ELLICOTT CITY TIMES,

JOHN R. BROWN, Jr., Editor and Proprietor.

TERMS—$2 PER YEAR IN ADVANCE.

☞ ADVERTISING RATES—One square, constituting 6 lines, $1 for one insertion, $1.50 for two insertions, and 25 cts. for each subsequent insertion. All advertisements less than 6 lines charged as squares. Advertisements payable upon first insertion.

ELLICOTT CITY TIMES.

VOL. VIII. ELLICOTT CITY, Md., SATURDAY, APRIL 21, 1877. NO. 16.

JOB PRINTING,

Handbills, Circulars, Bill-Heads, Legal Forms, Cards, Tickets,

AND ALL KINDS OF

Plain & Fancy Job Work

Executed with Neatness and Dispatch and at the Lowest Rates.

Professional.

I. Thomas Jones,

ATTORNEY AND COUNSELLOR-AT-LAW,

No. 32 St. Paul St., Baltimore,

Practices in the Courts of Baltimore City and Howard and adjoining Counties.

☞ Can be found at the Court House in Ellicott City, on the FIRST AND THIRD TUESDAY OF EVERY MONTH.

Dec. 12'74 tf.

Wm. A. Hammond,

ATTORNEY AND COUNSELLOR AT LAW.

Can be found at the Court House, Ellicott City, on the FIRST AND THIRD TUESDAY OF EACH MONTH.

OFFICE—29 St. Paul St., near Lexington, Baltimore.

July 27 '72 tf.

EDWIN LINTHICUM,

ATTORNEY AT LAW.

OFFICE.—Nearly opposite the Court House,

ELLICOTT CITY, Md.

Nov. 27'69 1y.

HENRY E. WOOTTON,

ATTORNEY AT LAW,

OFFICE—Nearly opposite the Court House,

ELLICOTT CITY, MD.

Nov. 27, '69-1y.

C. IRVING DITTY,

ATTORNEY AND

COUNSELLOR AT LAW,

No. 31 St. Paul Street,

BALTIMORE,

Practices in all the Courts of the State; in the U. S. Courts, in Admiralty and Bankruptcy.

☞ Particular attention given to collection of Mercantile Claims in the lower counties of Maryland. [Jan. 29, '70-1y.

ALEXANDER H. HOBBS,

COUNSELLOR AT LAW,

Attends all the Courts in Baltimore City and the Circuit Court for Howard County, and will be at the Court House in Ellicott City the FIRST and THIRD TUESDAY of every month—(Orphans' Court days).

mar.6-'75.1y.

J. Harwood Watkins,

ATTORNEY AT LAW,

ELLICOTT CITY.

☞ **OFFICE—At the Court House.**

Sept 12, '74-tf.

JOHN G. ROGERS,

ATTORNEY AT LAW

AND SOLICITOR IN CHANCERY,

Will Practice in Howard, Anne Arundel and the adjoining counties.

☞ Special attention given to Collections, and Remittances made promptly.

OFFICE—In the Court House, Ellicott City. [Jan 6, 72-1y.

J. D. McGUIRE,

Attorney at Law,

Ellicott City, Md.

☞ Office Two Doors West of Leishear's Store.

Oct 7, '76-tf.

DR. SAMUEL A. KEENE,

ELLICOTT CITY, MD,

Having permanently located himself at Ellicott City, is prepared to practice his Profession in this City and County.

☞ He may be found at his place of business at all hours, except when professionally engaged. Night calls promptly attended to.

Oct. 3 '69-tf.

Dr. W. C. WATKINS,

Near CLARKSVILLE, Howard County,

Respectfully tenders his Professional Services to the citizens of Howard County.

☞ He will be found at his office when not professionally engaged.

May 1, '69 1y.

WILLIAM B. PETER,

Notary Public,

Real Estate and Collection Agency, and

GENERAL INSURANCE AGENCY,

ELLICOTT CITY, Md.

