

HISTORY & DESCRIPTION
OF THE
BALTIMORE AND OHIO
RAIL ROAD

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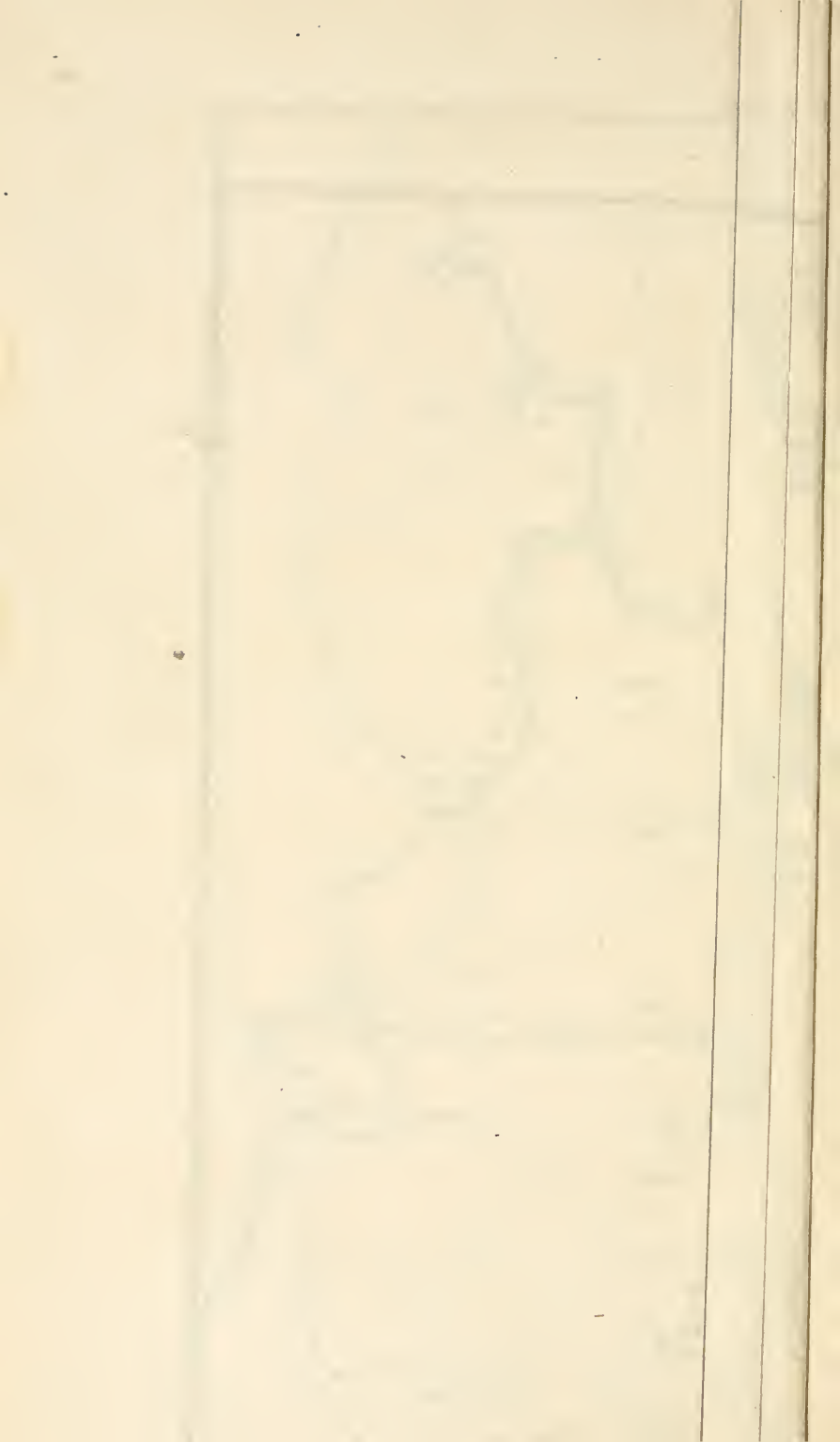






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A History and Description

OF THE

Baltimore and Ohio Rail Road;

WITH

A N A P P E N D I X ,

CONTAINING A FULL ACCOUNT OF THE CEREMONIES AND PROCESSION
ATTENDING THE LAYING OF THE CORNER-STONE, BY CHARLES
CARROLL, OF CARROLLTON, ON THE FOURTH OF JULY, 1828,
AND AN ORIGINAL AND COMPLETE REPORT OF THE GREAT
OPENING CELEBRATION AT WHEELING, JANUARY, 1853.

TO WHICH IS ADDED A SUPPLEMENT.

Illustrated by a Map and Six Original Portraits.

Smith, W^m Prescott

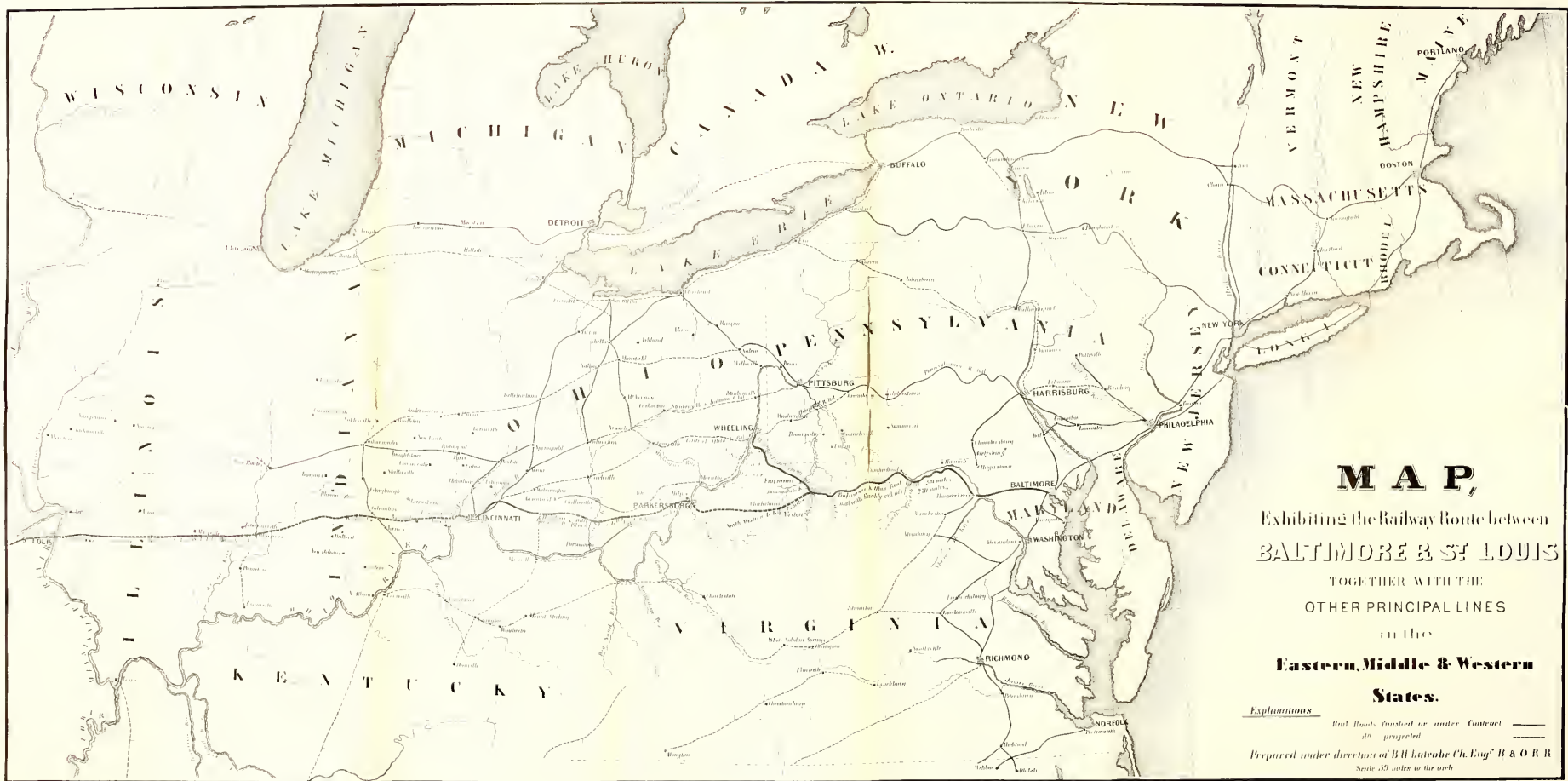
BY A CITIZEN OF BALTIMORE.

BALTIMORE:

PRINTED AND PUBLISHED BY JOHN MURPHY & CO.

No. 178 MARKET STREET.

1853.



MAP,
 Exhibiting the Railway Route between
BALTIMORE & ST LOUIS
 TOGETHER WITH THE
 OTHER PRINCIPAL LINES
 in the
**Eastern, Middle & Western
 States.**

Explanations
 Rail Road, Double or single Contact ———
 do projected - - - - -
 Prepared under direction of B. H. Latrobe Ch. Eng^r B & O R R
 Scale 32 miles to the inch

Lab. by A. Short & Co. Ind^a

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ENTERED, according to the Act of Congress, in the year one thousand
eight hundred and fifty-three, in the Clerk's Office of the District
Court of Maryland.

