Maryland Journal

TOWSON, MD.

Saturday, April 6, 1889.

[Written for the Maryland Journal.]

ARBUTUS—GEM OF THE WILDWOOD.

Eureka! Bless the maid
Who seeks in wildwood bower,
Amid the ivy shade,
The sweet arbutus flower.
A herald of the spring,
Of fragrance wondrous rare,
Whose loving tendrils cling
To Nature's bosom bare.

Whose lavish odors cast,
Betrays her hiding place,
Where snow and frost at last
The nestling sunbeams chase.
Love's messenger that darts
From out the frost-freed brake,
That whispers to our heart
As though an angel spake.

Thy footsteps light shall tread
Herein the forest dim,
Whilst seeking for the bed
That shields my waxen rim.
For you shall find your treasure
Almost beneath your feet,
And grasp with gentle pressure,
And breathe aromas sweet.

CAMPANIA SOLFATARA.

SUNNYSIDE ELLENGOWAN, March 22d.

[Correspondence of the MARYLAND JOURNAL.]

NOTES OF THE GREAT WEST.

WHATCOM, WASHINGTON TERRITORY, January 27th, 1889.

Editor JOURNAL:

The country between Cocolatta, Idaho, and Spokane Falls, W. T., is not one of particular interest, or one that would in any way attract the newcomer, beyond its mineral resources, as it is very mountainous and rough. Darkness has now again settled upon us and we are unable to see much of the beauties of nature as we pass hurriedly along through the starlight night. It is now 8.30 P. M. and we are now in Spokane Falls, W. T., 1,537 miles west of Minneapolis.

Spokane Falls is a very pretty, industrious, thriving town, with 10,000 inhabitants, being the county seat of Spokane county. It is beautifully located on Spokane River, immediately at the Falls, from whence it draws its name. The name Spokane is from the Spokane Indian tribe inhabiting the surrounding forests and wood. The surrounding country is most picturesque, and the Falls of the Spokane River, which, in the space of a quarter of a mile, has a fall of 150 feet, and are very grand and beautiful, and furnish the city with a constant water power of great value, as they never freeze, and also supply the city with water for all purposes. Spokane city is well represented in all lines of mercantile business, having several good wholesale houses in various lines. It is finely lighted with electric lights, and the streets are worthy of mention, being wide and airy. The town is laid out at right angles, and numbered on the decimal plan. Their paving is of concrete cement, and while their streets are a soft rock, it makes a natural pavement equal to macadamized. The town also contains many fine brick buildings and brick blocks, doing credit to any young town; and also has good public buildings, such as Court House, schools, &c. Fine hunting is also to be had in the adjoining woods, and game is plentiful, bears, deer and elk being the most numerous. Before leaving Spokane Falls a party of four of us secured a team and visited the renowned "Medical Lake," sixteen miles to the southeast. This remarkable lake is situated on an elevated plateau and surrounded by an evergreen border of pine, firs and tamarach timber. The lake is about one and a-half miles in length and half a mile wide. Its medicinal properties have been known to the Indians of the Northwest Pacific coast from a time far beyond a knowledge of the oldest inhabitants, and is held in great veneration by them as "Skookum Chuck Pe Saukiee Tyre Illihe," or Strong Water from the Sacred Ground. There are many places along its pineshaded banks yet to be seen where these people have piled rocks together for the purpose of treating them preparatory to taking a protracted sweat for the cure of rheumatism or other diseases. The lake has no visible outlet, but is constantly fed by two known and enormous springs. Careful analytical tests show twelve medical properties in its waters right from nature's own laboratory, and it is estimated that no less than 8,000 people visited this great resort alone last summer. It is supplied with a commodious hotel, &c., for the accommodation of guests, and is certainly a place of great interest as well as one of beauty.

Returning to Spokane Falls after a day's sport through the wilds of the West, and after spending two days at that town, we again board the train at 11.30 P. M., August 25th, for the Pacific slope. After leaving Spokane we emerged from the thickly wooded country into what is known as "The Columbia River Desert." This is beyond the power of my pen to describe, but needs to be crossed to be remembered, and when once crossed beneath the burning rays of a mid-summer's sun it will not soon be forgotten.

It is now 5.30 A. M. and we are at Pasco Junction, in the heart of the Sandy Desert. Here is the junction of the Portland and San Francisco lines, while the main line extends on to Tacoma. The sand here is fearful, and is suffocating to pass through. The weather was too dusty to permit the windows open and too warm for them closed, rendering it very uncomfortable traveling. The thermometer here gets from 100° to 110° in the shade, and naturally the sand grows very warm, and if the Sahara Desert of Africa is any warmer than this we have no desire to see it.