Estates attended to; Rents and Bills Collected Money procured on Securities. Purchases and Sales of City and Country Property effected. Property Leased. Money Invested in Ground Rents, Mortgages, &c., &c., &c., Free of Charge. All kinds of Property Insured at Lowest Rates.

☞ MONEY TO LOAN, at Low Rates, on first Class Securities, in Sums from $500 to $10,000. June 24, '71-tf.

Job Printing of every kind done neatly, cheaply and after the latest styles at the TIMES Office.

Baltimore.

PERSONAL.

NOAH WALKER & Co.

THE

Celebrated Clothiers of Baltimore, Maryland,

Announce the introduction of a plan of ordering

Clothing and Underwear by Letter,

to which they call your special attention.

They will send on application their improved and accurate

RULES FOR SELF-MEASUREMENT

and a full line of samples from their immense stock of *CLOTHS, CASSIMERES, COATINGS, SHIRTINGS, &c., &c.*, thus enabling parties in any part of the country to order their Clothing and Shirts direct from them, with the certainty of receiving garments of

The Very Latest Style and Most Perfect Fit Attainable.

Goods ordered will be sent by Express to any part of the country.

As is well known throughout the Southern States, they have for FORTY-THREE YEARS

EXCELLED

in all departments of their business, which is a substantial guarantee as to the character of the Goods they will send out.

A large and well assorted stock of

READY-MADE CLOTHING

always on hand, together with a full line of

FURNISHING GOODS,

including all the latest Novelties in demand at

POPULAR PRICES.

When Goods are sent per Express C. O. D. There will be no collection charge on amount of $20 and over.

Rules for Self-Measurement, Samples of Goods and Price List sent *free* on application.

The attention of the Trade is invited to our *WHOLESALE DEPARTMENT* which is always kept up to the highest standard.

NOAH WALKER & CO.,

Manufacturers and Dealers in Men's and Boys' Clothing and Furnishing Goods, either ready-made or made to order.

165 and 167 Baltimore Street,

April 1, '70-tf. BALTIMORE, MD.

Francis W. Plummer.

Good Wood, Smooth Work, Fine Finish!

PRICES TO SUIT ALL!

SEND FOR CATALOGUE OF

FURNITURE!

WALNUT, OAK, ASH, POPLAR!

Bookcases	$25 to $100
Chamber Suits	30 " 200
Desks	10 " 100
Lounges	7 " 75
Library Tables	8 " 18
Leg Rests	2 " 10
Patent Rockers	15 " 50
Parlor Suits	60 " 160
Parlor Tables	3 " 30
Bedsteads	3 " 60

49 Hanover St., Baltimore.

March 29, '73-1y.

S. S. LINTHICUM,

LUMBER DEALER,

Cor. Pratt & Green Sts.,

BALTIMORE, MD.,

KEEPS CONSTANTLY ON HAND ALL KINDS OF

BUILDING MATERIAL,

Lumber, Shingles, Palings, Laths, &c.

ALSO

DOOR FRAMES, SASH,

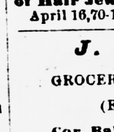
BLINDS, &C.,

Furnished at Manufacturers' Prices.

☞ All orders promptly attended to, and delivered at Depot free of charge.

July 18, '74-tf.

JOHN NICKLAS,



WATCHMAKER & JEWELER

389 W. Balto. St., cor. of Paca,

BALTIMORE, Md.

PRACTICAL WATCHMAKER.

Offers for sale, at Reduced Prices, **Gold and Silver American and Swiss Watches**, a well selected Stock of fine Gold Jewelry, Sterling Silver Ware, Triple Plated Ware, **Clocks**, Table Cutlery, &c., &c.

☞ Particular attention paid to the **Repairing of Watches** and the **Manufacture of Hair Jewelry.**

April 16, 70-1y.

