THE KENT NEWS:
PUBLISHED WEEKLY AT
CHESTERTOWN, KENT COUNTY, MARYLAND
OFFICE IN KENT NEWS BUILDING

WM. F. USILTON FRED G. USILTON.
WM. B. USILTON & SON,
Editors and Proprietors.

SUBSCRIPTION: $1 PER ANNUM
strictly in advance. If not paid in advance $1.50 may be charged.
SIX MONTHS, 50 CENTS; THREE MONTHS, 25 CENTS.
LOCAL CORRESPONDENCE solicited, but all articles must be accompanied by responsible names.

Kent News.

Vol. 54. CHESTERTOWN, MARYLAND: SATURDAY, JULY 7, 1894. No. 9.

ADVERTISING AND JOB-PRINTING.

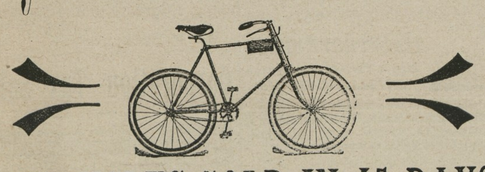
Terms of Transient Advertising:
One square, three insertions or less - - $1 00
Each subsequent insertion - - - - 25
Six lines Nonpareil, or space equivalent thereto constitute a square.

Advertisements inserted for three months or a longer period at low rates.

JOB-PRINTING:
—SUCH AS—
HAND-BILLS, CIRCULARS, BLANKS, BILL-HEADS, &c. executed with neatness and dispatch at satisfactory prices.

HORNER'S ABSOLUTELY Pure Animal Bone FERTILIZERS, FOR **All Crops AND Permanent Grass.**
WARRANTED IN THE FULL PRICE OF THE GOODS.
Higher in Essential Qualities than any other Goods on the Market.
WE WILL SELL EITHER BY ANALYSIS, OR WEIGHT.
SEND FOR CIRCULAR.
PREFERABLY THE FORMER WAY.
JOSHUA HORNER, JR. & CO.,
36 SOUTH CALVERT STREET, BALTIMORE

Bicycles! B__'s! B__'s!



17 BICYCLES SOLD IN 45 DAYS!
THIS SPEAKS FOR THE QUALITY!
Our Wheel Guaranteed and no Expense to Do It.
We Have Had No Trouble up to Date!

Stormer! Copper Rim, G. & J. Tire, weight 33 lbs., **Only $75**
GUARANTED FOR ONE YEAR.
WAVERLY! G. & J. Tire, Weight 30 Pounds, Guaranteed for One Year, **ONLY $85**
Both of These Wheels are High Grade.

Second-hand Wheels for Sale:
1 RAMBLER, 1894, Copper Rim, Pneumatic Tire - $100.
1 RAMBLER, 1893, Black Rim, Pneumatic Tire, - - 75.
1 NEW RAPID, Pneumatic and Cushion Tire, - - 40.
1 COLUMBIA, Cushion Tire, - - - - 35.
1 VICTOR, Cushion and Pneumatic Tire, - - 25.
1 VICTOR, Solid Tire, - - - - - 25.
1 Lady's Wheel, PHYSICO, cost $125 new, - - 75.
Wheels Bought, Sold or Exchanged.

Sundries: Child's Seat, Lamps, Oil Cans, Cement, Rubber, Balls, Cyclometer, Bells, Lock and Chain, Sweater, Shoes, Cap.
When we can we will REPAIR wheels.

Agent for Automatic Swing. Best Yet, $10.00.
Call and see us, we can save you BIG MONEY!
CHARLES S. SMITH,
June 16, 1894. Chestertown, Maryland.

THE WHITE CLOTHING HOUSE!

WHITE is Symbolical of our system of doing business, that is our clean, fair and square principles, hence we decided to paint our front WHITE to harmonize with the established principles of our inside workings. Hereafter we will be known as the WHITE FRONT. A few of the many bargains we are offering, to begin this week, is a recent invoice, bought for Spot Cash, that cannot be approached by our competitors who bought early in the season. You will say so when you see the goods. Note the quotations, look at the goods and judge for yourself.