THIS BOOK

IS RESPECTFULLY DEDICATED TO

GEORGE BROWN,

One of the Originators of the Baltimore and Ohio Rail Road, and

PHILIP E. THOMAS,

JOHN B. MORRIS,

BENJ. C. HOWARD, AND

THOMAS ELLICOTT,

The Surviving Members of the Committee of Twenty-Five, who first applied to the Legislature of Maryland for its Original Charter.

Preface.

In presenting to the public this brief historical sketch and compendium of facts relating to the diversified career of the BALTIMORE AND OHIO RAIL ROAD COMPANY,—from the period of its first organization in 1827, to its completion in 1853,—the author has been influenced solely by a desire to place on record a comprehensive narrative of events, redounding to the honor of the State of Maryland and the City of Baltimore, and reflecting immortal credit upon the intelligence, perseverance, and unflinching energy of those alike who originated, perfected, and have carried to a successful issue this great national enterprise.

Maryland has the honor of having been the first State in the Union to incorporate a Company for the construction of a Rail Road,—she was also the first to devote the public resources to the support of the system,—“a system that has given to the people of the United States, an identity of feeling, a harmony of interests, and a facility of social intercourse which has bound them together as one great family.” Maryland may now also boast of having completed one of the longest and most magnificent Rail Roads in the world, and although more limited in her territory than many of her sister States, she has thus secured the most direct channel through which the interchange of commodities and travel, between the Eastern and the Western States, will be mainly carried on, and which will elevate her chief City still higher in wealth, commercial activity, and national importance.

This little volume, while it will, therefore, give to the present generation of Marylanders, some idea of the sacrifices that have been made for their advantage by those who preceded them, (as well as by others now

living,) will also remind them of the duty they owe to the future in carrying out and perfecting that great Rail Road system which has already been of such vast importance in developing the resources of the country and tightening the bonds of union,—and which promises to extend its iron bands from the Atlantic to the Pacific, as if destined by Providence to be the means of rendering habitable the vast and fertile regions of the West and South-West, as a home for the people who are ever flying from the hardships of the Old World.

A full history of the Baltimore and Ohio Rail Road Company, embracing the details of its varied operations and experiments, and the many difficulties it encountered in developing the system, would necessarily be voluminous. Such a history may possibly be undertaken at some future day and by a far more able and experienced pen. THE HISTORICAL SKETCH here presented, pretends to be nothing more than what it really is,—an abstract narrative of facts for popular reading and information.

THE DESCRIPTION OF THE ROAD, in the sixth chapter, is the first connected review of the entire line that has yet appeared, and may be relied upon for its strict truthfulness.

THE APPENDIX will be found to possess much interest, particularly to the Marylander and the Baltimorean.

Although the book has been prepared with some care, the author makes no pretension to literary merit, and has preferred the rapid style of this “Rail Road Age,” rather than to attempt that of the slow and lumbering one that preceded it.

CONTENTS.

CHAPTER I.....	9
<p>ORIGIN of the Baltimore and Ohio Rail Road Company.—The Chesapeake and Ohio Canal pronounced impracticable.—Meeting of Citizens.—The Charter obtained.—The First Appropriation by Maryland.—Difficulties encountered in Grading the Road.—Failure to obtain aid from Congress.—Ceremonies of Laying the First Stone.—Opening of the Road to Ellicotts' Mills.—Visitors from all parts of the Country and Europe to witness its operations.—The Sailing Car Æolus.—Its trial by Baron Krudener, the Russian Minister.—Interesting Anecdote.—Rapid progress of the Road.—Opening to Frederick and the Point of Rocks, &c.</p>	
CHAPTER II.....	29
<p>PROGRESS of the Road checked at the Point of Rocks.—Charter obtained for the Washington Branch.—Trial of the first Locomotive, built by Phineas Davis.—Its entire success.—Rail Road Experiments.—Various modes of laying the Track.—Development of the Resources of the Interior of the State.—Increase in the Trade of the Road.—Temperance necessary on a Rail Road.—Further Experiments with Locomotives.—The Injunction at the Point of Rocks.—Appeal by the Canal Company for the abandonment of the Road.—Introduction of Steel Springs.—Compromise of the difficulty with the Canal.—Progress of the Washington Branch.—The Patapsco Viaduct.—Rapid increase of Locomotives.—Winans' Eight Wheeled Cars.—The Road again checked by the Canal Company at Harper's Ferry.—Lawyer Latrobe in the Work-Shops.—Completion of the Washington Branch.—Sad Death of Phineas Davis.—Withdrawal of PHILIP E. THOMAS from the Presidency of the Road, &c.</p>	
CHAPTER III.....	55
<p>ELECTION of JOSEPH W. PATTERSON as President pro tem.—The Presidency tendered to Hon. LOUIS McLANE.—Completion of the Viaduct at Harper's Ferry.—Connection with the Winchester Road.—Surveys West of Harper's Ferry.—Three Millions more appropriated by the State.—Manufacture of Locomotives by the Company.—Military Excursion to Washington.—Hon. Louis McLane elected President.—Mr. Latrobe's Surveys to the Ohio.—Renewal of the Virginia Charter.—Monetary Difficulties.—Issue of Stock Certificates.—Increased Receipts of the Road.—Opening to Hancock.—Progress of the Road towards Cumberland.—Commencement of the Coal Trade.—Virginia, Pennsylvania and the Right of Way.—The Connellsville Road Charter.—President McLane's visits to Europe.—End of the Connellsville Movement.—Virginia grants the Right of Way to Wheeling.—The Road to Wheeling Surveyed.—Reconstruction of the Eastern Sections.—Close of President McLane's Administration, &c.</p>	
CHAPTER IV.....	69
<p>Resignation of Mr. McLANE, and election of THOMAS SWANN to the Presidency of the Road.—First connection of Mr. Swann with the Company.—His Address as Chairman of a Special Committee of Directors.—Depressed condition of the Stock.—Successful Financial movement of Mr. Swann.—Growth of the City of Baltimore.—Bold and confident Address of the President in 1849.—The whole work to be at once executed.—Its immense cost.—Spirited action of Mr. Brown and his associate Directors.—The Road placed under Contract.—Difficulty with the City of Wheeling.—Opening of the First Division to Piedmont, beyond Cumberland.—The Coal region.—Large Outlays in constructing the Road.—Sale of Bonds to obtain money.—The necessity and wisdom of that measure.—Opening of the Road to Fairmont on the Monongahela.—Speech by Mr. Swann.—Vigorous prosecution of the work.—Its COMPLETION to Wheeling.—The President's allusions thereto in his last Report.</p>	

CHAPTER V.....	84
BENJAMIN H. LATROBE.—His services as Chief Engineer.—Horse track through the Mountains.—Mr. Swann's Exploration.—Mr. Latrobe's Speech at Fairmont.—J. H. B. LATROBE's devotion to the interests of the Company.—Albert Fink's Bridges.—Wendel Bollman's Bridges.—Faithful Officers.—Mr. Latrobe and his Assistants.— <i>Miscellaneous Matter</i> :—The Past, Present and Future.—Locomotive Power.—Mr. Elgar's Switches.—Early Reminiscences.—Trial of Horse Power.—Travelling Memoranda twenty years ago.—Obstacles encountered in obtaining the Right of Way through the City.—Excitement among the Carters and Draymen, &c.	
PERIODS OF OPENING <i>the Baltimore and Ohio Rail Road</i> —STATIONS and DISTANCES.	
CHAPTER VI.....	99
DESCRIPTION of the Line of the Baltimore and Ohio Rail Road from Baltimore to Wheeling. A SYNOPSIS of the list of <i>Tunnels</i> and <i>Bridges</i> on the Main Stem of the Baltimore and Ohio Rail Road.	
CHAPTER VII.....	118
WESTERN CONNECTIONS with the Baltimore and Ohio Rail Road.	

APPENDIX.

1828 and 1853—*The Beginning and the End.*

- 1828.**—THE LAYING OF THE CORNER-STONE, 123.—Fourth of July—Foundation of the Rail Road, 126.—Song for the Day, 131.—The Grand Civic Procession at the Laying of the Corner-Stone of the Rail Road, 4th July, 1828, 132.
- 1853.**—FINAL OPENING OF THE RAIL ROAD TO WHEELING.—The Excursion, 145.—The Formal Reception at Wheeling, 149.—*The Banquet*, 155.—Regular Toasts, 156.—Letters from Invited Guests, 180.—Volunteer Toasts and Responses, 183.—Songs, 188.—The Return from Wheeling, 190.—Tribute to the Rail Road Company and Officers, 191.

SUPPLEMENT.....	193
RETIREMENT of Mr. SWANN from the Presidency of the Company.—His Closing Statement of the Condition and Prospects of the Road.—Election of WILLIAM G. HARRISON as his Successor.	

ILLUSTRATIONS.

- 1.—A Map of the Baltimore and Ohio Rail Road and its Connections.
- 2.—Portrait of GEORGE BROWN.
- 3.—“ PHILIP E. THOMAS.
- 4.—“ CHARLES CARROLL, of Carrollton.
- 5.—“ LOUIS McLANE.
- 6.—“ THOMAS SWANN.
- 7.—“ BENJ. H. LATROBE.



G. Brown

HISTORICAL SKETCH

OF THE

BALTIMORE AND OHIO RAIL ROAD.

CHAPTER I.