J. W. RIGGS,

GROCER AND LIQUOR DEALER

(Established 1866),

Cor. Balt. and Stricker Streets,

One Square from Fred. Road.

HAS constantly on hand a large and fresh supply of Choice Groceries, Wines, Liquors, &c. Fine Teas and pure Spices a specialty. All goods guaranteed, and sold at the lowest market prices. Persons visiting Baltimore would do well to call before purchasing.

Country produce bought and sold.

July 27, '72-tf.

WATCHES, CLOCKS AND JEWELRY repaired by competent workmen at John Nicklas'. COR. BALTIMORE & PACA STS.

Sheriff's License Notice.

Notice to Merchants, Traders, and others.

ALL PERSONS and bodies corporate or politic in Howard 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 first of May, 1877,

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

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

TRADERS' LICENSE.

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.

LICENSES TO ORDINARIES AND TAVERN KEEPERS.

The license 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 authorized 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	400.00
" 10,000			450.60

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

The amounts of license 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			35.00
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			150.60

OYSTER AND EATING HOUSES.

The license to be paid by the keepers of oyster and eating houses is $30.60.

Females vending millinery and other small articles, whose stock is not over $500, pay a license of $6.60; 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.

LICENSES TO OWNERS AND KEEPERS OF STALLIONS AND JACKS.

The owner or keeper 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 from 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.

G. W. CARR,
Sheriff of Howard County.

AMENDMENT TO THE LICENSE LAWS

PASSED

JANUARY SESSION, 1868.

(*Chapter* 238, *Page* 444).

AN ACT

To add an additional section to article fifty-six of the Code of Public General Laws, entitled Licenses, so as to empower a trader to sell the license to trade with the stock of Goods.

SEC. 1. *Be it enacted by the General Assembly of Maryland*, That the following section be added to Article fifty-six of the Code of Public General Laws entitled Licenses.

§—*And be it Enacted*, Any trader who has taken out license to sell goods, chattels, wares, merchandise, spirituous and fermented liquors or lager beer, in this State, shall have the privilege to sell out said license to any party purchasing or renting his stock of goods and purchasing his place of business, and the party so purchasing may continue to sell under the license of his predecessor in business until the expiration of said license.

(*Chapter* 448, *Page* 863).

AN ACT

To add to the tenth section of Article 56 of the Code of Public General Laws, a sub-section, requiring a license to enable any person to act as Real Estate Brokers.

SEC. 1. *Be it enacted by the General Assembly of Maryland*, That there be added to the tenth section of Article 56, of the Code of Public General Laws, a sub-section to read as follows:

Sub-Section 1. Any person applying for the same, and paying the sum of fifty dollars, may obtain a license for carrying on the business of Real Estate Broker, and any individual, copartnership or firm who shall carry on the business of Real Estate Broker, without a license, shall be subject to the penalties imposed upon other Brokers by section seventeen of this Article.

G. W. CARR,
Sheriff of Howard County.

March 24-6ts.

—From the Mersey alone, to say nothing of the Clyde, to which the Anchor and the States lines belong, ten distinct Atlantic fleets are now sailing, comprising over 100 steam vessels of from 2,000 to 5,000 tons, and carrying in some cases as many as 1,500 and 1,700 passengers, in addition to their large crews and cargo to the extent of hundreds of tons. Of the fleets, the vessels of five go to the port of New York alone, two go to Boston, and two to Philadelphia; and one line—the Allan—is devoted to the Canadian trade, in which it has eighteen vessels employed, varying from 1,500 to 4,000 tons.

In the Chateau Garden.

The deep hot night fills all the garden—
"Hark!
What sound was that?"—"The wind, love—go not yet."
His spurred heel echoing down the terrace dark,
Wakes from their sleep the rose and mignonette.
Bleak looms the chateau tower, the odorous leaves
Shiver and shake against the sinking moon.
Deep in the almond shade the fountain grieves—
"Life of my life, oh, must we part thus soon?"

