

# The Democratic Journal.

\$1 PER ANNUM.

WESTMINSTER, MD., SATURDAY, OCTOBER 28, 1899.

VOL. XXXV.—NO. 1.

Wm. J. Derr

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## "THE MODEL STORE NEWS."



This is headquarters for women's or children's shoes—they say leather has gone up and so it has—yet we keep our shoes at old prices, which are fully a third less than the same grades can be bought for today. Every new toe and tip, all made of the finest leathers and are very comfortable, either button or lace—the buttons we put on for you with our new patent fastening machine.

Women's Shoes \$1.25 to \$3.50.  
Children's Shoes 75c to \$1.50.

### NEW WRAPS.



Be it Cape or Coat, they are here in all the perfection of art and style that can be made in any garment—the styles are surely the prettiest we have ever brought out. In Jackets the materials are mostly fine kersey, in black, color, all very short and jaunty—the Cape are either of plush or cloth, all handsomely made and trimmed—Children's Coats of kersey and fancy cloths, trimmed in the very latest style.

Jackets \$5 to \$20.  
Capes \$5 to \$15.  
Children's \$2 to \$10.  
Golf Capes \$7 to \$15.

OUR STORE CLOSSES AT 6 P. M. EXCEPT SATURDAY.

## The Great Model Emporium,

Wm. J. Derr

Excellent cooking is not difficult if you provide first class materials with which to work. My Groceries and Provisions make easy the preparation of tempting, wholesome and satisfying food. Such materials make rare good eating. BUY HERE AND BUY RIGHT.

WHITMAN'S CONFECTIONS. The finest sold in the United States.

PRIDE OF WESTMINSTER COFFEE. People send from all over Carroll county for the Pride of Westminster Coffee, as good as any 25c Coffee sold. A visit from you would confirm you of the fact of the above statement.

BRING IN YOUR HOUSE AND BARN BIDS FOR US TO FIGURE ON.

LUMBER, SASH, DOORS, BLINDS AND MILL WORK ever before in the city. If you want a square deal, figure with us.

SMITH & REIFSNIDER, Westminister, Md.

FOR SALE. New House and Lot at Reese P. O., on Baltimore & Reisterstown pike, about three miles from Westminister; 2-story frame, 1 1/2 story; good fruit, fencing and outbuildings. Possession at any time. Call on or address MAURICE GREEN, Reese, Md.

NEW AND IMPROVED WOODEN PUMPS. FRANK E. PALMER, URBONOTOWN, Md. Manufacturer of and Dealer in all kinds of PUMPS. Special attention given to Repair Work. Terms as reasonable as good will justify.

DIVIDED NOTICE. The President and Directors of The Westminister Savings Bank have this 7th day of October, 1899, declared a Semi-Annual Dividend of FOUR PER CENT. on the Capital Stock and 2 per cent. on Week-ly and Monthly Deposits, payable on and after October 17th, 1899. WILLIAM H. STARR, Treasurer.

FRANK LONG, ATTORNEY-AT-LAW. Office on COURT STREET.

### WESTMINSTER DEPOSIT AND TRUST COMPANY, WESTMINSTER, MD.

Capital Stock paid in Cash \$50,000.00  
Stockholders' Liability 50,000.00  
Total Resources 100,000.00

Authorized to act as Executor, Administrator, Guardian, Receiver or Trustee, and a Legal Depository for Money. Allows Interest on Deposits and makes Loans on Stocks, Bonds and Other Approved Securities. Special Rates for Deposits made for Definite Periods. Fire and Burglar Proof Vault for the Safekeeping of Securities and for Storage of Silver, Cheats, etc. Safe Deposit Boxes For Rent. Buys and Sells Stocks and Bonds. Highest Market Price Paid for Same. Its Savings Department Receives Deposits of One Dollar and Upwards and Pays Interest Thereon.

OFFICERS: DAVID E. STEIN, President. H. STEWART ROBERTS, 1st Vice-Pres. JACOB H. BLOCHER, 2nd Vice-Pres. GEORGE H. PARKER, Sec. and Treas. CHARLES E. FINN, General Counsel.

EXECUTIVE COMMITTEE: H. Stewart Roberts, George W. Allbaugh, Charles E. Finn.

DIRECTORS: T. Herbert Shriver, William G. Rinshart, David E. Stein, Charles E. Finn, H. Stewart Roberts, George W. Allbaugh, Jacob H. Blocher, Edward E. Reinholdt, John Maeschlin, Charles E. D. Ross, Charles C. Gorsch, Milton Schaeffer.