Leaving Pasco we cross the Columbia River on an eight-span iron bridge, 100 feet above the water. Thus we speed rapidly along across the sandy plains, through sage brush and bunch grass, following the winding course of the crooked Columbia River until 9.30 A. M., when we are at North Yakima, situated on the Yakima and Natchee Rivers, and located within the Yakima Indian Reservation. The town is a thriving one, beautifully supplied with shade trees, &c., and is a great shipping point for cattle, &c.

Leaving Yakima our next stop is Ellenburg, the county seat of Kittitass county, and is the headquarters of the Cascade Division of the N. P. R. R. Ellenburg is located in Kittitass Valley, a rich and fertile grazing ground, roamed over in early times by countless herds of buffalo, followed by the native sportsman of the woods; but their home passed away and civilization has taken their place, and this once desert valley gives promise of becoming a rich and fertile plain, and the home of industry.

Our next thing of interest is the Grand Cascade Tunnel under Stampede Pass, and is two miles in length, the second longest in the United States, being exceeded only by the Hoosac Tunnel, of Massachusetts. Entering this tunnel the grade rises 116 feet to the mile, affording a grand scene. Thus we speed along until 6.10 P. M., when we arrive at Tacoma, the terminus of the N. P. R. R., and 2,019 miles west of Minneapolis. H. R. S.

A TRYING EXPERIENCE.—"What is the worst experience you ever underwent, Colonel?"

"The worst? Well, it occurred years ago, when I was a young man. I was a sailor then, and the vessel on which I was working was wrecked. A barrel half full of whisky was floating about and I clung to it, drifting in the icy water for a day and a night."

"That was horrible."

"Horrible? No name for it. I couldn't keep the darned barrel in one position long enough to open it."

Sunday School Teacher—Now, Willie, if you say a prayer will God answer it?

Willie—No, ma'am, he won't.

Sunday School Teacher—Why, yes, Willie, he will.

Willie—No ma'am, he won't.

Sunday School Teacher (grieved and shocked)—And why not?

Willie—Because I'm a Democrat, and so's papa.—*Minneapolis Tribune.*

The new trick on men-of-war is to have twin electric search lights arranged like Ben Butler's eyes, so that torpedo boats and other sea reptiles cannot tell which way the big fellow is looking.

And now there are growls and growls from Illinois and Kansas because these States are unfortunate enough not to be located in Indiana.

J. Warren Keifer is doing his country valuable service in obscurity and ought to be allowed to continue there in peace.

[*Springfield Republican.*

Has any one heard any outcry because the battle flag of a Pennsylvania regiment has been returned to it by its Southern captors?

[*Detroit Free Press.*

Study closely the ways of the English dude if you want to know just what the Yankee dude 'll do.

Miscellaneous.

SHERIFF'S LICENSE NOTICE.

NOTICE TO MERCHANTS, TRADERS AND OTHERS.

All persons and bodies corporate or politic, in Baltimore county, who are or shall be exercising any business, or shall be doing any act or thing, or shall be in the occupation of any house or place for any purpose for which a license is made necessary by the laws of Maryland, are hereby warned to obtain a License or renew the same,

On or before the 1st day of May, 1889,

under the penalty prescribed by said laws for the infraction thereof.

Those interested are notified of the following requirements of the License Laws:

TRADERS' LICENSES.

The amount to be paid by traders for a license, (the amount of stock at the principal season of sale to be given under oath,) is as follows:

If the applicant's stock in trade does not exceed

$1,000			$ 12 60
Over $ 1,000	and not over	$ 1,500	15 60
" 1,500	" "	2,500	18 60
" 2,500	" "	4,000	22 60
" 4,000	" "	6,000	30 60
" 6,000	" "	8,000	40 60
" 8,000	" "	10,000	50 60
" 10,000	" "	15,000	65 60
" 15,000	" "	20,000	80 60
" 20,000	" "	30,000	100 60
" 30,000	" "	40,000	125 60
" 40,000			150 60

The applicant must either make oath, as heretofore, before the Clerk of the Circuit Court of the county where he is engaged in business, of the amount of goods kept on hand at the principal season of sale, or the oath may be administered by a Justice of the Peace, when the person wanting a license applies through an agent.

Persons may sell salt to cure fish in March, April and May without license. Venders of cakes and venders of beer and cider, who are the makers of such beer and cider, (lager beer excepted,) are not required to pay license. Neither is a license necessary for hawkers or peddlers of oysters, fish and meat in their unpreserved and natural condition, or of fruits and vegetables perishable in their natures that are grown in this State and sold in their natural condition.

LICENSES TO ORDINARIES AND TAVERN KEEPERS.