"One kiss for the soft splendor of thine eyes,
One for the tresses of thy wan gold hair,
One for the wistful lips, warm with sighs,
One for the cheek than pictured saint's more fair—
One for these clinging arms, that, lily-white,
Against the crimson of my doublet shine—
Ah, I might babble till morn was bright,
And still unnamed leave some sweet charm of thine!"

"That sound again—there—in the almond shade!"
"Nay! 'twas my rapier's clank. Dream not of spies
In this deep darkness, of God's mercy made
To shelter lovers from all jealous eyes.
What? Trembling, oh, faint heart, in my embrace?
Beset with fears, when I am at thy side?
Lift up the cold white blossom of thy face—
The graybeard count shall never call thee bride!

"Shall Winter snow with bloom of May-time wed?
To-morrow, at this hour, the feast will be
Spread for thy sacrifice—the wine run red,
And the Chateau ring loud with wedding glee.
But, far from Provence, in hot, happy flight,
We two will laugh at all thy vanished fears—
At the gray count, and the gay marriage night,
Which had no bride!—ah, answer not in tears!

"To-morrow!" Love, my heart grows faint and cold
With a strange dread—a black cloud hides the moon.
For thee and me what will to-morrow hold?—
I shiver at that fountain's solemn tune—
'Tis like a dirge. Stay!"—"Then the morning light
Would find me here, and lay our secret bare
Unto the jealous count. Good-night, good-night!
For Love's sweet sake, be strong to do and dare!

"One last long kiss—another! fear no ill—
In life or death am I not all thine own?"
O God! her white arms cling and clasp him still,
As the gray moss claps fast the postern stone!
And parting seems like death. Hark! in the tower
The great clock strikes, sad as a passing bell.
"To-morrow—fail me not, love!—at this hour—
Light of my eyes, pulse of my heart, fare-well!"

A postern's clang—a cry—a rapier's thrust
Through cloak and crimson doublet, swift with doom—
A heart's hot lifeblood pouring through the dust—
Love's hapless blossom withered in its bloom!
The moan of winds and fountains, and the weight
Of darkness, as the scared moon slipped away
From tower and wall. Which is the sweeter fate—
To live or die for love? Ah, who can say?

RAILROAD AND CANAL.

President Gorman to President Garrett—The State's Stake in the Two Interests.

OFFICE CHESAPEAKE AND OHIO CANAL CO., ANNAPOLIS, April 10, 1877.

To the Board of Directors:

GENTLEMEN: I have the honor to submit the following statement of the revenue and trade of the canal for the month of March:

The accrued revenue from all sources for the month was	$8,206.52
The usual expenses	16,429.61
The coal tonnage for the month was	9,379 tons

Both the revenue and coal tonnage exceed that of March, 1876.

Accrued revenue 1877	$8,206.52
Coal tonnage 1877	9,379 tons
Accrued revenue 1876	$4,984.76
Coal tonnage, 1876	3,756 tons
Increase	$3,225.76
Increase	5,623 tons
Usual expenses, March 1876	$22,068.84
Usual expenses, March 1877	16,429.61
Decrease	5,639.23

Notwithstanding the favorable result in the business of the past month, as compared with the corresponding period of 1876, it is far from being satisfactory.

Nor is the prospect for a large and remunerative trade for the year as bright as was anticipated.

The general depression in all branches of industry is more severely felt now than at any time since the panic of 1873.

This coupled with the fact that the anthracite and Clearfield coals are being put in market at ruinously low prices, compelled our coal companies to reduce the price of Cumberland coal to a figure which gives but small profit, either to the owners or carriers of that coal.

The canal company has in the past fully met all proper demands for its proportionate reduction to enable our shippers to meet this ruinous and useless competition, and, doubtless, will continue to act upon the same sound business principle in the future.

I also regret to be compelled to report that since your last meeting of the board, serious and, as I think, unfortunate complications have arisen between the management of the Baltimore and Ohio railroad and this company in regard to rate of charges from Cumberland to tidewater.