Just Received, Bought for the Cash:

MEN'S SUITS THAT SOLD FOR $ 6.00	NOW GO FOR -	$3.75
" " " " " 8.50	" " " - -	5.25
" " " " " 10.50	" " "	$6.25 and 7.50
" " " " " 12.50	" " "	8.00 " 8.50
" " " " " 15.00	" " "	9.50 " 10.00

these are New, Fresh Goods, bought from manufacturers who now have winter goods on sale and were more anxious for cash than summer goods. Don't fail to see them.

WE ALSO HAVE A LINE OF CHILDREN'S AND BOYS' SUITS!

which we bought likewise and will be sold correspondingly low. Also, MEN'S ODD PANTS in large variety, 90c. and $1 a pair. Look at those hanging outside the White Front, prices marked on. MEN'S HALF-HOSE, 30c. dozen pairs, and at 60c. for a dozen the kind you pay 10c. a pair for generally.

Straw Hats and Neckwear in Abundance!
GOOD CHEVIOT SHIRTS 75 CENTS A PAIR!
GOOD LINEN SHIRTS 90 CENTS A PAIR!
GOOD UNDERSHIRTS 45 CENTS A PAIR!

Especially in these depressed times you cannot afford to neglect an examination of the bona fide offerings, and remember, no competitor who bought his clothing early in the season can approach these prices. Respectfully,
MOODY & LUSBY,
White Front Clothing House. *Chestertown, Md.*

Great Closing Out Sale!
—OF THE ENTIRE STOCK OF THE WELL KNOWN FIRM OF—
MESSICK & CO.,
Millington, Maryland.

$6,500 in FIRST-CLASS MERCHANDISE
TO BE SOLD IN THE NEXT 60 DAYS.

THIS IS A POSITIVE CLOSING OUT SALE and it will be to your advantage to come early to secure the Great Bargains now being offered. We are not trying to get rid of any old stock; our large business always enabled us to keep nothing but new stock, and these goods must be sold in SIXTY DAYS! Our stock consists of:
CLOTHING, LADIES' and GENTS' FURNISHINGS,
DRY GOODS, NOTIONS, HOISERY, UNDERWEAR,
LACES, RIBBONS, TRIMMINGS, STATIONERY,
HATS and CAPS, HARDWARE, TINWARE,
GLASSWARE, CARPETS, MATTINGS, OILCLOTHS,
and everything usually kept in a first-class store. Fixtures for sale.

THIS IS NO FAKE SALE. EVERYTHING MUST BE SOLD!

MESSICK & CO., Millington, Md.
Originators of the Spot Cash System. W. N. DONOVAN, Manager.

Choice Family Groceries

GLASSWARE, CROCKERY and FANCY CHINA.
Sugar Cured Meats, Tobacco & Cigars

EVERYTHING in our Line.
WE offer at the "Lowest Cash" prices.
FROM our stock you can select Bargains.
SINCERELY we ask all to look.
IN our stock you can find the Best Goods.
MANY things that are in use every day.
PLEASING our customers is our desire.
EVER glad to price goods, even if you don't buy.
REMEMBER the place, opposite Stam's Hall.
SURELY it will pay you to come and see us.

Dry Goods, Notions,
MEN'S UNDERWEAR.

June 30th 1894.
FOR CASH ONLY!
—FOR THE—
NEXT THIRTY DAYS
we will sell
Androscoggin, 4-4, Bleached, at 7 3-4 Cents per yard.
Barker Mills, 4-4, Bleached, at 7 3-4 Cents per yard.
Fruit of the Loom, 4-4, Bleached, at 8 1-2 cents per yard.
Fine Unbleached Sheeting, 19 cts.
Choice Lot of Apron Ginghams, in Short Lengths, 5 to 6 1-4 cents per yard, former price, 8 and 10.
Splendid Value in a Chewing Tobacco, 25 and 40 Cents per pound.
CHOICE FAMILY FLOUR $3.75 per barrel.
R. F. PARKS,
CHESTERTOWN, MD