The licenses to ordinaries and tavern keepers to sell spirituous and fermented liquors, or lager beer, in quantities less than a pint, at any one time, are as follows, the applicant to *make oath before the Clerk* as to the rate of rent or annual value of the house at or in which the business to be authorised by the license may be done, or intended to be done:

If the rental or annual value is not

Over $ 100			$ 25 60
" 100	and not over	$ 200	40 60
" 200	" "	300	55 60
" 300	" "	400	60 60
" 400	" "	500	70 60
" 500	" "	750	90 60
" 750	" "	1,000	100 60
" 1,000	" "	2,000	150 60
" 2,000	" "	3,000	180 60
" 3,000	" "	5,000	250 60
" 5,000	" "	10,000	400 60
" 10,000			450 00

LICENSES TO RETAILERS OF SPIRITUOUS OR FERMENTED LIQUORS OR LAGER BEER.

The amount of licenses to be paid by retailers of spirituous and fermented liquors and lager beer are as follows: If the value of the stock in trade be

$500 or less			$ 18 60
Over $ 500			35 60
From 1,000	to	$ 2,000	50 60
" 2,000	to	4,000	75 60
" 4,000	to	6,000	100 60
" 6,000	to	10,000	120 60
" 10,000	to	20,000	130 60
" 20,000	to	30,000	140 60
Over 30,000	to	40,000	150 60

OYSTER AND EATING HOUSES.

The license to be paid by the keepers of oyster and eating houses is $50.50 throughout the State.

FEMALE VENDERS.

Females vending millinery and other small articles, whose stock is not over $500, pay a license of $6.50 only; but if over that amount they are required to pay the same license as other persons—oath to be made as to the amount of stock at the principal season of the year.

BILLIARD OR POOL TABLES.

To every person who keeps or exhibits for use a Billiard or Pool table or tables:

For one Billiard or Pool Table	$50 50
For every additional Billiard or Pool Table if kept in the same apartment	25 00

PEDDLERS.

For every peddler traveling on foot	$101 00
" " " with wagon and one horse	151 00
" " " with wagon and two horses	201 00

LICENSE TO OWNERS AND KEEPERS OF STALLIONS AND JACKS.

The owners or keepers of every stallion or jack shall, before being permitted to stand or station such animal, pay to the Clerk of the Circuit Court of some one of the counties in this State, the highest sum which he intends to ask or receive for the season of one mare; and the receipt of the said Clerk, with the seal of his Court attached thereto for said sum, shall be the license for stationing or standing such stallion or jack for one year from the date thereof; provided, that in no case shall the sum directed to be paid by this section for such license be less than ten dollars; and that every stallion or jack upon which the said tax is paid shall be exempt from all other State tax.

JOSHUA TRACEY,
Sheriff of Baltimore County

March 30.—5t

WALL PAPER!

WALL PAPER!!

WINDOW SHADES!

WINDOW SHADES!!

FLOOR AND TABLE OILCLOTH.

JACOB MYERS,

No. 39 North Gay Street,

[OPPOSITE TO THE ODD FELLOW' HALL,]
BALTIMORE, MD.

The Old and Reliable Wall Paper and Window Shade Store
OF
BALTIMORE CITY,

Is now prepared to show his new styles of WALL PAPER, and send samples to any part of the country when application is made to him. Will send the best workmen to put up the same when wanted. Will sell WALL PAPER AND WINDOW SHADES AT FACTORY PRICES. Call on or send to him and see his beautiful lines.

Has no branch house or any connection with any other house in the city.

JACOB MYERS, No. 39 Gay St.,
BALTIMORE, MD.

Dec. 13.—1y

WILLIAM D. RANDALL,
SUCCESSOR TO
B. R. YOE & CO.,
WHOLESALE AND RETAIL
DEALERS IN
STAPLE AND FANCY GROCERIES,
FINE LIQUORS, CHOICE WINES, AND STORES
FOR NAVAL VESSELS
AT THE OLD STAND.
No. 38 West Baltimore Street, Baltimore.

TO THE PUBLIC:

The undersigned takes this method to notify the Public and *especially* the Patrons of the late firm of B. R. YOE & CO., that he has taken the OLD STAND occupied for so many years by that firm where he proposes to continue the GROCERY BUSINESS.

He believes that his long experience in the employment of the late Mr. YOE, has given him a *thorough knowledge* of the business and made him acquainted with the *tastes* and *wants* of his old customers, he therefore respectfully solicits a continuance of their patronage and earnestly asks the General Public for a share of their custom.

He will keep a full stock of the best
STAPLE AND FANCY GROCERIES,
CANNED GOODS, FINE LIQUORS
CHOICE WINES,
CIGARS AND STORES
FOR NAVAL VESSELS

and will provide the BEST FACILITIES for supplying Goods at MOST REASONABLE PRICES and with the greatest dispatch.