For many years the two companies, competitors for the transportation of coal, maintained that good understanding (which should have continued for all time) of charging *moderate* but *uniform* rates. In other words, each company have a published rate of charges, which applied to all shippers for the same distance. Each company obtained such transportation as was offered, and neither company sought or offered any special rate of inducement to any shipper.

This good understanding was maintained until the past year, 1876, when, we are informed, the railroad did *offer* to *some* of the shippers by canal a special drawback or rebate below their published rates of 18 and 20 cents a ton from Piedmont to Baltimore. Nothwithstanding this offer, no serious inroads *were made* on our trade during that year; nor did the canal company deem it wise to give publicity to an act which they believed to be not only impolitic but unfortunate in its operations for both interests, and which they hoped would not be repeated. In this just expectation we have been disappointed. As usual, the canal rates were published immediately upon the opening of navigation this year.

The Baltimore and Ohio railroad rates for 1877 were announced to take effect March 26, 1877, viz:

From Cumberland to Locust Point wharves $1 81 per ton of 2,240 pounds. From Piedmont to Locust Point wharves $2.13 per ton of 2,240 pounds.

Which is a reduction on published rates of last year, from Cumberland, of 22 cents a ton.

Had these rates been maintained there would have been a fair difference in favor of the canal, and would have enabled both works to make some profit on the coal shipped. But shortly after these rates were announced, I was informed that the *managers of the railroad had offered some of the customers of the canal a special rate, provided the coal companies would transfer from the canal to the Baltimore and Ohio railroad company the entire product of the mines of said companies, or an equally low rate of stipulated tonnage.* Several of these offers were communicated to me by the president of the coal companies to whom the offers were made, and are herewith submitted for your information.

After consultation with such members of the board as I could reach, it was determined to avoid, if possible, any conflict between the companies in which the state of Maryland is so largely interested, and to that end the following communication was addressed to President Garrett, of the Baltimore and Ohio Railroad Company, and delivered to Vice President King on the 2d instant:

OFFICE CHESAPEAKE AND OHIO CANAL CO., ANNAPOLIS, March 31, 1877.

Hon. J. W. Garrett, President Baltimore and Ohio Railroad Company:

MY DEAR SIR: The president and directors of the Chesapeake and Ohio Canal Company are only the agents of the State of Maryland in the management of that work. The duty is imposed upon them by the constitution of 1867 to regulate tolls upon the canal from time to time in such manner as will produce the largest amount of revenue, and to avoid the injurious effect to said company of rival competition by other internal improvement companies. (Const., art. 12, sec. 2).

It so happens that the Baltimore and Ohio Railroad Company is the only internal improvement company in this State between which and the canal company such rival competition can arise, and that the coal of Western Maryland is the article in reference to which differences have arisen.

I think your company will do us the justice to admit that the canal company has been always willing to avoid injurious competition in its carrying trade by agreeing with your company as to the rates which each company should charge upon its own line, and has been always willing that your company should acquire, at such agreed rate, the trade to which it was entitled by reason of any advantage in the locality of its line.

The canal company has always been, and now is, anxious to unite with your company in making any agreement as to rates which will place Maryland coal in the market at the lowest possible rate of freight. It only desired to have, under such rate as might be agreed upon, the benefit of that trade to which it was entitled by the natural advantage of the locality of its line.

So long as this disposition was observed by both companies, both companies prospered. The rates agreed upon were, in the main, satisfactory to the coal-producing interests. The rates charged to shippers upon each line were known to be as reasonable as they could be made. Neither company suffered any wrong, because no aggressive competition between the two companies existed, and no advantage was held out to any shipper of coal by either company in which all shippers by that route did not share.