ORIGIN of the Baltimore and Ohio Rail Road Company.—The Chesapeake and Ohio Canal pronounced impracticable.—Meeting of Citizens.—The Charter obtained.—The First Appropriation by Maryland.—Difficulties encountered in Grading the Road.—Failure to obtain aid from Congress.—Ceremonies of Laying the First Stone.—Opening of the Road to Ellicotts' Mills.—Visitors from all parts of the Country and Europe to witness its operations.—The Sailing Car Æolus.—Its trial by Baron Krudener, the Russian Minister.—Interesting Anecdote.—Rapid progress of the Road.—Opening to Frederick and the Point of Rocks, &c.

THE Baltimore and Ohio Rail Road Company having been the first chartered and fully organized company in the United States for the construction of an extended line of Railway, a comprehensive narrative of the history of its inception, organization, commencement, progress, difficulties and successes, up to the period of the passage of the first train of cars over its rails from Baltimore to the banks of the Ohio River, cannot fail to be of very general interest; whilst by the Marylander, and the citizen of Baltimore especially, such a record must, at this day, be regarded as the brightest chapter in the history of his State. ✓

During the fall of the year 1826, Philip E. Thomas, at that time President of the Mechanics' Bank of Baltimore, and George Brown, a Director in that institution, had frequent conferences in relation to the loss that Baltimore had sustained in consequence of a large portion of its trade with the West having been drawn to the Cities of Philadelphia and New York, by the public works of Pennsylvania and the Erie Canal; and the result of their deliberations was a firm conviction

that unless some early means could be devised to draw back this trade it would ultimately be lost to the City forever.

The proposed Chesapeake and Ohio Canal had been generally looked to by the citizens of Baltimore as the most available means by which they could hope to draw back to their City a portion of the Western trade, and they naturally felt a deep interest in the progress of that work. The anticipations they had formed of its ultimate advantage to the City were, however, dissipated in the latter part of July, 1826, upon the publication of General Barnard's estimate of the cost, and his representations of the formidable difficulties that lay in its way, in the scarcity of water, and the high elevations it must unavoidably be carried over. The citizens generally were convinced, that it could not be relied upon as affording any adequate benefit to them, especially with its eastern terminus on the banks of the Potomac. Philip E. Thomas, who was a Commissioner on the part of the State of Maryland in the Chesapeake and Ohio Canal Company, having at this time become fully satisfied that, as a practicable channel for the transportation of either merchandise or passengers to and from the West, it would prove abortive, so far at least as any advantage could be derived from it by Baltimore, at once resigned his post, and from that time, in connection with George Brown, devoted his whole energies to the formation of the Baltimore and Ohio Rail Road Company.

Previous to these conversations between Messrs. Thomas and Brown, no Rail Road had been constructed either in Europe or this country for the general conveyance of passengers or produce between distant points. A few Rail Roads had been constructed in England for local purposes, such as the conveyance of coal and other heavy articles from the mines or places of production to navigable water, but for general purposes of travel and transportation, they were regarded as an untried experiment, and the question had not been decided whether stationary steam engines or horse-power would be preferable.

The proposal to open a Railway communication between Liverpool and Manchester about this time, began to attract attention in England, and William Brown, (now a member of Parliament from Liverpool,) forwarded to his brother, George Brown, of Baltimore, various documents containing much im-

portant information relative to the project. Evan Thomas, of Baltimore, who was in England at that time, also collected and forwarded to his brother, Philip E. Thomas, many very valuable facts relative to the operations he had witnessed on the short Railways in the mineral districts of Great Britain, which, being carefully collated and compared, fully convinced both Mr. Thomas and Mr. Brown that a Rail Road could be opened between Baltimore and the Western waters, and that the future commercial prosperity of the City depended on its early consummation.

It was then concluded by these enterprising and public-spirited citizens, to invite some twenty-five of the most influential merchants of Baltimore, with some other citizens, to meet them at the residence of Mr. Brown, on the 12th day of February, 1827, the call being "*to take into consideration the best means of restoring to the City of Baltimore that portion of the Western Trade which has lately been diverted from it by the introduction of steam navigation, and by other causes.*"

The meeting accordingly assembled, and was well and influentially attended. William Patterson, Esq. was appointed Chairman, and David Winchester, Secretary. Various documents and statements, illustrating the efficiency of Rail Roads for the conveying of articles of heavy carriage, at a small expense, were presented to the consideration of the meeting by Messrs. Thomas and Brown, and the superior advantage of this mode of transportation over Turnpike Roads or Canals being, according to these statements, satisfactorily shown, a resolution was adopted referring them to a Committee whose duty it should be to examine the same, together with such other facts and experiments as they might be able to collect; with instructions to report their opinion thereon, and recommend such course as it might be deemed proper to pursue.

The Committee, appointed in accordance with this resolution, consisted of Philip E. Thomas, Benjamin C. Howard, George Brown, Talbot Jones, Joseph W. Patterson, Evan Thomas and John V. L. McMahan. They were authorized to fill any vacancies that might occur in their body, and a fund was contributed by those present to defray all their necessary expenses.

The meeting adjourned to meet again on the ensuing Monday, the 19th of February, when a report, comprising thirty-four

closely printed pages, was presented for the consideration of the meeting, by Philip E. Thomas, Chairman of the Committee, embracing much valuable information.

This report is a most able document, and, at this day, when the results then so confidently predicted, are about having their full consummation, reflects great honor and credit upon the far-seeing sagacity and wisdom of its distinguished author, and the founders of the road, Philip E. Thomas and George Brown. After alluding to the duty of Baltimore with regard to the completion of the Tide Water Canal, and to the securing of the ascending and descending trade of the Susquehanna and its tributaries, the report proceeds:—

“But important as this trade is to Baltimore, it is certainly of minor consideration, when compared to the immense commerce which lies within our grasp to the West, provided we have the enterprise to profit by the advantages which our local situation gives us in reference to that trade. Baltimore lies 200 miles nearer to the navigable waters of the West, than New York, and about 100 miles nearer to them than Philadelphia, to which may be added the important fact, that the easiest, and by far the most practicable route through the ridges of mountains, which divide the Atlantic from the Western waters, is along the depression formed by the Potomac in its passage through them. Taking then into the estimate, the advantages which these important circumstances afford to Baltimore, in regard to this immense trade, we again repeat that nothing is wanted to secure a great portion of it to our City, but a faithful application of the means within our own power.

“The only point from which we have any thing to apprehend, is New Orleans: with that City, it is admitted we must be content to share this trade, because she will always enjoy a *certain portion* of it in defiance of our efforts; but from a country of such vast extent, and whose productions are so various and of such incalculable amount, there will be a sufficient trade to sustain both New Orleans and Baltimore; and we may feel fully contented if we can succeed in securing to ourselves that portion of it which will prefer to seek a market East of the mountains.

“Of the several artificial means which human ingenuity and industry have devised to open easy and economical communications between distant points, Turnpike Roads, Canals, and Rail Roads, have unquestionably the advantage over all others. When Turnpike Roads were first attempted in England, they were almost universally opposed by the great body of the people, a few enterprising citizens however succeeded after a severe struggle, in constructing them. The amount of travelling was then so limited, that this means of transportation was found abundantly sufficient for all the exigences of the then trade of that country; in a little time, however, so great was the increase of commerce there, (and which increase in a great measure resulted from the advantages these roads afforded,) that even the Turnpikes in a short time were found insufficient to accommodate the growing trade of the country, and the substitution of Canals in the place of roads was the consequence, in every situation where the construction of them was practicable.

“It was soon ascertained, that in proportion to the increased facilities afforded to trade by the Canals in England, was the increase of trade itself, until even this means of communication was actually, in many of the more commercial parts of the country, found insufficient for the transportation required.

“Rail Roads had, upon a limited scale, been used in several places in England and Wales for a number of years, and had, in every instance, been found fully to answer the purposes required, as far as the experiment had been made. The idea of applying them upon a *more extended* scale, appears however only recently to have been suggested in that country; but notwithstanding so little time has elapsed since the attempt was first made, yet we find that so decided have been their advantages over Turnpike Roads, and even over Canals, that already 2,000 miles of them are actually completed or in a train of rapid progress, in Great Britain, and that the experiment of their construction has not in one case failed, nor has there been one instance in which they have not fully answered the most sanguine expectations of their projectors. Indeed, so completely has this improvement succeeded in England, that it is the opinion of many judicious and practical men, there, that these roads will, for heavy transportation, supersede Canals as effectually as Canals have superseded Turnpike Roads.”

The report then proceeds to show the advantage that Canals have in England over a similar system of transportation in this country, on account of the climate being milder, and there being nothing to fear there from the stagnation of water in the Canals, as might be the case in this country during the summer months; and also from the fact that that country having been so long and densely settled, there is a superior knowledge of the quantity of water they can depend upon from their streams, to supply their Canals at all seasons of the year; whilst it was even then an admitted fact, that many of our mountain streams were every year diminishing in volume, so that no one could tell to what point of declension they might reach thirty or forty years hence. Although the facts with regard to the Rail Road system, in the possession of the Committee, were not as extensive as they desired, they go on to state that they have “gleaned from the documents they have examined on the subject, enough to leave no doubt upon their minds that these roads are far better adapted to our situation and circumstances, than a Canal across the mountains would be.” They therefore recommended that measures be taken to construct “a double Rail Road” between the City of Baltimore and some suitable point upon the Ohio River, by the most eligible and direct route, and that a Charter to incorporate a Company to execute this work be obtained as early as practicable.