In New Quarters!
HENRY PARR,
GALENA, MARYLAND.
WE have now removed to our NEW STORE in Odd Fellows' Hall, and have in stock a
—NEW LINE OF—
All Kinds of Harness
COLLARS, BRIDLES, WHIPS, SADDLES, ETC., AT LOW PRICES.
—I WILL ALSO KEEP—
HARDWARE,
including everything to be found in a first-class establishment.
Those in need of PAINTS, OILS, Etc., will find us prepared to accommodate them.
Call and examine my stock
HENRY PARR,
n4-tf. GALENA, MD.

Summer Goods!
We are Not Selling Way Below Cost and Paying You to Buy!
BUT
WE DO CLAIM TO GIVE TO EVERY CUSTOMER
—VALUE RECEIVED.—
Our Dry Goods Stock!
we are selling very much lower than last season, and our line of
SUMMER UNDERWEAR!
can't be excelled, and we especially ask gentlemen to call and see our line of SUMMER SHIRTS. In our Large Line of
Shoes, Slippers and Straw Hats
we have many bargains.
MATTINGS AND OIL-CLOTHS!
are lower this season.
We sell the finest grade of TEA in town.
Call and see us.
WESTCOTT & DODD,
m5 Chestertown.

THE GRAIN MARKET!
I have been associated with
J. K. B. EMORY & CO.,
318 Light Street, Baltimore, Md.,
for a number of years, and we are in better position now than heretofore to offer farmers inducements to dispose of their Grain through us. Care, promptness and CASH SETTLEMENTS have increased our business. We handle Grain by vessel or railroad. Mr. Emory has been in this business forty years, and we can assure most careful attention to all consignments. All Grain settled for immediately upon delivery. Call on, or address
HIRAM M. BROWN,
March 24, 1894. CHESTERTOWN, MD.

BABY CARRIAGES!
New and Pretty! Just received by
P. T. McFEELY,
FURNITURE EMPORIUM,
a28-tf. opp. Voshell House.

BARGAINS in all kinds of SHOES will be sold at cost to close out entire stock.
W. F. ISMPEERS.

LIME! LIME!
THE UNDERSIGNED HAS ARRANGED TO HANDLE ROBERT McCOY & CO.'S
Schuylkill Lime!
—Known as the—
NATHAN RAMBO LIME
and will guarantee to give the BEST LIME for the LEAST MONEY of any agent in the business.
May be shipped by rail or water.
DANIEL HILL & SON,
m26-4m. KENNEDYVILLE, MD.

HO, FOR 1894!
HERE WE ARE AGAIN WITH AMMUNITION FOR ANOTHER BIG CAMPAIGN.
HYLAND FARM WAGON,
—AND CELEBRATED—
HYLAND FIELD ROLLER!
THE BEST ON EARTH.
WE HAVE THE BEST AND MOST COMPLETE
—ASSORTMENT OF—
CHILLED PLOWS
and Plow Castings of all Kinds,
ever offered in the State, at prices CHEAPER than anywhere else in the county.
HARROWS, CULTIVATORS,
PLOW-TREES and HAMES
all sizes, single, double and three-horse trees.
—GENERAL—
Blacksmithing and Wheelwrighting.
Satisfaction Guaranteed.
WE HAVE ACCEPTED THE AGENCY FOR THE
—CELEBRATED—
Page Woven Wire Fence
a sample of which may be seen at our factory.
Thanking the public for past patronage and soliciting a continuance of the same,
I am yours respectfully,
W. A. HYLAND,
m10-tf. GALENA, MARYLAND.

—THE—
GEM JEWELRY STORE
D. T. WILLIAMSON, Manager,
CROSS STREET, - CHESTERTOWN, MD.
Special attention given to
Fine Watch Repairing!
My skill in accurately Repairing Fine and Complicated Watches, Chronographs, etc., is well-known. All work warranted.
Our Optical Department is Complete.
Eyes examined and Spectacles fitted on Scientific Principles. Satisfaction guaranteed.
Respectfully,
a7-tf. D. T. WILLIAMSON, MANAGER.