Very respectfully,
WM. D. RANDALL.

Oct. 28.—tf

FREE. FREE. FREE.

$35 SOLID GOLD WATCH.

SOLD FOR $100 UNTIL LATELY.

BEST $35 WATCH IN THE WORLD.

Perfect time-keeper. Warranted. Heavy. Solid Gold Hunting Cases. Both ladies' and gents' 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 SAMPLES. These samples, as well as the watch, we send free, and after you have kept them in your home for 3 months and shown them to those who may have called, they become your own property. Those who write at once can be sure of receiving the WATCH and SAMPLES. We pay all express, freight, etc. Address

GEO. STINSON & CO.,
Box 812, Portland, Maine.

Dec. 29.—1.r*

ASHLAND IRON COMPANY
—OF—
BALTIMORE COUNTY.

NOTICE.

The regular Annual Meeting of the Stockholders of THE ASHLAND IRON COMPANY OF BALTIMORE COUNTY, for the election of FIVE DIRECTORS for the ensuing fiscal year, will be held at 33 CHAMBER OF COMMERCE BUILDING, Baltimore, on

Thursday, the 11th day of April, 1889,

Between the hours of 11 A. M. and 12 M.

WALTER S. FRANKLIN,
Secretary.

March 9.—1m

ROTTEN ROCK FOR SALE.

SUITABLE FOR PATHS OR ROADS,

AT 10 CENTS PER LOAD AT THE BANKS,

ON THE YORK TURNPIKE, ADJOINING THE METHODIST EPISCOPAL CHURCH, TOWSON.

Apply to
S. N. WHITTLE,
March 30.—tf Towson, Md.

SEED CORN AND OATS.

The subscriber wishes to inform his brother farmers that he has on hand a quantity of PRIME SEED YELLOW CORN which he will sell for 70 CTS. A BUSHEL, and WHITE OATS, very fine, at 36 CTS. A BUSHEL. Address,

H. B. ALDER,
Agent at Corbett Station, N. C. R. R.
March 30.—tf Baltimore Co., Md.

Railroad Time Tables.

GREAT PENNSYLVANIA ROUTE.

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

Northern Central Railroad.

On and after FEBRUARY 25th, 1889, trains will leave as follows, (Baltimore Time:)

A. M.

7.20—Mail Train, daily for Harrisburg, and daily, except Sunday, for Williamsport, Lock Haven, Elmira, Watkins, Rochester and Niagara Falls; also connects for Pittsburg and the West.

10.45—Chicago Limited, daily, for Pittsburg, Cincinnati and Chicago, with through sleeper from Harrisburg.

10.45—Fast Line daily, for Cleveland, Indianapolis, St. Louis and Cincinnati, and except Saturdays, for Chicago and Toledo; also, connects, except Sundays, for Lock Haven, Elmira and Watkins.

P. M.

4.30—Harrisburg Passenger, daily except Sunday.

8.45—Western Express, daily, for Pittsburg and the West, with 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.

11.20—Mail Express West, daily, with through sleeper to Pittsburg; also, connects daily for Erie and Rochester, and daily, except Saturdays, for Buffalo and Niagara Falls.

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

Parkton Accommodation, 10.15 A. M., and 3.30 P. M. daily, except Sunday. Sunday only, 10.15 A. M., 1.30 P. M.

Cockeysville Accommodation, 6.00, 9.00 A. M. and 12.00 M., 2.30, 5.30, 8.00, 10.00 and 11.30 P. M. On Sunday, 10.00 P. M.

For Hanover and Gettysburg 7.30 A. M.

For Green String Branch 6.30 A. M., and 3.10 and 5.30 P. M.

FOR SPARROW'S POINT—WEEK-DAYS.

From Calvert Station—6.10, 10.10 A. M., 1.45 and 5.00 P. M.

From Union Station—6.15, 10.15 A. M., 1.50 and 5.05 P. M.

From President Street—6.07 A. M. and 4.57 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.

Phila., Wilmington & Baltimore Railroad.

Commencing SUNDAY, FEBRUARY 25th, 1888, Passenger Trains will leave Baltimore as follows:

FROM UNION STATION.