Within the last year we have seen with regret a disposition exhibited by your company to depart from this good understandinn, and to deprive our company from its natural and accustomed coal trade; and within a few days past have learned that this policy has taken definite form. We are informed that offers have been made to certain of our customers to allow them special advantages if they would ship the coal from their mines in whole, or at least to a large proposed amount, over the Baltimore and Ohio railroad, instead of shipping it by canal. One of the offers made has been communicated to us.

We greatly regret that the friendly accord which subsisted formerly between the companies is not maintained. We express our willingness to renew and uphold it. We will cordially unite upon any agreed rates which may tend to the prosperity of both companies.

If in your judgment such agreement cannot be made, we must of course prepare to enter upon any competition for business which any general reduction of your rates may force upon us. We shall not complain of such resolution, or of any loss of revenue to which such competition may subject our company. Such competition will certainly be injurious, but we are without power to prevent it. The people of the state, who are practically the owners of the canal, well understand why the fulfillment of their reasonable expectations that the canal should be made a source of revenue is delayed, and the general public will have the advantage of the lower prices of coal arising from such competition.

But we think that we have a right to complain of the offer of rates to particular customers of the canal lower than the rates which are offered to general customers of your road, because the making of such lower and individual rate is an act of competition which can afford little profit to your company and no advantage to the public, while it is in the highest degree injurious to the canal company.

In conclusion we wish to say that we have acted in the discharge of our duty hitherto in no spirit unfriendly to your company, It has pleased the state to call your company and ours into being. The state has invested its money largely in both enterprises. We desire your prosperity. We believe that the increase in the trade of the state will enable your work and ours both to prosper. We only ask you to assist us in the fulfillment of the duty imposed upon us by the constitution of the state. We wish to so regulate the tolls of our company from time to time, as to produce the largest amount of revenue, and to avoid the injurious effect to said company of rival competition by other internal-improvement companies.

In one word, we earnestly desire to reach such understanding as to rates as may best consist with our separate and common interests, with the public good, and as may best tend to procure to the state that proper interest upon the great amount of its money invested in the canal, which its citizens in the last two years have had good reason to anticipate was about to be realized.

I trust that it will be in your power to make an early reply to this letter, as we are compelled to submit the question at issue to the Board of Public Works at its meeting April 10.

I am, Sir, with great respect, your obedient servant,

A. P. GORMAN,
President C. & O. C. Co.

To this communication no answer has been received, from which I am forced to conclude that the president of the Baltimore and Ohio Railroad Company, having determined upon his policy, does not desire to open any negotiations upon the subject.

It therefore only remains for this board and the Board of Public Works to take such action as they may deem best to protect the great interest the state has in the canal, to do which it is necessary to reduce the tolls now charged to such a rate as will enable us to retain our customers. The action of the railroad management makes it impossible for either work to make a profit on the transportation of coal during the present year; but it is all important that we prevent the trade from being diverted from the canal. Therefore I do not hesitate to recommend that a proper reduction in tolls be at once made, and authority be given to make such further reduction as the exigency of the trade may demand, and that any reduction that is made shall apply to all of our customers alike. It is possible that this company might temporarily *make* more *money* by making special rates with particular companies, but I regard such an arrangement as highly injurious to all interests, impolitic and unwise. It will be much better for us to realize less money this year and let all our customers know that each is on an equality with the other, than to gain a few thousand dollars and destroy confidence.

If the board concur in my suggestions as to the necessity for a reduction in our charges, the question arises, what reduction shall be made? To determine that question it will be necessary to give the comparative cost by railroad and canal from some mines, and here it is proper to say that if the canal could have the coal delivered from the mines to boat at Cumberland at the same rate per ton per mile as does the Baltimore and Ohio railroad company we would not be embarrassed by cut rates.

At the session of the General Assembly an act was passed (chapter 64) amending the charter of the Cumberland and Pennsylvania Railroad Company, which reduced the cost one cent a ton per mile. The validity of that act has recently been affirmed by the Court of Appeals, but for which the canal would not be in a position to obtain enough tonnage or revenue to pay the salaries of the employees.