The report next proceeds to detail the various facts in the possession of the Committee, and concludes as follows:

“The district of country which would mainly depend upon this route for the conveyance of its surplus produce, it will be recollected already contains nearly two million of inhabitants, that is to say, about one-fifth of the whole population of the United States, whilst the population depending upon the New York Canal is not estimated to be more than about one million; and the receipts from the latter are stated to be as follows:

“Receipts for the year 1824,	\$340,761 07
1825,	566,221 51
1826,	765,000 00

“There are a great variety of articles, the product of the country West of the Allegany Mountains, which are now of little value in those countries, on account of the heavy expenses unavoidably incurred in the transportation of them to a port whence they could be shipped to a foreign market. With the facilities afforded by this road many of these articles could not only bear a transportation to Baltimore, but while they would furnish a constant and an increasing supply of freight upon the proposed road, they would become a source of great wealth to the people of the West.

“To illustrate the truth of this assertion, it will only be necessary to refer to the single article of bread-stuffs. A barrel of flour for instance, which would now command five dollars in Baltimore, would not, as an article of export to *that market*, be worth at Wheeling, on the Ohio River, more than one dollar; the cost of its transportation from that place by the present means of conveyance being four dollars. Whereas upon the proposed Rail Road, the whole expense of transportation from the Ohio River to Baltimore, being estimated to be only at the rate of ten dollars per ton, the cost of carriage upon a barrel of flour would then be only one dollar; thus at once would its value, as an article of export, be enhanced in Ohio from one dollar to four dollars per barrel.

“The expense of conveying cotton upon the proposed Rail Road from the Ohio River to Baltimore, including all charges, may be estimated at one-quarter of a cent per pound, certainly not more than half a cent per pound; and coal from the Allegany Mountains near to Cumberland, including its cost at the pits, could be delivered at Baltimore at from 11 to 12 cents per bushel. Let us then apply this calculation to the other numerous productions of the Western States, and we shall at once be convinced, that there is no scale by which we could venture to calculate the ultimate extent of the trade which would flow into the State of Maryland, upon the proposed Rail Road, should its results approach any thing near to our present expectations.

“No part of the country, included in these estimates, lies nearer, by water, to New Orleans than 1,200 or perhaps 1,500 miles, (and *that* it should be recollected is the only market that could compete with us for this trade,) whilst a large portion of those districts lie 2,000 miles distant from that City. By the estimates here furnished, it is manifestly clear, that the produce from a large portion of those countries can be delivered at Baltimore, at a less expense of transportation than they possibly can be carried to New Orleans.

“Admitting the Cities of New Orleans and Baltimore to stand in the same relative condition, as regards their claims to this trade, Baltimore, to say the least, might be expected to hold its share; but we should not lose sight of the

important fact, that the productions of these extensive regions, excepting only cotton and tobacco, being principally bread-stuffs, provisions and other perishable articles, cannot be exposed to the deleterious effects of the climate of New Orleans, without the hazard of great injury; hence we find that considerable portions of the flour and provisions which go by the way of the Mississippi, are often so much damaged, as to be rendered unfit for exportation to a foreign market. Many valuable lives are also annually sacrificed to the climate, in the prosecution of the trade upon the Mississippi. What then has Baltimore to fear from New Orleans, in a conflict on equal terms for their trade?

“To convince any one that there is no probability that the trade here estimated will be likely hereafter to decline, it will only be necessary to observe, that the population upon which the calculations are founded, is rapidly increasing every year, and that it must for several succeeding generations, still continue to increase. The country around the Chesapeake Bay was first settled by Europeans about the year 1632, and in the year 1800 the white population had barely reached as far West as the Ohio River; that is to say, in 160 years it had advanced Westward about 400 miles, or at the rate of two and a half miles per year. There is now a dense population extending as far West as the junction of the Osage River with the Missouri: which is about 900 miles West of the Ohio River at Wheeling; of course the white population has, within the last thirty years, travelled that distance, or more than thirty miles each year, and is at this time advancing with as great, if not greater impetus, than at any former period: and according to all probability, if not checked by some unforeseen circumstances, it will, within the next thirty years reach the Rocky Mountains, or even to the Pacific Ocean. We have therefore, no reason to look for any falling off in this trade, but on the contrary, for an increase of it to an extent of which no estimate could now be formed.”

The Report was unanimously adopted, and a large edition of it, in pamphlet form, ordered to be published for distribution. On mature consideration the following resolutions were also adopted by the meeting:

“*Resolved*, That immediate application be made to the Legislature of Maryland, for an act incorporating a joint Stock Company, to be styled “The Baltimore and Ohio Railway Company,” and clothing such Company with all the powers necessary to the construction of a Rail Road, with two or more sets of rails, from the City of Baltimore to the Ohio River.

“*Resolved*, That the capital stock of said Company shall be five millions of dollars, but that the Company be incorporated, and provision shall be made by the said act for its organization, upon the subscription of one million of dollars to said stock, and that the said Company shall have power to increase the capital stock thereof, so far as may be necessary to effect said objects.

“*Resolved*, That it is expedient and proper in said act, to permit subscriptions of stock to the same, to be made by the United States, by States, Corporations, or individuals; and to provide that as soon as the said act shall have been passed by the Legislature of Maryland, subscription books shall be opened, subscriptions received, the Company organized, and the said road constructed, so far as it may lie within the limits of the State of Maryland; and that the assent of the Legislatures of Pennsylvania and Virginia to the said act shall be

obtained as speedily as possible, but shall be made necessary, only so far as in constructing the said road, it shall be found necessary to pass through their respective States."

The following gentlemen were then appointed a Committee to prefer an application to the Legislature of Maryland for an act of incorporation:

CHARLES CARROLL, of Carrollton,	PHILIP E. THOMAS,
WILLIAM PATTERSON,	WILLIAM LORMAN,
ISAAC MCKIM,	GEORGE WARNER,
ROBERT OLIVER,	BENJAMIN C. HOWARD,
CHAS. RIDGELY, of Hampton,	SOLOMON ETING,
THOMAS TENANT,	W. W. TAYLOR,
ALEXANDER BROWN,	ALEXANDER FRIDGE,
JOHN MCKIM, JR,	JAMES L. HAWKINS,
TALBOT JONES,	JOHN B. MORRIS,
JAMES WILSON,	LUKE TIERNAN,
THOMAS ELLICOTT,	ALEXANDER McDONALD,
GEORGE HOFFMAN,	SOLOMON BIRCKHEAD.
WILLIAM STEUART,	

Of this Committee there are now living only four, viz: Thomas Ellicott, Philip E. Thomas, Benjamin C. Howard, and John B. Morris.

The project at once awakened a feeling of general favor throughout the City and State, and an application to the Legislature of Maryland for a charter was drawn up by J. V. L. McMahan, Esq.,* and through his indefatigable exertions it was promptly obtained. The proposed amount of stock having been speedily taken, the Company was duly organized on the 24th day of April, 1827, when the following gentlemen were elected as the first Board of Directors, by whom PHILIP E. THOMAS was chosen President, and GEORGE BROWN, Treasurer.

* We have heard an anecdote connected with this period, which it may not be improper to repeat here. After Mr. McMahan had prepared the document referred to in the text, it was read by him to the Committee for their adoption. During the reading, as provision after provision was gone over, and the varied and comprehensive powers which the distinguished author had embraced in it, were one by one unfolded,—the venerable Robert Oliver arose, and in his peculiarly blunt and off-hand manner exclaimed, "Stop man: you're asking for more than the Lord's Prayer." Mr. McMahan smilingly replied, "that it was all necessary, and the more that they asked for, the more they would get." Mr. Oliver then rejoined, "Right man, go on."

FIRST BOARD OF DIRECTORS.

CHARLES CARROLL, <i>of Carrollton,</i>	GEORGE HOFFMAN.
WILLIAM PATTERSON,	PHILIP E. THOMAS,
ROBERT OLIVER,	THOMAS ELLICOTT,
ALEXANDER BROWN,	JOHN B. MORRIS,
ISAAC MCKIM,	TALBOT JONES,
WILLIAM LORMAN,	WILLIAM STEUART.

Of this noble band of public benefactors, to whom Baltimore is so deeply indebted for their far-seeing enterprise, and the energy, perseverance and unflagging determination, with which they prosecuted it, devoting their united labors and means to the undertaking, but four now survive, viz: Philip E. Thomas and George Brown, (the honored originators of this great work,) Thomas Ellicott and John B. Morris, (two prominent members of the Board,) all of whom have just cause to regard the work finished as a magnificent legacy to the State and City, upon which they may safely, and with great and just pride, rest their reputations for future generations.

The name of the distinguished Marylander and eminent lawyer, John V. L. McMahon, appears in the records of the meeting of citizens held on the 12th of January, 1827, as one of the Committee who reported in favor of the construction of the road. He also took an active part in the first movements for its establishment. As a delegate from the City of Baltimore in the Legislature of the State, he drew up the original charter of the road, and succeeded in obtaining its passage. This document, which is the first Rail Road charter obtained in the United States, indicates the penetrating knowledge and forethought of the author as to the powers that would be required by such a corporation; and has been used as a model for most of the subsequent charters obtained from the legislatures of the various States for the construction of roads, that were started as soon as the practicability of the Rail Road system was fully demonstrated by the Baltimore and Ohio Rail Road Company.