12.40 A. M.—Philadelphia Express, connecting for New York.

4.10 A. M.—Express for Philadelphia, connecting for New York.

6.40 A. M.—Mail for Philadelphia.

8.25 A. M.—Philadelphia and New York Express.

9.08 A. M.—Fast Express for Philadelphia.

9.15 A. M.—Accommodation for Philadelphia.

10.08 A. M.—Express for Philadelphia and New York.

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

12.05 P. M.—Express for Philadelphia and N. Y., connecting for Atlantic City.

12.45 P. M.—Express for Philadelphia and New York, connecting for Atlantic City.

2.30 P. M.—Peninsula Express, through to points on Delaware Division.

2.40 P. M.—Port Deposit Accommodation.

3.20 P. M.—Express for Philadelphia and New York. Sleeping Car through to Boston.

4.05 P. M.—Oxford Accommodation.

4.40 P. M.—Congressional Limited Express for Philadelphia and New York. Composed of Parlor and Dining Cars.

5.17 P. M.—Express for Philadelphia and New York.

7.35 P. M.—Accommodation for Philadelphia.

9.08 P. M.—Fast Express for Philadelphia.

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

SUNDAY TRAINS.

12.40 A. M.—Philadelphia Express, connecting for New York.

6.40 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 New York. Sleeping Car through to Boston.

4.40 P. M.—Congressional Limited Express for Phila. and N. Y. Composed of Parlor and Dining Cars.

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

7.35 P. M.—Accommodation for Philadelphia.

9.08 P. M.—Fast Express for Philadelphia.

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

FROM PRESIDENT STREET STATION WEEK-DAYS.

6.22 A. M.—Mail for Philadelphia.

8.07 A. M.—Express for Philadelphia and N. Y.

2.29 P. M.—Port Deposit Accommodation.

5.54 P. M.—Oxford Accommodation.

7.24 P. M.—Accommodation for Philadelphia.

FROM CALVERT STREET STATION WEEK-DAYS.

2.35 P. M.—Port Deposit Accommodation.

4.00 P. M.—Oxford Accommodation.

For Brooklyn, N. Y., all through trains connect at Jersey City with boats of "Brooklyn Annex," affording direct transfer to Fulton street, avoiding double ferriage and journey across New York City.

CONNECTIONS.

6.28 A. M. from President Street, and 6.40 A. M. from Union Station, at Port Deposit with Philadelphia and Baltimore Central Railroad. And at Newark, via the Newark & Delaware City Railroad, for points on the Delaware Railroad and Branches.

10.08 A. M.—At Wilmington with Delaware Railroad.

2.29 P. M.—From President street, 2.35 P. M. from Calvert street, and 2.40 from Union Station. At Port Deposit with Philadelphia and Baltimore Central Railroad.

2.30 P. M.—From Union Station. At Perryville for Port Deposit and Baltimore Central Railroad.

5.17 P. M.—From Union Station. At Newark with Newark and & Delaware City Railroad for points on Delaware Railroad and branches.

Baltimore and Potomac Railroad.

TAKING EFFECT FEBRUARY 24th, 1889.

FROM CALVERT STATION.

For Washington 7.00, 7.35 A. M., and 5.21 P. M. daily except Sunday, and 2.40, 5.10, 8.10 A. M., and 12.25, 1.55, 4.40, 6.55, and 9.20 P. M. daily.

For Pope's Creek Line, 7.00 A. M. and 4.15 P. M. daily except Sunday.

For Annapolis, 7.35 A. M. and 4.40 P. M. daily except Sunday. Sunday, 8.10 A. M. and 4.40 P. M.

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

For the South via Piedmont Air Line at 5.10 and 8.10 A. M., 4.40 and 9.20 P. M. daily.

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

For points on Newport News and Mississippi Valley system via Charlottesville 8.10 A. M., 4.40 P. M. daily, and 5.21 P. M. daily, except Sunday.

FROM UNION STATION.

For Washington, 2.50, 5.20, 6.50, 7.05, 7.40, 8.28, 9.45, 10.42 A. M., 12.40, 12.45, 2.05, 2.59, 4.50, 5.26, 6.09, 7.05, 7.10, 8.12 and 9.30 P. M.; on Sunday, 2.50, 5.20, 6.50, 8.28, 9.45, 10.42 A. M., 12.45, 2.05, 4.50, 7.10, 8.12 and 9.30 P. M.

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

For Annapolis 7.40, A. M., 12.40 and 4.50 P. M. On Sunday, 8.28 A. M. and 4.50 P. M.

For Richmond and the South at 2.50 and 9.45 A. M. every day and 2.05 P. M. week days.

For Piedmont Air Line at 5.50 and 9.45 A. M., 4.50 and 9.30 P. M. daily, 7.05 P. M. week-days.

For points on Manassas Division, 12.40 P. M., week-days.

For points on Newport News and Mississippi Valley system via Charlottesville 9.45 A. M. daily and 7.05 P. M. week-days.

FROM PENNSYLVANIA AVENUE STATION.

For Washington 5.24 6.55, 7.10, 7.44, and 8.28 A. M.; 12.50, 2.10, 4.55, 5.31, 7.15 and 9.35 P. M. On Sunday at 5.24, 6.55, 8.28 A. M., 12.50, 2.10, 4.55, 7.15 and 9.35 P. M.