The cost of transportation is as follows:

Take the Borden shaft, which is the most favorably-located company to the canal, other than the Consolidation company.

The distance from mine to canal is 20 miles.

Cost from mine on Cumberland and P. railroad company, 2 cents per ton	40
Tolls and terminal facilities	48
Freight to boatmen (lowest)	90
Transfer at Georgetown	19
Total cost on board of vessel at Georgetown	$1 97
The cost by the Baltimore and Ohio company from same mine (Borden shaft), from mine to Cumberland, 20 miles, at 20 cents per ton	40
Baltimore and Ohio rates, assuming that the drawback is 20 cent, would be	$1 50
Wharfage at Locust Point	15
Whole cost on board of vessels at Baltimore	$2 14
Showing a difference in favor of canal on coal from Borden shaft on a ton of 2,240 pounds of	17
Take the Caledonia mine of the American company, which is 4¼ miles from Piedmont, on the Cumberland and Pennsylvania railroad, the cost, delivered at Piedmont, 4¼ miles at 3 cents per mile	13½
From Piedmont to Cumberland by Baltimore and Ohio railroad charges, with drawback	30
	43½
The cost from same mine to canal by Cumberland & P. railroad	57
Difference against the canal	13½
From same to Baltimore—Cost on Cumberland	13½
Cost by Baltimore and Ohio railroad from Piedmont to Locust Point	1 91
Wharfage	15
	$3 19½
From Caledonia mine to Georgetown by canal—from mine to Cumberland	57
Freight	90
Tolls and terminal facilities	48
Transfer at Georgetown	19
	$2 14

A difference in favor of the canal of only 5½ cents a ton.

The cost from other mines varies in proportion to their distance from Cumberland. In some cases the difference in favor of the canal is possibly sufficient to enable us to retain our trade; but it is beyond question absolutely necessary for us to reduce our charges to retain the trade from the greater portion of our customers. I think, therefore, that a reduction of 8 cents a ton, in connection with other reductions that can be made, will be sufficient at this time, but authority should be given to make such further reductions as may be found necessary.

In making even the reduction proposed it will leave the canal with barely revenue sufficient to pay current expenses and continue its improvements, but it would be far better for the company to retain its trade, even at a loss, than permit it to pass into other channels. As it is within the power of the Legislature of the state to provide legislation which will in part prevent the railroads from discriminating against the state work, none can doubt that the people of the state will see to it that their work shall not be sacrificed.

Respectfully submitted.

A. P. GORMAN,
President.

—A sad story is related of a lady at a party in London whose dress and form were faultless. Just before dinner an admirer offered her a flower from his buttonhole, which she fastened to her dress with a pin. As they went down to dinner, the gentleman thought he heard a noise as though wind were escaping from a bellows. The lady had soon lost her fair proportions, and the tightly-fitting dress was most baggy. It appears that the latest fashion for thin ladies' dresses is an air-tight lining brown out to the proper size. The pin put to keep the flower in had penetrated the air-tight lining and caused a grand collapse.

—It may be regarded as an unfortunate and unnatural condition of things when the people and leading merchants and financiers of a great nation yearn for a disastrous and murderous foreign war between Powers with whom they have been at peace, as a thing to be desired and calculated on as favorable to their own trade, industry and commerce. That the people of a country like our own, so rich in all the varied resources required to make a nation great, should be generally prone to give way to such desires, is a tendency to be deplored rather than encouraged, since the disposition to seek our own profit at the expense of others by encouraging European conflicts undoubtedly led to the complications that caused the second war with England, and also caused the war with France.

