05, 9.30 and 9.55 P. M. daily, and 2.50 P. M. week-days.

for points on Manassas Division, 6.50 A. M. and 1.20 P. M. week-days.

For points on Chesapeake and Ohio Railway via Charlottesville 9.45 A. M. and 9.55 P. M. daily.

FROM PENNSYLVANIA AVENUE STATION.

For Washington, Express, 6.29, 6.55, 8.50 A. M., 2.10, 4.55, and 9.35 P. M. daily, and 7.41 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 7.41, 8.50 A. M., 4.25 P. M. daily, except Sunday. On Sunday, 8.50 A. M. and 4.55 P. M.

Leave Washington for Baltimore—A 6.35, 7.20, 8.10, 9.00, 9.40, 10.00, 10.50, 11.00 and 11.40 A. M.; 12.05, 2.10, 3.15, 3.50, 4.00, 4.20, 4.30, 5.00, 5.40, 6.00, 7.40, 10.00 and 11.35 P. M. On Sundays, at 9.00, 9.05, 10.50, 11.40 A. M., 2.10, 3.15, 3.50, 4.00 4.20, 5.00, 5.40, 6.00, 7.40, 10.00 and 11.35 P. M.

CATONSVILLE BRANCH.

Leave Calvert Station.—For Catonsville, 7.45 and 9.30 A. M., 3.12, 4.56, 6.35, 9.15 and 11.15 P. M. Sundays, 10.05 A. M., 2.40, 5.35 and 11.15 P. M.

Leave Union Station.—At 7.50 and 9.35 A. M., 3.17, 5.01, 6.40, 9.20 and 11.20 P. M. week-days. Sundays, 10.10 A. M., 2.45, 5.40 and 11.20 P. M.

Leave Pennsylvania Avenue Station.—At 7.55 and 9.40 A. M., 3.22, 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 Catonsville for Baltimore.—At 6.50, 8.23 and 10.20 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.

Railroad Time Tables.

Phila., Wilmington & Baltimore Railroad.

Commencing MONDAY, NOVEMBER 24th, 1890, Passenger Trains will leave Baltimore as follows:

FROM UNION STATION.

12.53 A. M.—Philadelphia Express, connecting for New York and Atlantic City.
4.10 A. M.—Express for Philadelphia, connecting for New York.
6.30 A. M.—Mail for Philadelphia.
8.25 A. M.—Philadelphia and New York Express.
9.06 A. M.—Fast Express for Philadelphia. Parlor Car through to Boston.
9.15 A. M.—Accommodation for Philadelphia.
10.08 A. M.—Express for Philadelphia and New York.
10.45 A. M.—Limited Parlor Car Train for Philadelphia and New York with Dining Car.
12.05 P. M.—Express for Philadelphia and New York.
12.45 P. M.—Express for Philadelphia and New York, connecting for Atlantic City.
2.30 P. M.—Peninsula Express, through to points on Delaware Division.
2.36 P. M.—Port Deposit Accommodation.
3.20 P. M.—Express for Philadelphia and N. Y.
4.20 P. M.—Express for Philadelphia and New York. Sleeping Car through to Boston.
4.28 P. M.—Oxford Accommodation.
4.57 P. M.—Fast Express for Philadelphia, connecting for New York.
5.27 P. M.—Express for Philadelphia and New York.
5.57 P. M.—Congressional Limited Express for and New York. Composed of Parlor and Dining Cars.
6.45 P. M.—Express for Philadelphia, connecting for New York.
11.35 P. M.—Night Express for Philadelphia and New York.

SUNDAY TRAINS.

12.53 A. M.—Philadelphia Express, connecting for New York and Atlantic City.
6.30 A. M.—Mail for Philadelphia.
8.00 A. M.—Perryville Accommodation.
10.08 A. M.—Express for Philadelphia and N. Y.
12.45 P. M.—Express for Philadelphia and N. Y.
3.20 P. M.—Express for Philadelphia and N. Y.
4.20 P. M.—Express for Philadelphia and New York. Sleeping Car through to Boston.
5.27 P. M.—Express for Philadelphia, connecting for New York.
5.57 P. M.—Express for Philadelphia and N. Y.
5.57 P. M.—Congressional Limited Express for New York. Saturday only, 11.05 P. M. Sundays, 9.10 A. M. and 1.40 P. M. Leave Curtis Bay 7.50, 11.30 A. M., and 5.50 P. M. Saturdays only, 11.45 P. M. Sundays, 10.00 A. M. and 5.00 P. M.

Trains arrive from Philadelphia, Columbus and the Northwest daily, 1.00 and 6.00 P. M.; from Pittsburg and Cleveland, *8.30 A. M., *6.55 P. M.; from Cincinnati, St. Louis and the West, 4.55 A. M., 3.10 P. M. daily.

ROYAL BLUE LINE FOR NEW YORK AND PHILADELPHIA.

For New York, Trenton and the East, *5.05, †8.50 *10.35 A. M., *12.50, *3.45, *5.50 and *11.50 P. M.—(Sleeping car open at 9.00 o'clock on the night Express.) Through Pullman Sleeper to Boston via Poughkeepsie Bridge on the 3.45 P. M. train daily.

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, 10 35 A. M., 12.50 P. M. Sundays, 5.05 A. M., 12 50 P. M.

For Philadelphia, Newark, Wilmington and Chester, *5.05, †8.50 (*10.35 stopping at Wilmington only,) A. M., *12.50, *3.45, *5.50, *7.10, *11.50 P. M. For way stations, †7.05, §8.30 A. M.; §3.40 and *5.00 P. M.

Express trains leave Philadelphia for Baltimore, *4.24, *8.15, *17.00 *11.35 A. M., †1.40, *4.3., *6.05, *7.32 P. M.

†Except Sunday. §Sunday only. *Daily.

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.

J. T. O'DELL, Gen. Manager.

Annapolis and Baltimore Short Line R. R.

Schedule in effect June 15, 1890.

Shortest, quickest and only $1.25 round-trip line to Annapolis.

LEAVE CAMDEN STATION WEEK DAYS.

8.20 A. M. for Annapolis and Way.
8.50 A. M. for Round Bay and Bay Ridge.
2.00 P. M. for Annapolis, Round Bay and Way.
4.30 P. M. for Round Bay and Bay Ridge.
6.25 P. M. for Annapolis and Way.

SUNDAYS.

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

Leave Annapolis:

Week-days, 6.50, 10.25 A. M., and 4.00 P. M.
Sundays, 8.00 A. M. and 4.00 P. M.

Leave Round Bay:

Week-days, 7.08, 10.43 A. M., 4.25, 7.16, 9.11 P. M.
Sundays, 8.18 A. M., 4.25, 7.16, 9.11 P. M.

Leave Bay Ridge:

6.45 and 8.10 P. M. daily.

Freight Depot—West and Ridgely Streets.

Freight train every Wednesday and Saturday.

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

C. A. COOMBS, General Manager.