L. A. HALLER, PRACTICAL MACHINIST. Westminister, Md.

Repairing of Engines, Boilers, Steam Pumps, Mill Work, Threshing Machines, Binders, Reapers, Mowers and Agricultural Implements.

L. A. HALLER, Machinist, Green street, west of Liberty, April 17 Westminister, Md.

JOHN E. ECKENRODE, MANUFACTURER OF COACHES, CARRIAGES, JAGGER WAGONS, HUGGIES, FILETONS, &c., &c. A. C.

SPECIAL ATTENTION GIVEN TO REPAIRING. All Orders Promptly Filled and Work of Every Kind Warranted.

A LARGE STOCK OF LIGHT & HEAVY HARNESS.

FACTORY, Corner of Liberty and George Streets, Westminister, Md., where I have just erected new and large shops, giving me better facilities than heretofore. A call is solicited.

MAKE YOUR OWN DO-DOH. BONNIE DOON FLOUR. life and flour is a prosperous one. We do merchant and exchange work and have constantly on hand FLOUR, MEAL, HOMINY, CRACKED CORN and Feed of all Kinds. Also pay highest cash price for GRAIN.

THE CARROLL FLOURING MILL, Westminister, Md.

Buy WHEAT at all times at the HIGHEST MARKET PRICES, especially for Long-berry, and will at all times be glad to exchange FLOUR FOR WHEAT with our customers.

Mill Feed, Flour, Screenings, &c., constantly on hand, and at the lowest prices. We invite the farmers of Carroll and adjoining counties to give us a call. We guarantee kind and fair treatment. Yours Respectfully, ROBERTS, ROOP & CO., Proprietors.

CENTRAL DRUG STORE, OPPOSITE CATHOLIC CHURCH, Main Street, Westminister, Md.

JOSEPH B. BOYLE, SUCCESSOR TO WELLS BROS., Dealer in Pure Drugs, Medicines, Chemicals, Perfumery, Fancy Articles, Hair and Toilet Brushes, Combs, Toilet Soaps, Segars, &c. Also Trusses and Shoulder Braces.

PURE WINES AND LIQUORS FOR MEDICAL PURPOSES. Patent Medicines, Horse and Cattle Powders, &c. A fine assortment of STATIONERY. Physicians' orders promptly filled and Prescriptions carefully and accurately compounded.

FRANK E. HERR, SAMUEL K. HERR, Manufacturers of COACHES, CARRIAGES, BUGGIES, JAGGER WAGONS, FILETONS, &c.

Special attention given to Repairing. All orders promptly filled and work of every kind warranted.

Factory opposite the Monitor House, Main street, Westminister, Md. August 17

### CONSUMPTION CURED AT LAST.

DEAR DOCTOR KOCH: Having read in the N. Y. papers and medical journals of the wonderful cures of your Lymph by inhalation, I was determined to try it, after 6 doctors had failed to cure me; they seemed to do nothing on enough medicine which stopped up the tubes of my lungs. I was getting worse and worse, coughing, spitting blood at times, no appetite, pain in my side, my husband said I must do something soon or I would be in the last stages of consumption and then no one could cure me. Knowing that Prof. Koch was the first man to cure consumption I at once put myself under his Lymph inhalation, my improvement was slow for the first month, but gradually I regained my strength, I now do my household work and am in as good health as any one would wish to be. I would advise any one suffering as I was to try Dr. Koch's Lymph inhalation before it is too late.—Mrs. E. L. Harding, 9 West 64th Street, N. Y. City.

P. S. For my throat and stomach trouble I used Koch's Lymph which the doctor furnished me free. Dr. Koch, 119 West 22nd St., Dear Sir: As you know I was treated for 2 years for Catarrh and Asthma and a dry scabby nose that would always bleed when I blew my nose. I used Koch's Lymph and inhaled the oily Lymph into my lungs, to heal them, and do destroy the germ, I am now as well as the only one.—Emil Link, 63 Huron St., Brooklyn, N. Y.

Write to the Doctor's New York office, 119 West 22nd Street, for a free sample of Koch's Lymph.

### TO THE PUBLIC.

Having purchased the stock of Stephan Ross, corner of Main and John streets, Westminister, Md., I would be pleased to see your former customers and my friends. Call and examine my stock which you will find the largest in Westminister.