CHAS. A. ROUSH.
Diamonds, Fine Jewelry,
WATCHES, CLOCKS,
Solid Silver and Plated Ware,
38 West Lexington St., near Liberty.
Complete Department for REPAIRING.
DIAMOND WORK TO ORDER.

STEAM BOILERS
—AND—
PROCESS KETTLES
FOR CANNING HOUSES.
JOHN T. COLEMAN
STEAM BOILER WORKS,
No. 321 to 327 North Holliday Street,
BALTIMORE, MD.
Feb. 27, 1894.

Swiss Laundry!
J. S. VANDEGRIFT, Agent.
Collars, two for 5 cents, and other work proportionately low. All work guaranteed.
Call on J. S. VANDEGRIFT,
j27-6m. Cross Street, Chestertown, Md.

A VALUABLE OFFER! WE WILL ESTABLISH A BRANCH of our Newspaper Subscription Agency in your town soon, and would like to secure some reliable young man to take charge of the business. Address,
GRUMIAUX'S MAMMOTH AGENCY,
m19-tf. General Office, Le Roy, N.

BERGEN'S
JUST RECEIVED A FULL LINE OF
Summer Dress Goods!
—IN—
LAWNS, CHALLIES, PERCALES, DIMITIES, JACONETS, DOTTED SWISS, INDIA LINENS, LACES and EDGINGS to Match.
—I HAVE MADE A—
GREAT REDUCTION IN PRICES!
—IN—
Worsted Dress Goods!
A HANDSOME LINE OF
LADIES' SHIRT WAISTS
for 25, 50 and 75 cts., of the latest styles.
GREAT REDUCTION IN PRICES IN
Our Millinery Department,
to reduce stock. Come and see.
R. BERGEN.

Refrigerators!
—AT—
P. T. McFEELY'S Furniture Store,
SOLE AGENT FOR THE
Belding's New Perfection.
The following letter will speak for itself:
CHICAGO, ILL., March 14, 1893.
BELDING MANUFACTURING COMPANY:
Gentlemen:—we have carefully tested and examined the sample refrigerators submitted to us, including yours and those of other makes, and I have no doubt you will be willing to hear that we find the Belding "New Perfection" the most satisfactory in refrigerating qualities and general finish, and have decided to use them exclusively in our restaurants at the World's Fair Buildings. You may arrange to ship us at once 40 of the No. 17, large grocers' refrigerators. Would ask that your representative call at once to arrange details for the delivery in the various buildings.
Yours truly,
WELLINGTON CATERING CO.
Now is the Time
TO PAINT!
LOOK AT OUR COLORS!!
We have a full line of the BEST OILS and PAINTS at Lowest Prices.
P. T. McFEELY,
FURNITURE AND PAINT STORE,
a28-tf. opp. Voshell House.

HARRISON BROS'.
Ready Mixed Paints!
PURE WHITE AND RED LEADS!
COLORS GROUND IN OIL,
CARRIAGE ENAMEL PAINTS,
WAGON PAINTS, WOOD STAINS, OILS
PUTTY, VARNISH, TURPENTINE and DRYERS.
JOHN BARTLEY,
CHESTERTOWN, MARYLAND,
Furniture, Carpet, Oil-cloth,
Window Shades and Wall Paper.
Our Prices are the Lowest in Everything.
WE LEAD, OTHERS FOLLOW.