For Annapolis 7.44 A. M. and 4.55 P. M. week days. On Sundays, 8.28 A. M. and 4.55 P. M.

Leave Washington for Baltimore—At 6.35, 7.20, 8.10, 9.00, 9.40, 9.50, 11.00 and 11.40 A. M.; 12.05, 2.10 3.45, 4.10, 4.20, 4.40, 6.00, 7.40, 8.10, 10.00 and 11.20 P. M. On Sundays, at 9.00, 9.05, 9.40, 11.40 A. M., 2.10, 3.45, 4.10, 6.00, 7.40, 8.10, 10.00 and 11.20 P. M.

CATONSVILLE BRANCH.

Leave Calvert Street.—For Catonsville, 7.45 and 9.30 A. M., 3.15, 4.55, 6.35, 9.15 and 11.15 P. M. Sundays, 10.05 A. M., 2.40, 5.35 and 10.05 P. M.

Leave Union Station.—At 7.50 and 9.35 A. M., 3.20, 5.00, 6.40, 9.20 and 11.20 P. M. week-days. Sundays, 10.10 A. M., 2.45, 5.40 and 10.10 P. M.

Leave Pennsylvania Avenue Station.—At 7.55 and 9.40 A. M., 3.25, 5.05, 6.45, 9.25 and 11.25 P. M. week-days. Sundays, 10.15 A. M., 2.50, 5.45 and 10.15 P. M.

Leave Catonsville for Baltimore.—At 5.50, 8.23 and 10.35 A. M., 3.55, 5.38, 7.12 and 10.10 P. M. week-days. Sundays, 9.05 A. M., 1.30, 4.30 and 6.40 P. M.

Baltimore and Ohio Railroad.

SUNDAY, MARCH 10th, 1889.

LEAVE CAMDEN STATION:

For Chicago and Northwest, Vestibuled Limited Express daily, 8.00 A. M., Express 8.05 P. M.

For Cincinnati, St. Louis and Indianapolis, Vestibuled Limited Express daily, 2.00 and 10.10 P. M.

For Pittsburg and Cleveland, Vestibuled Limited Express daily, 8.00 A. M., Express 8.05 P. M.

For Washington, week days, 5.10, 6.20, 6.30, 7.15, 7.20, 8.00, (45-minute train) 9.00, 9.05, 10.15, (45-minute train,) A. M., 12.15, 1.45, (45-minute train,) 2.00, 3.00, 4.15, (45-minute train,) 5.00, 6.00, 6.30, 7.50, 8.05, 10.05, 10.10 and 11.00 P. M. On Sunday, 6.20, 7.15, 8.00, (45-minute train,) 9.00, 9.05, 10.25 A. M.; 12.00, 1.45, (45-minute train,) 2.00, 4.15, 5.00, 6.30, 7.50, 8.05, 10.05, 10.10 and 11.00 P. M.

For way stations between Baltimore and Washington, 6.10, 6.30 and 9.00 A. M.; 12.15, 3.00, 5.00, 6.30 and 11.00 P. M. On Sunday, 6.30 and 9.05 A. M.; 12.50, 5.00, 6.30 and 11.00 P. M.

Trains leave Washington for Baltimore, 5.00, 6.30, 6.40, 7.30, 8.30, 9.30, 9.45, 11.25 A. M.; 12.10, 2.05, 2.30, 3.15, 3.25, 4.30, 4.35, 5.30, 6.15, 6.45, 7.30, 8.00, 9.45, 10.30, 11.30 P. M. Sunday, 6.30, 8.30, 9.30, 9.45, 11.25 A. M., 1.15, 2.05, 2.30, 3.25, 4.30, 4.35, 6.45, 7.30, 8.00, 9.45, 10.30, 11.30 P. M.

For principal points on Metropolitan Branch, †5.10, *9.00 A. M., †3.00 and †4.15 P. M.

For Annapolis, 7.20, 9.00 A. M., 12.15 and 5.00 P. M. On Sunday, 9.05 A. M. and 5.00 P. M.

For Elliott City, Md. Airy and way points, *4.00, *8.30 *9.30 A. M., †1.10, †*4.25, *5.25, *6.35, *11.15 P. M. a Stops only at principal stations between Relay and Frederick Junction.

For Frederick, 4.00, 5.30 A. M., 1.10, 4.25 and 5.25 P. M. On Sunday, 9.30 A. M. and 5.25 P. M.

For Virginia Midland Railroad, and South, via Danville †10.15, †10.25 A. M., and *8.05 P. M.

