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## THE TIMES,

ELLICOTT CITY, MD SATURDAY, OCTOBER 28, 1899. PUBLISHED BY

THE TIMES PUBLISHING COMPANY OF ELLICOTT CITY, MD.

J. B. MORROW, Editor and General Manager.

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## DEMOCRATIC TICKET.

STATE. FOR GOVERNOR, JOHN WALTER SMITH, of Worcester county. COMPTROLLER, JOSHUA W. HERING, of Carroll county. ATTORNEY GENERAL, ISIDOR RAYNER,

of Baltimore City. FIFTH JUDICIAL CIRCUIT, CHIEF JUDGE, ISAAC THOMAS JONES. of Howard county. COUNTY.

STATE SENATE, WILLIAM B. PETER. HOUSE OF DELEGATES, GROSVENOR HANSON HUMPHREY D. WOLFE REGISTER OF WILLS, WILLIAM H. MARLOW COUNTY TREASURER, JAMES T. CLARK. STATE'S ATTORNEY, MARTIN F. BURKE.

LOUIS E. PHELPS. COUNTY COMMISSIONER THOMAS O'NEILL. JUDGES OF THE ORPHANS' COURT, PULASKI DORSEY, WILLIAM T. DAY HENRY MOLLMAN. COUNTY SURVEYOR,

JOHN T. R. R. CARROLL.

SHERIFF,

The Proposed Transfer of the Ches-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 Editors' Association.) When in 1890 the Board of Public Works, by authorization of the Legislature, advertised to lease the Chesapeake and Ohio Canal, and a bid was received 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 but one bid was received That 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 desig

nated as a steal. If such it was, then there is no word in the English language adequate to characterize the proposed sale of

The proposition of 1890 was from the Washington and Cumberland Railroad Company, whose incorporators were Enoch Pratt, a well-known Baltimore financier; David L. Bartlett, of Bartlett, Hayward & Co.; John A. Hambleton, the Baltimore banker; A. Willison, of Cumberland; Martin N. Rohrbach, a wealthy business man of Frederick; E. Kurt Johnson, a coal dealer of Washington, D C., and Hattersly W. Talbott, a lawyer of Rockville. This company proposed to lease the Canal, with its property and franchises, for 99 years, renewable forever. In consideration of the execution of the lease the Washington and Cumberland Railroad Company proposed to pay within six months from 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 \$600,000; 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, Thirty thousand dollars (\$30,000), to be applied to the payment of a judgment against wharf property in Cumberland; Twenty-five (25) per cent. of the principal of the construction bonds of 1844.

said 25 per cent. amounting to \$424,875; Fifteen thousand (\$15,000) annually to the State of Maryland, after the completion of a single track from Cumberland to Williamsport.

Of this proposition the Annapolis correspondent of the Baltimore Sun, under date of February 5, 1890, said-"If accepted, the capitalists behind the newfledged railroad company will have the cheapest and most eligible right lof way for their line that has been secured by any corporation on the Atlantic seaboard for years. For a long while it has been the talk that 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 Sun, 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. amounts to \$1,364,875. This price is totally inadequate to the value of the property which it is proposed to pur-The Canal as a roadbed, graded and bridged throughout its entire length; is worth at the lowest calculation, without counting the tunnel or aqueducts, at least \$20,000 a mile. The total length is 184 miles, and it would therefore be worth at least \$3,680,000. But there is the city of Baltimore, would have bea magnificant tunnel which affords the come, most likely, a self sustaining road one point of access to Western Maryland instead of being a charge on the city for 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 Cumberwas in the enterprise to protect Baltiland and Georgetown are numerous and they are built of the most solid masonry, thus relieving the railroad from the necessity of building expensive bridges and | would be served." piers; and these aqueducts alone, it is stimated, would be worth to the railroad Board of Public Works, the Baltimore

lars. There is property in the District of Columbia valued at from a million to a million and a half dollars. And now the

sum of \$15,000 a year. If Mr. Cowen's estimates of value be footed up, and the lowest figures taken, the as follows:

as follows.

184 inites of road bed at \$20,000 per \$3,680,000 

**27,380,000** Total ... If we take Mr. Cowen's top figures the value of the Canal was \$8,480,000. The bid of 1899, in the interest of the Baltimore and Ohio Railroad, was \$300,-000-\$300,000 for what the now presi dent of the Baltimore and Ohio said in 1890 was worth from \$7,380,000 to \$8,-

If it was a proposed steal to pay off judgment of \$30,000, labor claims to the amount of \$70,000, about \$600,000 principal and interest for the bonds of 1878, \$424,875 on the bonds of 1844 and \$15, 000 a year to the State of Maryland, amounting capitalized at five per cent. according to Mr. Cowen, to \$1,364,875; what must a sale be at \$300,000, as proposed by persons in the interest of the Baltimore and Ohio?

And in this connection we would ask, has not the Board of Public Works agreed to make the sale at \$300,000? And did not Governor Lowndes 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 Republican State and legislative tickets in all the counties where the road runs?