W. H. KELLEY,
Blacksmithing and Wheelwrighting,
LOCUST GROVE, MD.
REPAIRING A SPECIALTY!
AGENTS FOR THE RENOWNED
Buckeye Binders & Mowers
ALSO, FOR SALE ALL KINDS OF
AGRICULTURAL IMPLEMENTS!
Farm Wagons, Dearborns, Harrows, Cultivators, both Wheel and Hand; Spring-tooth Harrows, Disc Harrows, Steel Corn Planter, Checkrowers, Double-furrow Plows, Hay Rakes, Hand and Sel. Dump, Lawn Mowers, Grass Seeders, Feed Cutters, Root Butters, Cucumber Pumps, Fence Wire of all kinds; Binder Twine, Carriages of all kinds, Buggies, Road Carts, Daytons, Carriage Tops, Carriage Poles, Carriage Harness, &c. m10-4m.

JOHN B. HURTT & CO.,
—WHOLESALE—
Drugs, Glass, Paints, Oils, Varnishes,
PUTTY, BRUSHES, &c.
WE HANDLE ONLY PURE GOODS!
322 Light Street, Baltimore, Md.,
(Between Camden and Conway.)
ESTABLISHED IN 1870.
—DEPOT FOR—
"INDIAN TAR BALSAM,"
The Greatest Cough Medicine on Earth!
NO CURE, NO PAY!
The Quick Cure for Coughs, Colds, Sore Throat, Hoarseness and all Throat and Lung Affections.
Send for circulars. Particular attention paid to MAIL ORDERS. n19-tf.

DR. MURRAY'S ADDRESS.

At the Chestertown Public School commencement in Stam's Hall on the evening of the 29th, Dr. S. Reese Murray delivered the following address:

YOUNG LADIES OF THE GRADUATING CLASS:

The day which has come to you as the completion of one of the most interesting periods in your history, is but a new point of departure for other efforts, and for other and wider-reaching success in life. A new career begins with the termination of any important endeavor, and a broader field opens to invite the expenditure of power gained in preceding contests of mind. A finished course, is with all young persons, but the end of one of the less significant items of experience. It is not the end of achievement itself, nor of any of the elements of achievement. It stands for a single point on the rounded dial of life—beyond which are the measured spaces to which existence moves, and where on each boundary-line are registered at once the successive triumphs and successive commencements of other victories, which, only in the full circle of results, constitute true living.

All times, therefore, such as this day witnesses, are but rents through which the gathered force of years spent in accomplishing a definite result may expend themselves. They are "finis" but not "terminus"—the boundary which you must needs reach to propel life by the momentum of past results into higher spheres, but not the confines of a broader thought, the cessation-point absolutely, the idler's realm of rest.

And so the day has rightly been called Commencement-day; the day when by the very fact of completing one line of endeavor you realize how necessary is some complemental line to the attainment of what the day signifies.

Hence, also Graduation-day,—not the day when you step off the stage of action, and remain inert mentally, a latent force for the future in the realm of character and labor; but the day when an excellent grade being determined for you, you are dismissed from the ranks of inconspicuous toilers to move, and by the results of your movements to shine, in the circle of the illustrious.

All the past is now a vanishing point. It is not a *punctum stans*. Not something that stands in the stead of the future which opens large and promisingly to you. But only a guide-board saying "Beyond!" Only an echo repeating "Onward!" Only a light that, dying in the distance, leaves you in gloom unless you advance into the dawn of higher ambitions and nobler pursuits, and then again into the full day of realized hopes and aspirations.

I would impress it upon you as you stand here flushed with joy over the triumph of years that culminate tonight, that this success will be meaningless and vapid if you make not progress beyond it. Life is vast, effort ceaseless; and if you end endeavor here, however much you may be admired now, you will be withered in mind and weak in soul in the coming and not very far off periods of your history.

I have been admonished to be brief, and I wish to be as this occasion is yours and not mine. Let me say but this: The age is an inspiring one, especially for women, and brilliant with the record of their accomplishments. Lend your names to it, if you may. Be industrious in all you undertake. Be brave to work hard and long, and *with tears* rather than to be a nothing. Do not be hindered from your purposes however circumstances may be against you. A great American when called upon to surrender his disabled battle-ship shouted to the enemy, "I have just begun to fight," and carried the day against all odds. Be able to *dare*, to strike boldly, to suffer keenly, hold every inch of advantage that you have gained, and to on therefrom until the goal is reached.