For Lexington, Staunton, 9.00 A. M. daily, except Sunday.

For Winchester, †4.00, †9.00, A. M., †4.25 P. M.

For Luray, Roanoke and all points on the Shenandoah Valley R. R. *9.00 A. M. and †5.30 A. M.

For Hagerstown, †4.00, †8.30, †9.00 A. M., †4.15, †4.25 P. M.

For Curtis Bay and intermediate points, 6.20 and 10.10 A. M. and 2.30 P. M. Sundays, 8.00 A. M., and 3.30, P. M. Leave Curtis Bay 7.50, 11.30 A. M., and 5.50 P. M. Sundays, 9.00 A. M. and 4.30 P. M.

Trains arrive from Chicago, Columbus and the Northwest daily, 9.45 A. M., *10.45 P. M.; from Pittsburg, *9.45 A. M., †4.30 and *10.45 P. M.; from Cincinnati, St. Louis and the West, 7.30 A. M.; 2.55 P. M.

NEW YORK AND PHILADELPHIA DIVISION.

For New York, Trenton, Elizabeth and Newark, N. J., leave †8.39, *10.20 A. M., *12.15, *2.30, *4.54 and *11.30 P. M.

Trains leave New York for Baltimore, *8.30, †11.00 A. M., *1.30, *2.30, *4.45, P. M., *12.00 night.

For Philadelphia, Newark, Wilmington and Chester, †8.39, *10.20 A. M., *12.15, *2.30, *4.54, *6.50, *11.50 P. M. (Sleeping car open at 9.00 o'clock on the night Express.) For way stations, *7.50 A. M., and *2.15 and *5.40 P. M.

Trains leave Philadelphia for Baltimore, *4.10, *8.15, *11.15 A. M., *12.45, *3.45, *6.15, *9.30 P. M.

Express trains for Washington pass Relay 5 minutes later than time given for Baltimore.

Sunday trains leave Baltimore for Philadelphia and intermediate points at 8.00 A. M. and 4.40 P. M.

J. M. COOPER, GEN'L TICKET AGT. N. MELDRUM, GEN'L MANAGER.

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Baltimore & Lehigh R. R.

Commencing Sunday, December 23, 1888. Leave Hillen Station as follows:

DAILY.

4.10 A. M.—Fast Mail for Shenandoah Valley and Southern and South western points. Also, Glyndon, Westminster, New Windsor, Union Bridge, Mechanicstown, Blue Ridge, Hagerstown, and (except Sunday) Chambersburg, Waynesboro, and points on B. and O. V. R. R.

DAILY, EXCEPT SUNDAY.

8.00 A. M.—Accommodation. For Hanover, Frederick, Emmitsburg, Waynesboro', Chambersburg, Shippensburg, Hagerstown, Williamsport and intermediate Stations. Shenandoah Valley R. R. connections.

9.45 A. M.—Accommodation. For Union Bridge Hanover, Gettysburg and all points on B. & H. Div. (through cars,) also Mt. Holly Springs and Carlisle, Pa.

2.25 P. M.—Accommodation. For Glyndon (Reisterstown).

4.00 P. M.—Express. For Arlington, Mt. Hope, Pikesville, Owings' Mills, St. George's, Glyndon, Glen Falls, Finksburg, Patapsco, Carrollton, Westminster, Medford, New Windsor, Linwood, Union Bridge, and stations west; also, Hanover, Gettysburg and stations on B. & H. Division (through cars,) Emmitsburg, Waynesboro', Chambersburg and Shippensburg.

5.15 P. M.—Accommodation for Glyndon, (Reisterstown.)

6.20 P. M.—Accommodation for Union Bridge.

WEDNESDAYS AND SATURDAYS.

11.35 P. M.—Accommodation for Glyndon, (Reisterstown.)

SUNDAYS ONLY.

9.30 A. M.—Accommodation for Union Bridge and Hanover.

2.33 P. M.—Accommodation for Union Bridge.

TRAINS ARRIVE AT HILLEN.

Daily—2.50 P. M. Daily except Sunday—7.30, 8.42, 11.20 A. M., 2.40, 5.10 and 6.27 P. M.

Wednesdays and Saturdays—10.0 P. M.

Sundays only—At 9.07 A. M. and 6.35 P. M.

Ticket and Baggage Office, 217 East Baltimore street.

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

J. M. HOOD, General Manager.
B. H. GRISWOLD, Gen. Passenger Agent.

Horse Passenger Railways.

YORK ROAD CARS.

Leave Towsontown for Baltimore
Each hour from 6 A. M. to 10 P. M.

Leave Baltimore for Towsontown
At half-past each hour from 6.30 A. M. to 9.30 P. M and at 11.30 P. M.