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

And there are some other inquiries that are pertinent in connection with the present proposed sale of the canal. An act was passed by the legislature of 1896, chapter 1361, and approved by Gov. Lowndes April 2, 1896, which was rushed through in the closing hours of the session, a very opportune time for crooked work, when every member is almost wholly engaged in getting local bills The preamble recites that the C. & O. Canal is engaged in litigation and is in the hands of trustees or re-ceivers, by authority of the Circuit Court of Washington county; that prior to being placed in the hands of receivers the Canal Company had become indebted to various persons for labor, supplies and materials since 1877, some of which claims had been reduced to judgments; that "a large majority of said claimants are poor persons, to whom the loss of their claims would be a great hardship;" that the Canal company is indebted to various persons for labor and materials "furnished in and about the building and onstruction of said Canal west of Dam No. 6, to Cumberland, prior to 1877, who

in payment of their claims over all lien holders of all kinds, &c By Section 1 the State waives all liens y way of mortgage or otherwise upon all property and the tolls and revenues, &c., between Jan. 1, 1877 and Jan. 1, 1890, but nothing prior to 1877, unless same have been reduced to judgments, which were valid and unpaid prior to the date of the order of court placing the property

have reduced their claims to judgments,

and revived them from time to time so

that they are now valid claims against

the company;" that said judgment credi-

works of the Company which their labor

in the hands of trustees. Section 2 provides that in the event of sale, the waiver to be valid, and the claims, judgment, &c., from 1877 to 1890 shall have priority over those prior to January, 1877. Section 5 provides that claims and udgments shall be proven prior to Sep-

ember 1, 1896.

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 ciaims in favor of which the State waived its claims by the act of 1896? Is it 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 Ohlo interests and the other \$100,000 to persons who bought up the claims at a heavy discount? If these claims have been bought up and are now held by assignees, was | E. Hart, of Groton, S. D. "Was taken not the recital in the preamble to the | with a bad cold which settled on my lungs; waiver of claims act that "a large majority of said claimants are poor persons" a

"Is it not a fact that the National Bank of Cumberland, of which Gov. Lowndes s President, together with his friend B. A. Richmond and others, bought up these claims to the extent of seventy or eighty thousand dollars as low as twenty and wenty-five cents on the dollar, and after the same had been purchased legislation was obtained by which the State would pay the whole amounts? Was not the payment of the claims thus made a mater of personal gain? We would like to have some denial of this statement, but think we can prove our case in any court n the State. The transaction was a

was it not a deliberate falsehood?

fraud upon the treasury, and even if the Governor did not have a personal interest in it, he was aware it was a mere in the name of the workingmen." There is another phase to this cana ousiness, apart from the inadequacy o the bid, the bargain between the Allegany Ring and the Baltimore and Ghio, and the question of the waiver of claims. The proposed lease of 1890 provided for the

ouilding of a railroad on the line of the

canal, and the amended charter, charter

66, Acts of 1890, forbid any parallel or

nearly parallel railroad from acquiring posession or control of it or acquiring any of its stock, thus insuring the maintenance of a competing transportation ine to the rich and populous counties of Western Maryland where the canal runs. The building of that road would have enhanced property values along the route, developed all contiguous property increased trade, and the property of the railroad would have added a million dollars to the taxable basis for state pur poses and a large amount to the taxable basis of every county where it was built Further, by a connection of the Western Maryland railroad 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 interest on bonds guaranteed by the city. As above noted, Enoch Pratt was one of | Cholera and Diarrhoea Remedy, for hav the incorporators of the Washington and

should be made at Williamsport this end company from a million and a half to two and Ohio would have a continuation of millions of dollars. \* \* \* It is well the monopoly of the freight and passenknown that there are large amounts of property in the city of Cumberland, now of Maryland, with the power to fix such occupied by the Canal, lying between changes as it pleases; progress and dethe West Virginia Central and the Balti- velopment would be retarded; the taxmore and Ohio (railroads) which for able basis kept at a standstill or decrease. manufacturing purposes would be a and a railroad company with tax exemptions and unusual charter advantages be from two to three hundred thousand dol-

In the Baltimore Sun, of November 28, State of Maryland is asked to give away all of this valuable property for the pitiful tains an interview with "a prominent 1898, a special Washington dispatch con-Marylander" on the proposed sale of the canal by the Allegany Ring to the Baltimore and Ohio Railroad. The interview ralue of the Canal in 1890 was \$7,380,000, sketches the history of the canal from 1826 28 to the presidency of James Clark, and proceeds:

"Following Mr. Clarke, Senator Gorman be-came president, and under his management the trade of the Baltimore and Ohio was still further encroached upon, so that the canal surplus of the first four years of his administration was about a million dollars. The condition challenged the attention of the railroad company to such an extent that it determined

surplus of the first four years of his administration was about a million dollars. The condition challenged the attention of the railroad company to such an extent that it determined to control the politics of the State so as to control the management of the canal.