But do nothing without conscience, without unwavering principle, without the divine fear. Nothing can ultimately profit you and make you attractive if you lack this. Principle is the noblest groundwork of character, and the surest means of merited and enduring success.

I wish for you, young ladies, the highest welfare here, and the bliss of the kingdom that standeth forever.

A THRILLING EXPERIENCE.

Struggle of Two Sisters in the Water for Life.

Mary Ann Gallagher, aged sixteen years, of No. 180 West Fort avenue, was drowned and her sister, Florence Gallagher, aged twelve years, had a narrow escape from drowning at A. L. Thompson's wharf, foot of Leadenhall street, yesterday. The story of the drowning, as told by the younger sister, is as follows: "We were on the wharf with our Newfoundland dog. While I was standing on the edge of the pier the dog playfully jumped against me and knocked me overboard into the water below. I heard my sister scream, and saw her start to jump overboard after me. She dived at me head first, and struck me, landing on top of me. We both sank and rose again, each trying to support the other. I held her hands and her head above the water. No help was in sight, and we drifted away from the wharf. We both became exhausted, and neither could help the other. The dog jumped overboard, swam toward us, looked at us awhile, then returned to the shore and ran away. I do not know how long we struggled together, but a man appeared with a long pole, which he shoved toward my sister. She grabbed it and tried to hold it, but was too weak and sank. The pole was directed toward me when I grabbed it, and was drawn up on the wharf. I saw my sister's feet and the bottom of her skirts floating on the surface, as if her head were stuck in the mud."

It was learned later that the elder sister, when sinking for the last time, had grasped a rock on the bottom, and, in the desperation of death, held it and drowned with her feet uppermost. The excitement attracted John Switzer, Edward Feathers and Chas. Reider who recovered the body. Last night the younger sister was ill in bed. The girls lived at 180 West Fort avenue, and are the children of W. H. Gallagher, a street foreman for the Consolidated Gas Company. Coroner Geer was notified.—*Baltimore Amerimore.*

COLOR, flavor and grain are three essential elements of butter.

A GREAT ENTERPRISE!

The Canal Meeting—Speeches by James A. Pearce, Esq., and Others.

The Baltimore papers give glowing accounts of the canal meeting in that city on the the evening of 25th ult. The *American* gives the speech of J. A. Pearce, Esq., in full. It says: The trend of all the utterances was, "It should be built; it must be built!" And the audience indicated its approval by liberal applause.

Senator Gorman received an ovation as he stepped forward, still looking a little pale from his recent illness. He was in good voice, however, and made an excellent speech.

James Alfred Pearce, Esq., of Kent, said:

Mr. President and Fellow-citizens, Ladies and Gentlemen:—Following as I do so many distinguished gentlemen who have addressed you on this torrid evening the only excuse that I can offer for the brief remarks I shall make is the fact that I am the single representative on the list of advertised speakers from that part of the State which much be traversed by the proposed canal, and it seems proper that a voice from the Eastern Shore should be heard in the movement. The Maryland and Delaware ship canal has been dreamed of and talked of for many years, and at last there seems to be encouragement to believe it may be realized. There is little doubt that it would have been constructed long since had not the energies of the people and the capital of the country been absorbed for the last fifty years in the construction of railways, to the exclusion of all other highways. The development of the great West could only thus have been accomplished, and the immense products of its virgin soil are now produced and brought to the seaboard for foreign shipment at a cost which is fast driving Eastern landholders out of competition, and which has reduced the value of their farm lands from fifty to sixty per cent. within the last ten years.

Even in the West, where the cereals are grown without commercial fertilizers, and upon lands which scarcely represent an average cost of ten per cent. as compared with improved lands of the East, the grower can scarcely keep the wolf from the door. The only remedy for this condition in my judgment, will be found when our population shall have so increased that the home consumption of breadstuffs shall reduce the supply to correspond with the demand of foreign countries. Then our agricultural products will yield again a generous living to the tiller of the soil, and our lands will regain their normal market value. Then our railroad will be taken out of the hands of the receivers, and our mercantile marine will be busy in transporting our surplus to foreign lands. The farmer's products represent more than seventy per cent. of the value of all the exports of the United States, and they must of necessity sell their surplus in competition with all the world, yet the fatal policy to them and to the country has been enforced of compelling them to purchase all that they require in the home market, whence all the competition of the outside world is excluded.