### FAMILY GROCERIES.

CHINA, GLASS AND QUEENWARE, FLOUR, SYRUPS, TEAS, COFFEES, EXTRACTS, CAKES, CRACKERS, AND CANDIES.

We take COUNTRY PRODUCE in Exchange and pay Cash.

### PROCLAMATION.

Whereas a session of the General Assembly of Maryland began and held in the city of Annapolis on the 10th day of January, 1898, a Bill was passed proposing an Amendment to the Constitution of the State by adding a new section to Article Four, which shall be known as Section 21A, which said Bill and Amendment are in the words following, to-wit:

CHAPTER 193. An act to amend the Constitution of Maryland by adding a new section to Article Four.

SECTION 21A. In addition to the sum of five hundred dollars, which by the preceding section the Mayor and City Council of Baltimore are authorized to pay to each of the Judges of the Supreme Bench of Baltimore city, the said Mayor and City Council of Baltimore is further authorized to pay to each of said judges annually a sum not exceeding fifty hundred dollars, provided that the same or any part thereof, being so granted, shall not be diminished during the continuance of said judges in office.

SECTION 2. And be it further enacted by the authority aforesaid, That the said foregoing section be and the same is hereby added to the Constitution of the State, subject to the provisions contained in Article 14 of the Constitution of the State, and that the said section shall be in full force and effect from and after the date of the next general election of the State for the purpose of manufacturing purposes which shall be by ballot, and upon each ballot there shall be written or printed the words, "For the Constitutional Amendment," and "Against the Constitutional Amendment," so that the voter may indicate his preference for or against the proposed amendment as directed by the said fourth section of the Constitution.

Approved April 9, 1898.

THE GREAT SEAL OF MARYLAND. Done at the city of Annapolis on the 13th day of July, in the year of our Lord, eighteen hundred and ninety-nine.

LLOYD LOWMEYER, Governor of Maryland.

By order of the Governor: GEORGE E. LOWMEYER, Secretary of State.

### SPECIAL PRICES.

60¢ \$1.25 FIVE-GALLON OIL  
60¢ CANS FOR 50c.  
60¢ BEST 30c SYRUP.  
60¢ 10c COFFEE.  
60¢ 40c TEA.  
60¢ IN THE COUNTY.  
60¢ TRY THEM.

WM. N. KEEFER, 88 East Main Street, Opposite Wm. B. Thomas' Bank, Westminister, Md.

### NOTICE TO TRESPASSES.

All persons are hereby warned not to trespass on our premises either for hunting, gunning, trapping, or in any other manner, as the law will be rigidly enforced against all offenders.

JAS. H. BILLINGSLEA, Clerk. Oct 14 '99. JES H. BILLINGSLEA, Clerk.

### PUBLIC SALE.

OF ABOUT 5 ACRES OF LAND close to Pennsylvania Avenue, Westminister, Md. ON SATURDAY, OCTOBER 28th, 1899, at 1 o'clock, p. m., the undersigned will offer at public sale, on the premises, about 5 acres of land, including the buildings thereon, lying between the "Shreeve Farm" and the "Lodge Farm," and bounded by the land of which Thomas Cuggy lately died seized and possessed.

This property may be divided in parcels or may be sold as an entirety.

Terms of Sale—Cash. For further particulars see handbills.

CHARLES E. FINN, Agent for Mrs. Rosa Cuggy, owner. Oct 7 to Wm. T. Wilson, Auctioneer.

### TRUSTEE'S SALE OF VALUABLE FARM, WOOD LOT AND FARMING LOT OF LAND.

In Carroll County, Maryland.

By virtue of a decree of the Circuit Court for Carroll County, sitting on the 10th day of July, 1899, passed in case No. 2754 on the Equity Docket of said Court, wherein Andrew D. Reese and others are defendants, and as administrator of the estate of David Reese, deceased is plaintiff, and Horace G. Reese and others are defendants, the undersigned trustee, therein appointed, will sell at public sale, to the highest bidder, on the premises first herein mentioned, on

SATURDAY, 28th day of OCTOBER, 1899, at 1 o'clock, p. m., the real estate in the proceedings in said case mentioned as follows:

A farm known as the "Horse Farm" of the late David Reese, containing about 207 ACRES, 1 ROOD AND 15 PERCHES of land, more or less.