"Mr. Robert Garret, then president of the railroad, acting under the instruction of John K. Cowen, his counsel, began systematic attempts to get possession of the canal through the politics of the State About that time the canal met with a great disaster by the floods of 1878 and 1879, which destroyed the works to such an extent that a new bonded indebtedness of half a million of dollars was necessary to repair the damage. These bonds were made the first lien upon the corpus of the work by the waiver of the State's lien

"Quietly and secretly the Baltimore and Ohio interests purchased these bonds when they were sold and finally secured all the bonds so issued. They also systematically, as was charged by the officials of the canal, diverted trade from the canal and made it impossible for it to make sufficient to pay its current expenses.

"The political fight became fiercer and more open upon the part of the railroad interests until 1895, when they made an open alliance with the Republican party and elected Lloyd Lowndes. Republican, Governor, and with him secured a majority of the board of public works. The railroad company, in addition, as it now appears from the report of Mr. Little, who examined its acts, bought up a majority of the preferred bonds of the canal company. It then sought and succeeded in placing the canal company in the hands of receivers, and the receivers were practically the agents of the Baltimore and Ohio—alleging that if they were permitted to manage the canal they could make it a living, going concern and a paying concern.

"Miss Mary Garrett became the bondsman of these sub-agents. The four years expired, with no results except that the canal was deeper and deeper in debt, the indebtedness of which was held by the B. & O., a

for the purchaser to get possession of the work.
"During these two and a half years the B. and O. could increase the expenditures to any extent it might see proper and thus pile up the debt, genuine or not, which would bankrupt any outside purchaser.
"In addition, all the legal questions growing out of the preferred bonds of 1844 of the canal bought by the B. and O. at the rate of 39 or 40 cents on the dollar, namely, whother they are a lien on the corpus of the canal or only on the revenue, would have to be determined by decision of the court. In other words, the conditions are such as to make the B. and O. the only possible purchaser, and it will give the State whatever its liberality or patriotic emotions may dictate."

From this interview, the statements of which have never been challenged, it appears that there is a close alliance between the Allegany Ring and the Balti-more and Ohio Railroad, and the alliance means a worse than steal of the canal, the suppression of a competing transportaion line in Western Maryland, the retarding of development in that section, a loss to boatmen and laborers on the canal, and a continuation of an opprestors would equitably be entitled to a lien | sive railroad monopoly. John K. Cowen in the nature of a mechanics' lien on the | controls the Allegany Ring, and the Allegany Ring in turn is absolute boss of and means constructed, and said recent the Republican party. The bossism is labors are equitably entitled to priority the most mercenary and disregardful of public interest of any in 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 wage-workers from corporate oppression. With the Allegany Ring in control of the State the Baltimore and Ohio Railroad would have no difficulty in having these laws repealed and have it in its power to oppress

> One of the signs of "apparent prosperity" that will not be alluded to by Republican spellbinders, is that 12 million less cigars were used in domestic consumption last year. And it wasn't because more people used cigarettes, as they showed a decrease of over 300 million for the same time.

A Narrow Escape.

its employes at will.

Thankful words written by Mrs. Ada cough set in and finally terminated in Consumption. Four Doctors gave meup, declaration intended to deceive? In fact | saying I could live but a short time. gave myself up to my Savior, determined if I could not stay with my friends on earth, I would meet my absent ones above My husband was a lvised to get Dr. King's New Discovery for Consumption, Coughs and Colds. I gave it a trial, took in all eight bottles. It has cured me, and thank God, I am saved and now a well and healthy woman." Trial bottles free at Dr. Isaac J. Martin's Sons' Drug Store. Regular size 50c. and \$1.00. Guaranteed or price refunded.

While the political sea in Kentucky has been a little stormy lately, that is merely the way they do things in that state. But by election time their personal differences will be forgotten, and speculation by money changers-of course | all will be in line for the straight Democratic ticket.

During the winter of 1897 Mr. James Reed, one of the leading citizens and merchants of Clay, Clay Co., W. Va., struck his leg against a cake of ice in such a manner as to bruise it severely. It became very much swollen and pained him so badly that he could not walk without the aid of crutches. He was treated by physicians, also used several kinds of liniment and two and a half gallons of whisky in bathing it, but nothing gave any relief until he began using Chamberlain's Pain Balm. This brought almost a complete cure in a week's time and he believes that had he not used this remedy his leg would have had to be amputated. Pain Balm is unequaled for sprains, bruises and rheumatism. For sale by Dr. I. J. Martin's

That efforts are being made, through the big newspapers, to lessen public prejudice against trusts is one of the signs of what the Democratic party will have to fight against next year. It is evidently to be the policy of the trusts to try to lull the people of the country into a feeling of security by this method.

"I wish to express my thanks to the manufacturers of Chamberiain's ing put on the market such a wonderful Cumberland railroad. In the issue of medicine," says W. W. Massingill, of February 6, 1890, of the Baltimore Sun, Beaumont, Texas. There are many thous-Mr. Pratt is quoted as saying "that he ands of mothers whose children have been saved from attacks of dysentery and cholmore's interests, and that if the proposed era infantum who must also feel thankconnection with the Western Maryland | ful. It is for sale by Dr. 1. J. Martin's Sons

If the Drevfus case recalls to the minds of Americans their former distrust of a great standing army, and the spirit of contempt for public opinion which militarism fosters, his sufferings will not have been altogether in vain.

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