The philosopher and poet of Concord said:

"The men of yore were stout and poor,
And sailed for bread to every shore;
And where they went on trade intent.
They did what freeman can;
Their dauntless ways did all men praise;
The merchant was a man.
The world was made for honest trade;
To plant and eat be none afraid."

But the man who plants here to-day plants and eats in sadness, because he has the assurance that his utmost skill and industry and the richest blessings of Providence upon his harvest will not avail to protect him from the inexorable consequences of false legislation. I have no purpose to enter into the field of politics here; but I may say without impropriety, earnestly and reverently, God grant our public men wisdom and honesty and courage to deal with this problem and the kindred problem of money, which, unsolved, have cast the shadow of gloom and despair on the land.

The value of the proposed ship canal, both to Baltimore and to the country, and its absolute need for the future maintenance of the commercial position of Baltimore, must be apparent to all. Boston and New York are practically situated on the ocean, and Philadelphia is comparatively close to it. But Baltimore is 180 miles north of the capes of the Chesapeake, and vessels going from that port must cover from 300 to 400 miles before reaching the latitude of Sandy Hook. The importance of Baltimore as a seaport of all the central parts of the United States lies in its location, and in the distribution of population along its lines of communication with the interior. The Chesapeake Bay carries deep water almost to the foot of the mountains, at the wharves of Baltimore, and nature thus marked out its site as the nearest seaport to the fruitful West, and has made it the Mecca alike of the Conestoga wagon of the modern freight car The men of Baltimore were not slow to perceive this advantage, and the Baltimore and Ohio Railroad was the first to cross the mountains, and tap the commerce of the Ohio and Mississippi Rivers, and it remains to day the shortest line to the seaboard from all that territory tributary to the great inland cities of Chicago and St. Louis. This means saving in time, saving in transportation charges, and saving in cost of maintenance and operation of railroad line. But in these days of fierce competition and of aggregation of capital in commercial enterprise, short routes and natural advantages alone will not maintain commercial supremacy.

Every railroad man, every owner or commander of steam or sail vessels, every merchant and every man of intelligence, knows that no railroad can successfully compete either for passenger traffic or for the carrying trade, unless it possesses good terminal facilities. Hence, the splendid elevators and piers of the Baltimore and Ohio and the Pennsylvania railroad in this city. Hence, the magnificent docks of the Chesapeake and Ohio at Newport News, and the great coal piers of the Norfolk and Western at Lambert's Point, and of the Reading at Port Richmond on the Delaware.

For many years New York and Baltimore were the only two great rival ports contending for the grain trade of the country and the carrying trade of the great West; but, it is no longer so. The Hoosac tunnel and the Poughkeepsie bridge has opened great Western routes to Boston harbor within sight of the sea, and at the northeastern limit almost of our Atlantic coast, while the increasing intercourse with Canada has directed a heavy volume of business to Boston. The extension of the Chesapeake and Ohio Railroad to Cincinnati and to the Mississippi River has caused a prosperous young city to grow up at Newport News, almost on the very spot where the first pilgrims of Virginia settled; where ships are now constructed equal to those built at the Cramps, or at Sparrows Point, and where the flags of all nations may be seen congregated. The development of the Norfolk and Western and its connections has poured into Norfolk a tide of trade from Virginia, Tennessee and the Gulf States, which has infused new life into that ancient town, and has quadrupled the value of its water fronts and its suburban lands. All these ports which I have named, and others which could be mentioned, are ambitious and energetic in their rivalry for the ocean trade, and their lines of transportation are controlled by men of brains and of large aggregations of large capital.