Immediately after the charter was obtained, Mr. McMahon, as Chairman of the Committee on Internal Improvements, submitted a most able and convincing report in favor of the road, as the means of securing to Baltimore the trade of the West, accompanied by a bill, which mainly through his efforts, was passed at the session of 1828, authorizing the State of Maryland

to subscribe \$500,000 to the stock of the Baltimore and Ohio Rail Road Company, which was about the first legislative aid ever afforded to a Rail Road corporation in the United States. From this report of Mr. McMahon we make the following extract:

“The question before the Committee is simply, shall the State embark in an enterprise which, if accomplished, crowns her with everlasting glory, and bestows upon her exhaustless resources, to the accomplishment of which one-third of the capital sum deemed necessary for its entire completion has already been subscribed, and to the practicability of which, every Canal survey, every reconnoissance, and every examination has borne testimony in the most explicit terms? The progress of this work, if it does not produce entire conviction of its feasibility, has at least bestowed upon the design as high a degree of probability as the State has yet arrived at, before authorizing any similar subscriptions. It will appear, from facts hereafter submitted by the Committee, that the same surveys which assured her of the practicability of the Chesapeake and Ohio Canal, may yet be more safely applied to this mode of improvement, and that added to the experience of other countries, and other States of the Union, and the surveys actually made with a view to this work, are calculated to inspire as high a degree of confidence as any State ever yet entertained, when she entered upon a new and untried system of internal improvement. The course which has heretofore been pursued by the State, seems plainly to indicate her proper course on this occasion. Had her situation permitted, the execution of all such works by her own unaided energies, a regard for her duty, and her best interests would have dictated it.”

During the entire legislative career of Mr. McMahon, he stood by the Company as its firm and fast friend, introducing many of the subsequent acts passed amendatory of the charter, and for increasing its power. And now looks upon the completion of the great enterprise with all that pride and gratification felt by all who aided the Company in its early trials and struggles.

Immediately after the organization of the Company, two eminent Engineers, Col. Stephen H. Long, and Jonathan Knight, were selected by the Board to make the necessary surveys of the country through which the road was to pass. The government of the United States, justly appreciating the importance of the enterprise, also extended to it a most liberal patronage. Several able and efficient members of the Topographical corps were at once detailed to the service of the Company, among whom were Captain William Gibbs McNeill, Lieutenants Joshua Barney, Isaac Trimble, (now the efficient Superintendent of the Philadelphia, Wilmington and Baltimore Rail Road,) Richard E. Hazzard, William Cook, Walter



CHARLES CARROLL.

Charles Carroll of Carrollton

Gwynn, and John L. Dillahunty, of the United States Artillery, and William Harrison, Jr., Assistant Engineer, who proceeded to examine the various routes from the City of Baltimore to the Valley of the Potomac, and along that ravine as far as Cumberland; and from thence to a general reconnoissance of the country between the Potomac and the Ohio River. Messrs. Long and Knight finally, on the 5th of April, 1828, made a detailed report to Philip E. Thomas, (who was ex-officio President of the Board of Engineers,) accompanied by the statements and narratives of the Topographical officers detailed by government, recommending what they deemed to be the most practicable route.

These reports having been duly examined by the Board of Directors, on the 1st of October, 1828, President Thomas reported to the stockholders, that the preliminary examinations had resulted in a conviction of the entire practicability of a Rail Road from Baltimore to the Ohio River, and that they were convinced that of the various routes which had been suggested, the one along the Valley of the Patapsco, and thence in the direction of Bennett's Bush, or Linganore Creek, to the "Point of Rocks," was so decidedly preferable as to preclude any hesitation in awarding it the preference. The road was accordingly promptly located along this line, and the necessary titles were acquired to the land upon almost the whole of that section bordering on the Potomac River. The Board had scarcely effected this object however, when a conflict arose with the Chesapeake and Ohio Canal Company, upon the subject of an alleged pre-emption right on the part of that Company, to certain portions of the land occupied in the location of the Rail Road. This controversy, although supposed at the time to be likely to cause no delay in the construction of the work, proved by subsequent experience to be a barrier as difficult to overcome as the ridges of the Alleghanies.

The construction of the road was commenced on the 4th of July, 1828, accompanied by one of the most magnificent processions of military and civic associations, trades and professions, ever witnessed in the United States.* The "first stone" was laid by the venerable Charles Carroll, of Carrollton, then over ninety years of age, on the south-western line of the City.

*See Appendix for full report of Ceremonies.

After he had performed this service, addressing himself to one of his friends, he said, "I consider this among the most important acts of my life, second only to my signing the Declaration of Independence, if even it be second to that." To the end of his life he continued a firm unwavering friend of the work, ready at all times, upon every emergency, to sustain it.

On the 7th day of July, three days after laying the "first stone," the definitive location of the road was commenced by Lieutenants Cook, Hazzard and Dillahunty, under the immediate direction of Captain McNeill, to whom the performance of this duty had been entrusted, and on the 14th day of July, notice was publicly given that from the 1st to the 11th day of August, proposals would be received for the grading and masonry on a distance not exceeding twelve miles. The location having been effected, and unanimously approved by the Board of Engineers, contracts were, as early as possible, entered into for grading and masonry on the twenty-six sections, into which the Superintendent, had subdivided a distance of eleven and three-fourth miles, embracing that part of the road between the "first stone," and Ellicotts' Mills on the Patapsco. These contracts, although thought to be very low, at the time, proved very profitable to the contractors, (except the unexpected difficulty at the high ridge, about four miles from the City,) who introduced temporary Railways for the removal of earth, thus causing a great reduction in the anticipated cost.

On the 1st of October, 1828, twenty months after the first public movement was made in Baltimore for the formation of a Company, President Thomas reported to the stockholders that the contractors had all commenced their labors, and were rapidly advancing with their several sections, three of which, including a distance of one and a half miles, were already finished for the reception of rails. Proposals were also at that time being received for grading and masonry on additional sections, which included about twelve miles, extending from Ellicotts' Mills Westward to the Forks of the Patapsco; and measures were unremittingly pursued in order to prepare for contract that section of the road, extending from the Forks of the Patapsco to the Potomac River.

In locating the road a most favorable disposition towards the Company was early manifested by the proprietors of land to

cede the ground necessary for the tracks; without charge, and the right of quarrying was also unhesitatingly granted. The proprietors of Ellicotts' Mills also made a gratuitous donation of a valuable tract of land, advantageously situated, for the purposes of a depôt.

During the year 1828, the State having made its first subscription to the stock of the road, to the amount of \$500,000, and there was also a further augmentation of the stock of the Company, by individual subscriptions, to the amount of \$1,500,000, the entire capital at this early day reached \$4,000,000. An application had also been made to Congress for an appropriation to aid in pressing the work forward. "William Patterson, George Brown, and Ross Winans (who had exhibited to the Board of Directors an important invention he had contrived for reducing the friction upon Rail Road cars, and to whom the country is also indebted for the invention and adaptation of the machinery applicable to practicable use of eight wheel cars,) were deputed to present to Congress the following memorial dated the 28th January, 1828, and give such explanations as were required."

RAIL ROAD MEMORIAL.

*"To the Senate and House of Representatives
of the United States, in Congress assembled:*

"The memorial of the President and Directors of the Baltimore and Ohio Rail Road Company respectfully represents:

"That your memorialists are engaged in the construction of a Rail Road, with at least two sets of tracks, from the City of Baltimore to the Ohio River, the entire expense of which, according to the best information founded on similar works in Europe, and the experience already acquired here, will not exceed twenty thousand dollars per mile, and will involve a total expenditure of between six and seven millions of dollars. Of this sum, one million of dollars has been subscribed by the State of Maryland and the City of Baltimore, and three millions of dollars have been obtained by individual subscriptions; constituting together a capital of four million of dollars.

"The entire district between Baltimore and the Ohio River has been carefully examined by competent officers of the United States Corps of Topographical Engineers, detailed for this service; and it having been most satisfactorily ascertained that the immediate country affords so great facilities for the construction of the proposed road, so as to render its completion not only certainly practicable, but far less difficult than was at first supposed; surveys for the actual location of the Eastern division were accordingly undertaken immediately, and about twenty-five miles of the line are now under contract, and in a rapid progress of completion.

“At the time your memorialists embarked in the enterprise, they did not hesitate to believe that so enlightened a body as the Congress of the United States could fully appreciate the vast importance of the undertaking, whether considered in reference to its social, its commercial, or its political influence upon our country; provision was therefore made in the Charter of the Company for receiving a subscription on the part of the United States.

“The numerous Rail Roads which have been constructed in Europe, the immense advantages which have resulted from them, and the progressive extension of them, both in England and on the Continent, as well as the efforts to introduce them into different parts of our own country, all assure us of the growing confidence in their value and importance, and indeed leave no doubt of their efficiency in securing a safe, economical and expeditious intercourse between districts remote from each other, particularly over an undulating and uneven surface.

“Believing, as your memorialists do, that every section of our country has a deep and vital interest in this great enterprise, and that the countenance and support of the national legislature would essentially promote its early and successful completion, they respectfully ask the attention of Congress to the subject, and confidently hope that a subscription on the part of the United States to the stock of the Company will be deemed for the interest of the nation.