The improvements thereon consist of a large barn with basement and two cellars, bank barn, wagon shed with loggy and implement shed, and other outbuildings, a well, a chicken house, smoking house, dairy and other necessary outbuildings. Also comfortable tenant house, barn and other necessary outbuildings. For a long time this farm has been in good timber. There is a due proportion of meadow land and the balance is under a large state of cultivation. Orchards of apple and peach trees on the premises; also a large variety of other fruits.

Trunks and shells of good water and house and barn. Running water in every field on the farm. This farm is situated in Carroll county, Maryland, leading from the Meadow Branch Turnpike to the Littlestown Turnpike, about 2 miles from Westminister and one-half mile from the Littlestown Turnpike. It adjoins the lands of Samuel Roop, Levi Black and others. School mill and churches conveniently near the farm. This is one of the best farms in Carroll county and should command the attention of those desiring to purchase.

And a parcel of land containing 12 Acres, 3 Rods and 10 Perches, more or less. There are no buildings on this lot, but it is in good cultivation. It is situated on the Stone road about half a mile from Beeg's P. O., and adjoins the lands of the late Augustus Stung, David Myers and Jacob Martin.

Third—A Wood Lot, containing 6 1/2 Acres and 3 Squares Perches of Land, more or less, on this lot is situated about \$200,000 worth of young chestnut. It is situated about a quarter of a mile from Gorman's mill, on the road leading from the Littlestown Turnpike, near Mt. Pleasant, to Bachman's Mill.

Terms of Sale.—One third cash on the day of sale, the balance to be secured by notes of the purchaser or purchasers, with a surety or sureties to be approved by the trustee, and the balance to be paid in three equal installments, each on the day of sale, or all cash at the option of the purchaser.

ANDREW D. REESE, Trustee. Jas. Milton Reister, Solicitor. Oct 7 to John T. Diffebaugh, Auct.

### WORSE THAN A STEEL!

### The Proposed Transfer of the Cheapeake & Ohio Canal to the Baltimore & Ohio Railroad.

A Property that Was Said to Be Worth \$8,000,000 in 1890 to go Now for \$300,000.

Of the \$300,000 the State Will Get But \$100,000.

(Published by Authority of the Maryland Democratic Association.)

When in 1890 the Board of Public Works, by authorization of the Legislature, advertised to lease the Chesapeake and Ohio Canal, and will receive and legislation to consummate the lease was proposed, there was a strong protest against the lease by the Baltimore and Ohio Railroad interests.

In November, 1898, the Board of Public Works advertised for bids for the sale of the Canal and Ohio Railroad interests. The bid was in the interest of the Baltimore and Ohio Railroad, and was far below the bid of 1890.

The proposed lease of 1890 was designated as a steel. If it was, then there is no word in the English language adequate to characterize the proposition of 1899.

The proposition of 1890 was from the Washington and Cumberland Railroad Company, a well-known Baltimore financier; David L. Barton, of Baltimore; Heywood C. Pratt, of Baltimore; the Baltimore banker; A. Williams, of Cumberland; Martin N. Rohrbaugh, a wealthy business man; of Frederick; E. Katz, best farmer and coal dealer of Washington, D. C., and Hattersy W. Talbot, a lawyer of Rockville. This company proposed to lease the Canal, and not only pay the State five cents per year, renewable forever. In consideration of the execution of the lease the Washington and Cumberland Railroad Company proposed to pay within six months from the date of the lease—

Principal and interest of the repair bonds issued under the act of 1878, Chapter 58, then amounting, according to Gov. Jackson's message to the Legislature, to about \$200,000. Seventy thousand dollars (\$70,000), to be applied to the payment of claims for work, labor and materials which accrued between January 1, 1877, and January 1, 1890; Thirty thousand dollars (\$30,000), to be applied to the payment of a judgment against said property in contemplation of law.

Twenty-five per cent. of the principal of the construction bonds of 1884, said 25 per cent. amounting to \$24,875; and Fifteen thousand (\$15,000) annually to the State of Maryland, after completion of a single track from Cumberland to Williamsport.

This proposition the Annapolis correspondent of the Washington Dispatch dated February 5, 1890, said: "If accepted, the capitalists behind the new-bidged railroad company of Maryland would have secured a price right of way for their line that has been secured by any corporation on the Atlantic seaboard." For a long while it was said that the bid for the Canal would be cheap at \$2,000,000.