Until recently the east and west railroads only were regarded as factors in this contest, but the north and south lines are coming into notice, and are striking for various southern ports. Cincinnati and Louisville are perfecting their connection with Charleston, Savannah and Brunswick. Memphis and Nashville look kindly upon Mobile, and Mobile is rousing itself from lethargy and is crying out for the deepening of its bay, that it may be prepared to handle the growing products and manufactures of the rich States of Alabama and Tennessee. The Kansas City, Memphis and Birmingham Railroad is striking for an available port on the Atlantic coast, and it is not improbable that the dreams of Beaufort may be realized in this generation. The jetties have solved the difficulties of New Orleans at the passes of the Mississippi and Galveston, in spite of deficient depth of water, and consequent necessary lighterage, has taken giant strides in the development of its foreign and coastwise trade. Capitalists are now engaged in a scheme for the founding of a city at Aransas Pass, the best deep-water harbor on the Gulf coast, which would be the natural outlet, not only for the magnificent domain of Texas, but for the rich territories that lie to its north, and for the great States of Kansas, Colorado and Wyoming, and southern California.

With all these candidates for foreign and coastwise trade to be drawn from the West and South, the field from which Baltimore chiefly draws, it behooves Baltimore to be strengthening her hold upon the trade she now enjoys, and to be providing new facilities for the increasing volume which must ere long pour from that part of the country. And what could better aid you in that effort than the construction of a canal to the ocean? What is it but the greatest and most complete terminal facility you could possess? You have now the ample water front of the city, approached by the Craighill channel, and with harbor room in the Patapsco for the merchantmen of all flags. You have ample and magnificent piers and elevators, and space and means to add to them indefinitely, as occasion may require. You have dry docks suited to the largest class of vessels, and you have at Maister's yard and Sparrows Point skilled labor and every appliance required for the repair or construction of vessels of any class or type. Such a canal as you propose would save from fifteen to twenty hours over the route by the capes, and would materially reduce the cost of laying down freights in foreign and coastwise ports. It would add enormously to the freights received by rail in this city for export as well as to the imports, and would bring your wharves hundreds of vessels which would otherwise go elsewhere, while to the producers, the manufacturers and the merchants of the West the aggregate saving in the cheapening of freight rates would be immense. For the speedy concentration of our navy in case of need its value to the country would be inestimable. Twenty hours' time saved in the transfer of war vessels from points on the North Atlantic coast would in itself almost ensure the security of every coast city from Portland to Norfolk.

Great as its value would be to the government, I do not feel, however, that we should depend upon it for aid, beyond the cost of a survey to determine the most suitable route. This, I think, we may ask and should receive without hesitation. The cost of construction must be borne by the commercial communities who will use it, the people of Baltimore and Maryland and the West who will reap its benefits. The time is auspicious for securing the necessary capital, both here and abroad. The successful completion of the Manchester Ship Canal has revived the interest and confidence of the public in artificial waterways. Millions of dollars at home and abroad are seeking investiments. Interest is tending downward on the best securities of the State government, and large sums can be had at low rates for any rational scheme for the improvement of transportation, if the management has the public confidence. Competent authority has computed the tonnage now in sight, available for such a canal, at not less than 7,000,000 per year, and the annual revenue thereon at not less than $1,000,000 a year, yielding from six to twelve per cent. upon the cost of construction, according to route. These matters I shall not undertake to discuss or consider, leaving them to the engineer, the capitalist and the merchant.

It should not be forgotten, however, that this canal will pass through level country, absolutely exempt from the danger of freshets and mountain streams, and that the cost of maintenance and repair will be upon a minimum basis. Place the enterprise in the hands of a committee of the solid men of Baltimore for presentation to the country, and, though difficulties and delays may, and probably will, retard the work, I have faith that they will bring it to successful completion, and will be rewarded by living to see the city of Baltimore the second seaport city of the country.

A woman may know a man is lying when he tells her she is pretty, but she would not have him punished for the fault.

When a man loves money, a woman may expect very little of his love and less of his money.

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