CHARLES CARROLL, <i>of Carrollton,</i>	JOHN B. MORRIS,
PHILIP E. THOMAS, <i>President,</i>	WILLIAM LORMAN,
WILLIAM PATTERSON,	ISAAC MCKIM,
ROBERT OLIVER,	PATRICK MACAULEY,
ALEXANDER BROWN,	WILLIAM STEUART,
GEORGE HOFFMAN,	SOLOMON ETTING,
ALEXANDER FRIDGE,	TALBOT JONES.’

The Committee of the Senate to whom the memorial was referred, reported a bill, authorizing a subscription of one million of dollars; and the Committee of the House of Representatives made a highly flattering report, but declined reporting a bill or submitting any proposition on the subject at the late period of the session at which it was brought before them. The application was renewed to the next Congress, which met in December, 1829, and the Committees of both Houses respectively, recommended subscriptions to the stock of the Company, for the purpose of assisting in the construction of the road, as far as the Point of Rocks, the place of junction with the Canal Company, under the belief that the two works being completed thus far an opportunity would be afforded to ascertain which was best adapted to the purpose of effecting a communication with the West, which failed to receive the sanction of Congress, principally through the opposition of the President of the Chesapeake and Ohio Canal Company, who at that time was Chair-

man of the Committee of Roads and Canals of the House of Representatives.

The Board of Directors of the Rail Road soon discovered that if they proceeded with the work it must be with their own resources, without any government assistance; and having full confidence in the practicability of the undertaking, they determined to go on with renewed energy. This determination was clearly evinced by the President and several of the Directors who advanced \$200,000, to meet an extraordinary expense, beyond the estimates of the Engineer, (required for the great cut of seventy-eight feet depth, extending one thousand three hundred yards, encountered a few miles from the City,) which, at first threatened a suspension of the progress of the work. The construction of a Rail Road being an untried experiment, they of course had many difficulties to encounter, but the energy exhibited by President Thomas and his Board of Directors, inspired all with confidence, and the Board continued to meet with general favor from all classes of their fellow-citizens. A perusal of the early reports of President Thomas will cause the reader to wonder that the formidable obstacles almost daily encountered in its prosecution did not crush the energies of the Company, and induce them to abandon the work as hopeless and futile.

The third annual report of the President, dated October 12, 1829, details the rapid progress in grading and preparing the road for the rails to the mouth of the Patapsco, and the manner in which the operations of the Company beyond that point continued to be retarded by the perverse course of the Chesapeake and Ohio Canal Company. That Company first obtained an injunction from the County Court of Washington, restraining the further proceedings of the Board in obtaining titles of land over which the Rail Road had been already located. This was followed by an injunction obtained by the Rail Road Company from the High Court of Chancery, restraining the Chesapeake and Ohio Canal Company from taking any steps in the construction or locating of the Canal, which might render unavailing a decision in favor of the road on the first injunction. As the owner in fee of the pass of the Potomac River through the Catoctin Mountain at "the Point of Rocks," the Board of Directors of the Rail Road still continued to prosecute their work

at that place; and in pursuance of the system adopted by them, had advertised for contracts and commenced the work there, when a second injunction was obtained, restraining the Directors from constructing the road *at all*, within the limits of Frederick County, although the greater part of the road through that County could never, in any manner, come in collision with the Canal. This last injunction, however, so far as it related to land Eastward of "the Point of Rocks," was subsequently withdrawn by the Canal Company, but all attempts to settle the difficulty continued to prove unsuccessful.

During the fall of the year 1829, the laying of the rails was commenced upon the division of the road within the City of Baltimore.* In order to obtain the benefits of whatever knowledge and experience works of a similar character in progress in England might afford, the Board had previously sent to Liverpool, Jonathan Knight, Civil Engineer, and Captain William Gibbs McNeill, of the United States Topographical Engineers, with Lieutenant George W. Whistler, of the United States Army, who minutely examined every Rail Road of note or consequence in the United Kingdom. The information they derived was actively and usefully employed in aid of the work, especially in preparing the track, which progressed rapidly and satisfactorily.

The first division of the road was opened for the transportation of passengers on the 22d of May 1830, being but a little more than eighteen months from the commencement of the work upon it; but the preparation of the necessary cars was not effected until the early part of June following, from which time the travelling on this division, extending to Ellicotts' Mills, continued constant and uninterrupted, horse and mule power being

* The first rails of the Baltimore and Ohio Rail Road were laid upon wooden sleepers at the eastern end of the Mount Clare premises, near the intersection with Poppleton Street, which was not then laid out. MAJOR WHISTLER, as already stated in the text, was the Superintending Engineer for establishing the lines and grades of the road, and JOHN READY was the Superintendent of its construction. Under their direction the first rails were laid in the middle of the winter of 1828-29, by *Thomas McMachen*, foreman, and the following carpenters: *Alfred Ray*, *Nicholas Ridgely*, *Silas Ficket*, and *Wendel Bollman*. Mr. Bollman, who was then a mere boy, has ever since that day been engaged in the employ of the Company, and has now become the "Master of the Road," in which position he is enabled from his long and thorough practical experience to render very important services.

used for drawing the cars. Locomotives at this period were in their infancy, and until the opening of the Liverpool and Manchester Rail Road during this same year, the utmost speed in travel obtained by locomotives did not exceed six miles an hour, and the question had not even then been decided as to what kind of motive power would prove most advantageous for general use.

During the first few months after the road was opened, the people of Baltimore being so devotedly attached to the enterprise, continued to throng to the depôt, with their wives and families, to try this novel mode of travel; and Ellicotts' Mills became as familiar to the people as if within the corporate limits of the City.* The number of cars was, however, very limited, and but one track of the road was then completed, notwithstanding which, the receipts up to the first of October, four months from the time of putting the cars on, amounted to \$20,012.36. The merchandise and produce offered was ten times more than could be conveyed with all the means of transportation then in possession of the Company.

There being no settled mode of propulsion fixed upon for travel on Rail Roads, during the first year of the opening of the road, Evan Thomas, Esq., had constructed, as an experiment, a car with sails, which he called "the Æolus," which

*The following Advertisement of the Rail Road Company is taken from the Baltimore American of July 17, 1830:

RAIL ROAD NOTICE.

"A sufficient number of Cars being now provided for the accommodation of passengers, notice is hereby given, that the following arrangements for the arrival and departure of carriages have been adopted and will take effect on and after Monday Morning next the 5th inst., viz:

"A brigade of Cars will leave the Depôt on Pratt street at 6 and 10 o'clock, A. M., and at 3 to 4 o'clock, P. M., and will leave the Depôt at Ellicotts' Mills at 6 and 8½ o'clock, A. M., and at 12½ and 6 o'clock, P. M.

"Way passengers will provide themselves with tickets at the Office of the Company in Baltimore, or at the Depôts at Pratt street and Ellicotts' Mills, or at the Relay House near Elkridge Landing.

"The evening Way Car for Ellicotts' Mills will continue to leave the Depôt, Pratt street, at 6 o'clock, P. M., as usual.

"N. B.—Positive orders have been issued to the Drivers to receive no passengers into any of the Cars without tickets,

"P. S.—Parties desirous to engage a Car for the day can be accommodated after the 5th July."

attracted much attention. The Baltimore and Ohio Rail Road, being the first road in operation in the country, and almost in the world for the transportation of passengers and merchandise, of course attracted visitors from almost every section of the United States, as well as from some parts of Europe. Among these, as detailed in a letter of a recent date, from Evan Thomas to George Brown, was Baron Krudener, Envoy from the Emperor of Russia, who made an excursion in the sailing car, managing the sail himself. On his return from the excursion he declared he had never before travelled so agreeably, and remarked that he "would send his suite from Washington to enjoy sailing on the Rail Road." The President of the Company, to whom he had been introduced, caused a model sailing car to be constructed, fitted with Winans' friction wheels, which he presented to him, with the reports that had been published by the Company, to be forwarded to the Emperor. Upon the reception of them, the following acknowledgement was made:

"WASHINGTON, *March 6th*, 1830.

"SIR:—I shall have great pleasure in submitting to his imperial majesty, the model of a Rail Road car, and the documents which accompanied the letter you did me the honor of addressing me, on the 20th February last.

"The nature and importance of the great undertaking to which you have devoted your time and exertions, cannot fail of giving a high degree of interest to the different documents relating to its origin and progress, and I do not doubt but that his majesty will find them, as well as the ingeniously improved principle on which the Rail Road car is constructed, deserving of attention.

"In terminating this letter, I avail myself with pleasure, of the opportunity thus afforded me, to tender you my sincere thanks for the polite attentions of which I have individually been the object on your part, as that of the other gentlemen connected with the direction of the Company over which you preside, and I request you to accept in their name and your own, the assurances of my high consideration.

"I have the honor to remain,
Your obedient servant,

"KRUDENER."

"TO PHILIP E. THOMAS, Esq. *President, &c. &c.*"

A few days after this, a letter was received from the Minister introducing a deputation of scientific men who had been appointed to visit this country, and who proceeded to a minute examination of the Rail Road and the machinery used upon it, viz.

“WASHINGTON, March 17th, 1830.

“DEAR SIR:—Permit me to introduce to you Mr. Avinott, Captain of the Russian Navy, who will in a few days visit your city, and has expressed to me a strong wish of being enabled to view the part now completed of the Rail Road near Baltimore. The recollection of the pleasure I enjoyed in a similar circumstance, through your kindness, makes me desirous of procuring the same satisfaction to my countryman, who will certainly participate in the high interest which I felt. Captain Avinott is attended by another officer of our Navy, the Lieutenant Amerott, whom I take also the liberty of introducing to you.