The Republic has now become so great in all the relations of civilized life and commercial and international intercourse that peace should always be her desire, as it is clearly to her uniform and abiding interest. It is difficult to understand how our commerce could have been benefited by the Crimean war, which hermetically sealed all the ports of the Russian Empire. It is equally troublesome to find any American benefit to be arrived from the great war between France and Germany, which closed the ports of the latter country and also greatly interfered with our French trade. In fact, there is not a nation in Europe that does not purchase cotton and petroleum from us, either directly or indirectly, and nearly all of them are our customers for many other commodities. The creation of the German Empire has almost annihilated the German immigration to the United States and if the progress of Italian ambition goes on will destroy all the Italian immigration.

We do not now take any religious or sentimental view of this question at all, but meet the issue upon the ground of self-interest, as it is made by those who have been yearning for war. This nation derives no benefit from foreign wars, and it is to our interest to advocate peace. All the speculative forces of the country look to those bloody and murderous arbitraments with peculiar eagerness and gusto, because in the rapid fluctuations of prices they look for their especial harvest. But our people have suffered quite enough from these influences to last for a generation at least. Stability is now the demand of all the interests that possess any actual basis of solid strength. But the incessant danger of some great European war prevents stability and interferes with all commercial, maritime, industrial and financial calculations. Of course the theory that runs away with the wits of so many Americans is that a great war would at once produce a reaction in the iron trade; but a little reflection will satisfy any sensible business man that if the great Franco-German war did anything of that kind its influence must have been very transient. It must also be borne in mind that all the recent European wars have been destructive to American interests by crushing immigration, turning European attention away from American commerce, and wasting all the surplus wealth that had been so long fertilizing on our own soil.—*Ex.*

—The *Scientific American* gives some of the circumstances which lead to the explosion of kerosene lamps, the philosophy of all of them being that the flame may pass down the wick and ignite the vapor which accumulates in the upper portion of the lamp. This vapor is not an explosive as the term is ordinarily understood, but when it is confined so that the gases resulting from its combustion cannot escape freely into the open air the vessel confining will be shattered. This ignition of the vapor may be brought about as follows:

1. A lamp may be standing on a table or mantel, and a slight puff of air from the open window or door may cause an explosion.

2. A lamp may be taken up quickly from a table or mantel and instantly exploded.

3. A lamp is taken our into the entry where there is a draft, or out of doors, and an explosion ensues.

4. A lighted lamp is taken up a flight of stairs, or is raised quickly to place it on the mantel, resulting in an explosion. In these cases the mischief is done by the air movement—either by suddenly checking the draft, or forcing air down the chimney against the flame.

5. Blowing down the chimney to extinguish the light is a frequent cause of explosion.

6. Lamp explosions have been caused by using a chimney broken off at the top, or one that has a piece broken out, whereby the draft is variable and the flame unsteady.

7. Sometimes a thoughtless person puts a small wick in a large burner, thus leaving considerable space along the edges of the wick. An old burner, with its air drift clogged up, which rightfully should be thrown away, is sometimes continued in use, and the final result is an explosion.

—The chief village of the island of Isabel, in the South Pacific beyond the equator, is built on the summit of a rocky mountain rising almost perpendicularly to a height of 800 feet. Ascending by a native path from the interior, the traveller will find the extreme summit a mass of enormous rocks standing up like a castle, among which grow gigantic trees, in the branches of which the dwellings are built. The stems of these trees rise perfectly straight and smooth, without a branch, to a height varying from 50 to 100 feet. Some of the houses are 120 feet above the ground, the average height being 60. They are approached by a ladder of creepers, and accommodate from ten to fifteen natives each, besides an ample store of stones, which are thrown with slings in case of an attack. At the foot of each tree is another hut, the every-day house, as it were, where the daytime is spent when no danger is apprehended. The natives are cannibals of the most ravenous kind.

—The Postoffice Department has now completed arrangements for mail communication with the Black Hills country by three routes, viz., between Sidney, Nebraska, and Deadwood, from Kearney, Nebraska, and Cheyenne, Wyoming. Besides these, mail service will shortly be placed on two or perhaps three of the routes leading directly to the Black Hills from the Missouri river through the Sioux reservation.