Mr. John K. Cowen, then chief counsel of the Baltimore and Ohio Railroad, afterward receiver and now president, gave this interview to the Baltimore Star, published in the issue of February 8, 1890:

"The price at which it is proposed to acquire the Canal when capitalized at 5 per cent. would be \$1,843,750. This price is totally inadequate to the value of the property which it is proposed to purchase. The Canal as a railroad grade and bridged throughout its entire length, is worth at the lowest calculation, without counting the tunnels or aqueducts, at least \$20,000,000. The total length is 184 miles, and it would therefore be worth at least \$2,000,000. But there is in addition a magnificent tunnel which affords the only point of access to Western Maryland by which a railroad could be constructed without having heavy grades to overcome or several tunnels to build. This tunnel alone is certainly worth a million dollars to any railroad desiring to construct a line along the Canal. The aqueducts covering the streams between Cumberland and Williamsport are numerous and are built of the most solid masonry, thus relieving the railroad from the necessity of building expensive bridges and culverts; and these aqueducts alone, it is estimated, would be worth to the railroad company at least \$1,500,000. It is well known that there are large amounts of property in the city of Cumberland, now occupied by the Canal, lying between the West Virginia Central and the Baltimore and Ohio (railroad) which are for manufacturing purposes would be a valuable property and worth, it is said, from two to three hundred thousand dollars. There are also several bridges and culverts valued at from a million to a million and a half dollars. And now Mr. Cowen proposes to give away all of this valuable property for the paltry sum of \$1,843,750."

Mr. Cowen's estimate of the value of the Canal in 1890 was \$7,880,000, as follows: 184 miles of the Canal at \$42,800 per mile..... \$3,800,000 Tunnel..... 1,000,000 Aqueducts..... 1,500,000 Property in Cumberland (from \$200,000 to \$300,000)..... 200,000 Property in the District of Columbia (from \$1,000,000 to \$1,500,000)..... 1,000,000 Total..... \$7,880,000

If we take Mr. Cowen's two figures the value of the Canal in 1890 was \$1,843,750. The bid of 1899, in the interest of the Baltimore and Ohio Railroad, was \$300,000, or what the now president of the Baltimore and Ohio said in 1890 was worth \$7,880,000 to \$8,480,000.

It is in this connection we would ask, if a judgment of \$300,000, labor claims to the amount of \$70,000, about \$600,000 principal and interest, and the balance to be secured by notes of the State, at 5 per cent. to \$1,300,000, what was a sale for \$300,000, as proposed by persons in the interest of the Baltimore and Ohio Railroad?

In this connection we would ask, if the Board of Public Works agreed to make the sale for \$300,000? And did not Governor Lowmeyer want to make the sale at once, but upon reflection by the parties to the deal was it not thought better to postpone it until after the election, for fear of the bad effect on Republican prospects? And it is pertinent to inquire has not Mr. Cowen, in consideration of the agreement to sell, promised to throw the whole weight of the Baltimore and Ohio Railroad Company, so far as he can, in favor of the Republic and against the Republican ticket in all the counties where the roads run?

These are questions that must be satisfactorily answered, or the bid will be general that a bargain has been made between the Allegheny Ring (virtual owners of the Republic party) and the Baltimore and Ohio Railroad, by which the latter is to acquire the Canal at a price which is more than a steel.

And there are some reasons more than a steel that are pertinent in connection with the present proposed sale of the Canal. An act was passed by the Legislature of 1896, chapter 106, and approved by Gov. Lowmeyer April 2, 1896, which was rushed through in the closing hours of the session, a very important time for crooked work, when every member is almost wholly engaged in getting local bills passed. The preamble recites that the C. & O. Canal is engaged in litigation and is in the hands of trustees or receivers, by authority of the Circuit Court of Washington county; that prior to the passage of the act the Baltimore and Ohio Company had become indebted to various persons for labor, supplies and materials for crooked work, when every member is almost wholly engaged in getting local bills passed. The preamble recites that the C. & O. Canal is engaged in litigation and is in the hands of trustees or receivers, by authority of the Circuit Court of Washington county; that prior to the passage of the act the Baltimore and Ohio Company had become indebted to various persons for labor, supplies and materials for crooked work, when every member is almost wholly engaged in getting local bills passed.