All the Cars have STOVES IN THEM, and are comfortable.

ROUND TRIP TICKETS 45 Cts.

Catonsville Railway.

Leave Baltimore each hour from 6 A. M. to 9 P. M. and at 11.30 P. M. And for London Park, Irvington, Mount Olivet and Cathedral Cemetery every half hour from 2 to 6 P. M., Leave Catonsville each hour from 6 A. M. to 8 P. M., and at 7.30 A. M. and 10.30 P. M. For Ellicott City, on Sundays only, and at 8 and 10 A. M., and 2 and 6 P. M. Returning, leave Ellicott City at 10 A. M., 12 M. and at 5 and 7 P. M.

Money to Loan.

TO LOAN.

ONE SUM OF $1,000 AND ONE OF $640 TO LOAN ON FIRST MORTGAGE. Security offered to be first-class. Apply to

THOS. J. HUNTER,
Nov. 3.—tf Towson.

MONEY TO LOAN

ON GOOD FARMS IN BALTIMORE COUNTY.

$75,000 TO LOAN IN SUMS TO SUIT.

THOS. HILL,
Fayette and St. Paul Sts.,
Oct. 27.—3m Baltimore, Md.

$300, $600, $1,000, $1,800, $3,000, $5,000, or almost any amount to suit borrower, on long or short time, on first-class mortgages.

JAMES J. LINDSAY,
Attorney at Law, Towson, Md.
Sept. 29.—tf

LOANS NEGOTIATED.

$3,250, $3,000, $2,700, 1,100 $1,000 TO LOAN ON FIRST MORTGAGE, IN SUMS TO SUIT. FARMS FOR SALE. Apply to

S. PARKER BOSLEY,
Sept. 18.—tf Towsontown, Md.

MONEY TO LOAN ON MORTGAGE.

Apply to
WM. GRASON
Attorney at Law, Smedley Row,
Dec. 12.—tf Towsontown.

MONEY TO LOAN.
IN SUMS TO SUIT, FROM $500 to $5,000.
Apply to HENRY L. BOWEN,
Real Estate Agent, Towson, Md.
Nov. 18.—tf

$600, $1,000, $1,000 AND $2,000.

AT 6 PER CENT., FROM 2 TO 5 YEARS.
Apply to M. W. OFFUTT.
Attorney at Law, Smedley Row, Towsontown, Md.
April 6.—1y

$80,000 TO LOAN ON MORTGAGE OR GROUND RENT

ON SUMS TO SUIT ON BALTIMORE COUNTY PROPERTY.

R. W. TEMPLEMAN & CO.
27 Lexington Street,
Feb. 10.—tf Baltimore, Md.

Physicians' Cards.

Dr. Jas. H. Jarrett. | *Dr. J. H. S. Jarrett*

TOWSONTOWN.

DR. J. H. JARRETT & SON.

—OFFICE HOURS—
From 7 to 10 A. M. | From 1 to 3 P. M.
And 7 P. M. Jan. 10.—1y

DR. R. C. MASSENBURG.

Office—COR. PENNA. AND DELEWARE AVES., TOWSONTOWN.

Where he can be found at all hours, except when professionally engaged.
April 5.—tf

DR J. PIPER.
—OFFICE—
AT HIS RESIDENCE, TOWSONTOWN
—OFFICE HOURS—
From 7 to 9 A. M.; from 1 to 3 P. M., and 6 P. M.
June 8.—tf

DR H. LOUIS NAYLOR.
—OFFICE—
RESIDENCE OF THE LATE HON. SAM'L BRADY NEAR BROOKLANDVILLE.
OFFICE HOURS
7 to 8 A. M.; 2 to 3 P. M. and after 7 P. M.

BRANCH OFFICE PIKESVILLE
OFFICE HOURS
From 9 to 10 A. M. and 4 to 5 P. M.
Messages left at either office will meet with prompt attention. June 6.—tf

House and Sign Painters.

SYLVESTER BOWEN & SON,

HOUSE AND SIGN PAINTERS,

TOWSONTOWN, MD.

Every description of Plain, Ornamental and Fancy Painting, executed with neatness and despatch, and upon the most reasonable terms.

A share of public patronage is respectfully solicited.

Nov. 1.—tf SYLVESTER BOWEN.

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PARKS & GERMAN,

(SUCCESSORS TO H. L. BOWEN,)

HOUSE, SIGN AND FANCY PAINTER

GRAINERS AND GLAZIERS,
TOWSONTOWN, MD.
IMITATIONS OF WOODS AND MARBLES,
And every description of
ORNAMENTAL AND FANCY PAINTING
PROMPTLY AND REASONABLY EXECUTED.
Public patronage respectfully solicited.
March 23, '71.—1y

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