“Accept, my dear Sir, the expression of my sincere esteem and respect,

“KRUDENER.”

TO PHILIP E. THOMAS, Esq., *President, &c.*”

Upon their return to Russia, the information they communicated relative to the machinery of the Baltimore and Ohio Rail Road, led to the appointment of a delegation to make further examinations, and was followed by an invitation to our skillful townsman, Ross Winans, to superintend the construction of machinery for the extensive Rail Roads contemplated by the Emperor. The success of these magnificent works of Mr. Winans, is a sufficient confirmation of the superiority of American genius in the rapid progress made in improving the various departments of the Rail Road system, and there is no doubt, the early introduction of Rail Roads into Russia, originated in the disclosures made to his Court by the Baron de Krudener.*

*In a conversation between the Baron de Krudener and the President of the Rail Road, relative to the effects the system would produce, Mr. Thomas is said to have remarked that, “should our present anticipations of the efficiency of Railways be realized, a total change would be produced in commercial and social intercourse in every country where these roads might be introduced—that the experiment already made, demonstrated them to be capable of affording to an extensive continent, the facilities of intercommunication now incident to a small island, and that the discovery promised greater advantages to Russia and the United States of America, than to any other countries.” He then further observed that, “should the Emperor introduce Rail Roads into Russia, it would not be many years before a Railway would be constructed between the Baltic and the Black Sea, along the Rivers Dwina and Dnieper, and that such a road would enable Russia to encircle in her arms, not only the entire Northern, but also the Eastern frontier of Europe, and thus greatly extend her power and influence.” To this the minister naively replied, “*My Dear Sir, you cannot suppose that Russia has any ambition, that she desires either to increase her power or influence! On these points, she will remain content with her present position!*”

The extended forethought of Mr. Thomas was here again conspicuously shown, for the present year (1853) witnesses the completion of a large portion of the great Railways that are rapidly stretching over the Russian continent.

During the year 1831, under authority given by the City Council of Baltimore, the track was laid down Pratt Street from Mount Clare to the Basin, and from thence to the City Block, running parallel with the water front of the City.*

On the 1st of December, 1831, the opening of the Branch Road to Frederick was celebrated, and on the 1st of April, 1832, the whole line was opened to the Point of Rocks, making 73 miles of the road then finished and in operation. Stone was at this time considered superior to wood for supporting the rails, and wherever suitable stone could be obtained it was used in preference, but from near the head of the Patapsco to the Point of Rocks, wood of the best quality had been used on account of the absence of stone of the description required. Subsequent experience, however, shewed that this preference for stone was not well founded.

*The only depôt or station in Baltimore, for more than a year after the completion of the road to Ellicotts' Mills, was at the head of Pratt street near its intersection with Poppleton street. The road was opened to Ellicotts' Mills on the 24th of May, 1830, but it was not until the latter part of March, 1831, that the Company was empowered by the City Councils of Baltimore to lay their rails down Pratt street to the Basin. The application to the City authorities for this privilege met with the most determined opposition, and gave rise to a very warm discussion, which was participated in by all classes of the citizens. Pending the consideration of the subject by the City authorities, town meetings, conventions, ward meetings, and every other kind of assemblages were of daily occurrence, while the newspapers teemed with their proceedings, and the communications of the excited disputants. It is interesting as well as amusing at this day to look over the files of the American, Evening Gazette, and other papers of that period, and to read the effusions with which their readers were daily served through their correspondents. After the passage of the ordinance, however, the passions of the people subsided, and the public pulse beat free again. The work was commenced shortly afterward, the inner depôt being then established in Charles below Pratt street. The cars commenced running down Pratt street in the fall of 1831.



P. Thomas

CHAPTER II.

Progress of the Road checked at the Point of Rocks.—Charter obtained for the Washington Branch.—Trial of the first Locomotive, built by Phineas Davis.—Its entire success.—Rail Road Experiments.—Various modes of laying the Track.—Development of the Resources of the Interior of the State.—Increase in the Trade of the Road.—Temperance necessary on a Rail Road.—Further Experiments with Locomotives.—The Injunction at the Point of Rocks.—Appeal by the Canal Company for the abandonment of the Road.—Introduction of Steel Springs.—Compromise of the difficulty with the Canal.—Progress of the Washington Branch.—The Patapsco Viaduct.—Rapid increase of Locomotives.—Winans' Eight Wheeled Cars.—The Road again checked by the Canal Company at Harper's Ferry.—Lawyer Latrobe in the Work-Shops.—Completion of the Washington Branch.—Sad Death of Phineas Davis.—Withdrawal of Philip E. Thomas from the Presidency of the Road, &c.

THE injunction against the road obtained by the Chesapeake and Ohio Canal Company, now brought the progress of the work to a complete stand. It was early in 1831 that arrangements were made and a charter obtained for the construction of a Branch Railway to the City of Washington. Jonathan Knight, the Chief Engineer of the road, on the 6th of July, 1831, appointed Benjamin H. Latrobe, (the present efficient Chief Engineer of the road,) and Henry J. Ranney, as his principal assistants, to conduct the necessary preparatory measures, surveys, levelings, drawings, and calculations incident to the location of the route of the contemplated Branch Railway. Mr. Knight had previously, with the assistance of B. H. Latrobe, made a rough survey of one route, and Mr. Latrobe was especially instructed to take charge of the new surveys ordered on that line, whilst Mr. Ranney was instructed to survey another route that it was thought might prove more available for the purposes required.

From the report of the Superintendent of Transportation, W. Woodville, Esq., dated October 1, 1831, it appears that the aggregate revenue of the preceding five months, amounted to

\$31,405 24, and that the whole expenses of transportation was but \$10,994 87.

On the 4th of January, 1831, the Company issued an advertisement to the inventive genius and mechanical skill of the country, offering most liberal inducements for the production of locomotive steam engines. This being the first proposal ever issued in the United States, for locomotives, will be read with general interest. It was as follows:

“OFFICE OF THE BALTIMORE AND OHIO RAIL ROAD COMPANY, }
4th January, 1831. }

“The Baltimore and Ohio Rail Road Company being desirous of obtaining a supply of Locomotive Engines of *American manufacture*, adapted to their road, the President and Directors hereby give public notice, that they will pay the sum of Four Thousand Dollars for the most approved Engine which shall be delivered for trial upon the road on or before the 1st of June, 1831—and that they will also pay Three Thousand Five Hundred Dollars for the Engine which shall be adjudged the next best and be delivered as aforesaid, subject to the following conditions, to wit:—

“1. The Engine must burn coke or coal, and must consume its own smoke.

“2. The engine, when in operation, must not exceed three and one-half tons weight, and must, on a level road, be capable of drawing day by day, fifteen tons, inclusive of the weight of the wagons, fifteen miles per hour. The Company to furnish wagons of Winans’ construction, the friction of which will not exceed five pounds to the ton.

“3. In deciding on the relative advantages of the several Engines, the Company will take into consideration their respective weights, power and durability, and, all other things being equal, will adjudge a preference to the Engine weighing the least.

“4. The flanges are to run on the inside of the rails. The form of the cone and flanges, and the tread of the wheels must be such as are now in use on the road. If the working parts are so connected as to work with the adhesion of all the four wheels, then all the wheels shall be of equal diameter not to exceed three feet, but if the connection be such as to work with the adhesion of two wheels only, then those two wheels may have a diameter not exceeding four feet, and the other two wheels shall be two and a half feet in diameter, and shall work with Winans’ friction wheels, which last will be furnished upon application to the Company. The flanges to be four feet seven and a half inches apart from outside to outside. The wheels to be coupled four feet from centre to centre in order to suit curves of short radius.

“5. The pressure of the Steam not to exceed one hundred pounds to the square inch, and as a less pressure will be preferred, the Company in deciding on the advantages of the several Engines will take into consideration their relative degrees of pressure. The Company will be at liberty to put the Boiler, Fire Tube, Cylinder, &c., to the test of a pressure of Water not exceeding three times the pressure of the Steam intended to be worked, without being

answerable for any damage the Machine may receive in consequence of such test.

“6. There must be two safety valves, one of which must be completely out of the reach or control of the Engine man, and neither of which must be fastened down while the Engine is working.

“7. The Engine and Boiler must be supported on springs and rest on four wheels, and the height from the ground to the top of the chimney must not exceed twelve feet.

“8. There must be a mercurial gauge affixed to the machine with an index rod, shewing the steam pressure above fifty pounds per square inch, and constructed to blow out at one hundred and twenty pounds.

“9. The Engines which may appear to offer the greatest advantages will be subjected to the performance of thirty days regular work on the road; at the end of which time, if they shall have proved durable and continue to be capable of performing agreeably to their first exhibition, as aforesaid, they will be received and paid for as here stipulated.

“P. E. THOMAS, *President.*”

“N. B.—The Rail Road Company will provide and will furnish a tender and supply of water and fuel for trial. Persons desirous of examining the road or of obtaining more minute information, are invited to address themselves to the President of the Company. The least radius of curvature of the road is 400 feet. Competitors who arrive with their Engines before the first of June, will be allowed to make experiments on the road previous to that day.