From this interview, the statements of which have never been challenged, it appears that there is a close alliance between the Allegheny Ring and the Baltimore and Ohio Railroad, and the latter is to acquire the Canal, and a continuation of an oppressive railroad monopoly. John K. Cowen controls the Allegheny Ring and the Allegheny Ring is absolute boss of the Republican party. The bossism is the most mercenary and disreputable of public interest in any of this country. There is none anywhere, admitting the worst charged, that is so glaring and corrupt. Another Republican success will make it more audacious, and the people are warned against the rule of this soulless corporation through as rotten a ring as ever attempted the control of a State. A Democratic Legislature, during the term of Gov. McLane, passed several acts designed to protect the people from corporate oppression. With the Allegheny Ring in control of the State the Baltimore and Ohio Railroad would have no difficulty in having these laws repealed and have in its power to oppress its employes at will.

Section 1 provides that in the event of a sale, the waiver to be valid, and the claims, judgments, &c., from 1877 to 1890 shall have priority over those prior to January, 1877.

Section 2 provides that claims and judgments shall be proven prior to September 1, 1890.

Section 7 provides that the assignee of claims and judgments shall have all the benefits of this act as the original owner.

Who owns the claims of which the State waived its claims by the act of 1896? It is true that the State will get only about \$100,000 out of the proceeds of the sale of the Canal, and that \$100,000 will go to Baltimore and Ohio interests and the other \$200,000 to persons who have no claims against the State? If these claims have been bought up and are now held by assignees, was not the ruling in the case of the Baltimore and Ohio Railroad, that "a large majority of said claimants are poor persons" a declaration intended to deceive?

"It is not a fact that the National Bank of Cumberland, of which Gov. Lowmeyer is President, together with the Allegheny Ring and others, bought up these claims to the extent of seventy or eighty thousand dollars, as low as twenty and twenty-five cents on the dollar, and after the same had been purchased legislation was obtained by which the State would pay the whole amount? Was not the payment of the claims thus made a matter of personal gain? We would like to have some denial of this statement, or if we can prove our case in any court in the State. The transaction was a fraud upon the treasury, and even if the Governor did not have a personal interest in it, he was aware it was a mere speculation by money-changers—of course in the name of the workmen."

There is another phase to this canal business, apart from the inadequacy of the bid, the large loss to the State of the rights of the Baltimore and Ohio, and the question of the waiver of claims. The proposed lease of 1890 provided for the building of a railroad on the line of the canal, and the amended charter, chapter 66, Acts of 1890, forbid any parallel or nearly parallel railroad from acquiring possession or control of it or acquiring any of its stock, thus insuring the maintenance of a competing transportation line to the rich and populous counties of Western Maryland where the canal runs. The building of that road would have destroyed the monopoly of the route, developed all contiguous property, increased trade, and the property of the railroad would have added a million dollars to the taxable base of every county where it was built. Further, by a connection of the transportation line to the rich and populous counties of Western Maryland with the Washington and Cumberland railroad at Williamsport the trade of Baltimore city would have been greatly benefited, and the Western Maryland railroad, principally owned by the city of Baltimore, would have become, most likely, a self-sustaining road, and would have a charge on the city for interest on bonds guaranteed by the city. As above noted, Enoch Pratt was one of the incorporators of the Washington and Cumberland railroad. In the issue of February 6, 1890, of the Baltimore Star, Mr. Pratt is quoted as saying the reason he was in the enterprise to protect Baltimore's interests, and that if the proposed connection with the Western Maryland railroad was made at Williamsport this end would be served.

By the proposed sale by the present Board of Public Works, the Baltimore and Ohio would have continuation of the monopoly of the freight and passenger travel of a rich and populous section of Maryland, with the power to fix such charges as it pleases; progress and development would be retarded; the taxable base kept at a standstill or decrease, and a railroad company with tax exemptions and unusual charter advantages be further aided in its ruinous policy toward development of the state.

In the Baltimore Star, of November 28, 1898, a special Washington dispatch contains an interview with "a prominent Marylander" on the proposed sale of the canal by the Allegheny Ring to the Baltimore and Ohio Railroad. The interview sketches the history of the canal from 1828-29 to the presidency of James Clark, and proceeds:

"Following Mr. Clark's death Governor Gorman became president, and under his management the trade of Baltimore was not only maintained but increased. Upon so that the canal surplus of the first four years was added to the fund for the improvement of the canal. The condition challenged the attention of the public management of the canal, and it was determined to control the position of the State so as to control the management of the canal."