“The editors of the National Gazette, Philadelphia; Commercial Advertiser, New York; and Pittsburg Statesman, will copy the above once a week for four weeks and forward their bills to the B. & O. R. R. Co.”

During the summer of 1831, in pursuance of this call upon American genius, made by the Directors, three locomotive steam engines were produced upon the Rail Road, only one of which, however, was made to answer any good purpose.*

*In the 4th Annual Report of the President and Directors to the Stockholders, (in 1831,) it is remarked that, “by the many improvements made in the application of moving power, an immense reduction in the cost of transportation and velocity have been effected.”

Amongst the most valuable of these, the Report states that “*the combined cylindrical and conical Car Wheels*, invented by the Chief Engineer of the Company, (Mr. Knight,) have been found of the utmost importance by the facilities they afford in turning curves.” It is stated, that, “by the aid of this highly valuable improvement, every doubt is removed of our being able to employ locomotive engines upon the Baltimore and Ohio Road.” . . . “This discovery is the more important to us,”—the Report continues,—“inasmuch as from the surface of the country over which our route must be conducted, numerous curves in the tracks will be unavoidable; and the great advantage of this form of wheels consists in their so readily accommodating themselves to the degrees of curvature upon the road, that there scarcely appears to be any perceptible obstacle to the passage of the cars over them, greater than on a

- This engine, called "The York," was built at York, Pa., by Phineas Davis, (or rather "Davis and Gartner,") and after undergoing certain modifications, was found capable of conveying fifteen tons at fifteen miles per hour, on a level portion of the road. It was employed on that part of the road between Baltimore and Ellicotts' Mills, and generally performed the trip to the Mills in one hour, with four cars, being a gross weight of about fourteen tons. This engine was mounted on wheels like those of the common cars, of thirty inches diameter, and the velocity was obtained by means of gearing with a spur-wheel and pinion on one of the axles of the road wheels. The curvatures were all travelled with great facility by this engine—its greatest velocity, for a short time, on straight parts of the road having been at the rate of 30 miles per hour, whilst it frequently attained that of 20 miles, and often travelled in curvatures of 400 feet radius, at the rate of 15 miles per hour. The fuel used in it was anthracite coal, which answered the purpose well, but the engine weighing but three and a-half tons was found too light for advantageous use on ascending grades.

The performance of this engine fully confirmed the Board and its Engineer corps, that locomotive engines might be successfully used on a Railway having curves of 400 feet radius, and from that time forward, every encouragement was given by the Company to the inventive genius of the country, to improve on the partially successful experimental engine that had been produced by Mr. Davis.

On the 1st of April, 1832, the first train of cars, bearing produce, which had descended the Potomac to the Point of Rocks, arrived in Baltimore; the trade from which point continued from that time to increase rapidly, where warehouses, dwelling and public houses, were erected, and quite a town soon formed. The travel and trade to Frederick, and the increasing business of that portion of the Main Stem between the Monocacy and the Point of Rocks, were soon found to con-

straight line." Until this discovery it was regarded as a settled principle that no Railway car would travel safely on a curve of much less radius than one thousand feet, while with these wheels, they traversed curves of four hundred feet radius at a high speed. It was afterwards found that this wheel wore the inner edges of the rails very rapidly, and it has since been modified to prevent that result.

stitute no unimportant item in the general receipts of the Company.

In the construction of the road from Baltimore to the Point of Rocks, every mode suggested up to that time by science or experience had been tested, and thus the Baltimore and Ohio Rail Road must be regarded as having the honor of solving most of the problems* which presented themselves first in connection with that great and now almost universal system of travel and inland transportation,—a system that has done more to develop the resources of the country and entwine together the bonds of union between the States, than all the theoretical dogmas of the politicians. The granite and iron rail; the wood and iron on stone blocks; the wood and iron on wooden sleepers, supported by broken stone; the same supported by longitudinal ground-sills, in place of broken stones; the log rail, formed of trunks of trees, worked to a surface on one side to receive the iron, and supported by wooden sleepers; and the wrought iron rails of the English mode; had all been laid down, and as early as the year 1832, formed different portions of the work. It was

*The following extract from the *American Rail Road Journal*, of 1835, in reference to the operations of the Baltimore and Ohio Rail Road Company, is a just acknowledgment of the obligations the people of the United States are under to the patriotic and public-spirited men, who fearlessly embarked their reputation and capital in this noble enterprise:

“We acknowledge the favor by the President of the Company, of a copy of the Ninth Annual Report of the Baltimore and Ohio Rail Road Company, and cannot refrain from here expressing our own, and we believe the thanks of the whole Rail Road community, as well in Europe as AMERICA, for the candid, business-like, liberal manner, in which they annually lay before the world the result of their experience.

“It will not be saying too much, we are sure, to denominate them the Rail Road University of the United States. They have labored long, at great cost, and with a diligence which is worthy of all praise in the cause, and what is equally to their credit, they have published annually the results of their experiments, and distributed their reports with a liberal hand that the world might be cautioned by their errors and instructed by their discoveries. Their reports have in truth gone forth as a text-book, and their road and work-shops have been a lecture-room to thousands who are now practising and improving upon their experience. This country owes to the enterprise, public spirit and perseverance of the citizens of Baltimore, a debt of gratitude of no ordinary magnitude, as will be seen from the President’s report in relation to their improvements upon and performances with their locomotive engines, when compared with the performances of the most powerful engines in Europe, or rather in imagination, in 1829, only six years ago.”

at this period of the history of the Company that President Thomas exclaimed in his annual report:

“Speculation is no longer necessary. Facts now stand in the place of opinions—results in place of calculations—and upon a full and careful examination, the Board feel no hesitation in assuring the Stockholders that the completion of the work to its termination on the Ohio, upon the plan first contemplated, with a double track of rails, is perfectly practicable within the original estimate of twenty thousand dollars per mile, including in the average, the greater outlay upon the first division of the road, and this too, without the sacrifice to economy of any one requisite of durability and excellence.”

The adaptation of the Rail Road system to general traffic—that point so long disputed—was thus fully and forever set at rest by the Baltimore and Ohio Rail Road Company, which, although surrounded by numerous and complicated difficulties, presented one of the very few undertakings of public works by private means, at that period in which no reasonable hope had been disappointed, and every expectation realized. All species of agricultural productions, lime, timber, lumber, fire-wood, and even paving stones which were before valueless to their owners, were daily brought to Baltimore, with profit to those using the road as a means of transportation for articles so bulky and so cheap; and in return, at an enhanced toll, but with equally profitable results, plaister of Paris, coal, boards, bricks, and scrap iron were sent into the interior.

In the construction of the first divisions of the road, Caspar Wever, the Superintendent of Construction, (like William Parker, the present efficient General Superintendent,) in his annual reports strongly urged, and, as far as was in his power, compelled the observance of temperance and abstinence from the use of intoxicating drinks, by all engaged in the service of the Company. Even among the laborers under the different contractors, the destructive and demoralizing effects of the use of ardent spirits became so manifest in producing riot, and other flagrant disorders, that Mr. Wever, with the sanction of the President, determined to prohibit the use of it in all future contracts, and no contract after 1829, was made, either for graduation or masonry, in which a clause was not inserted to that effect. Mr. Wever, in his report on this subject, says:

“It is believed that the work may be executed without the use of this dreadful poison, more advantageously to the interests of the Company, and certainly much more agreeably to its officers and contractors, as well as beneficially to the laborers themselves. The promised good which its prohibition holds out to all parties, requires that the measure should be persisted in, at least until it shall have been proved to be an injurious one; this, it is ardently hoped, may never occur. It would indeed be a melancholy reflection, that a public work could not be carried on in a Christian country without the aid of a maddening poison so destructive of human life and morals as to have been utterly proscribed even in Mahommedan lands.”

Various ingenious experiments were made during the year 1832, in the construction of locomotive engines, whilst the one built by Davis and Gartner, of York, Pa., continued in daily service, drawing trains on an average 80 miles per day. They had also put on the road a second engine of greater weight and power called the “Atlantic,” which proved equally successful. Peter Cooper, of New York, who had previously introduced an engine on the road, continued his efforts to bring it to perfection. George W. Johnson and Minus Ward, of Baltimore, T. Welsh, of Gettysburg, Pa., and Thomas James, of the City of New York, were also engaged in this then new and important branch of the mechanic arts,—the diversity of talent employed on the subject giving the Company full assurance of the brilliant achievements which were afterwards obtained.

In January, 1832, the Court of Appeals decided the cases of injunctions obtained by the Chesapeake and Ohio Canal Company against the Rail Road Company, to prevent the latter from appropriating or using land for the road until the Canal Company should have located its work between the Point of Rocks and Harper’s Ferry. The Canal Company asserted a “prior and paramount” right of way through that region, and to that effect the Court of Appeals decided in favor of the Canal Company. The progress of the Rail Road was thus arrested, and it was understood that the available space in the district to be pre-occupied by the Canal Company was either too narrow to admit the parallel passage of the Canal and Rail Road, or would, at least be used by the Canal Company for its Canal at its usual extreme breadth, and thus would unavoidably exclude the Rail Road. This decision of the Court of Appeals being final, left but four alternatives open to the Board:

I.—To procure, if practicable, the permission of the Canal Company, for the joint construction of the two works from the Point of Rocks to Harper's Ferry, from which place various routes were open to the Rail Road.

II.—To construct the Rail Road alongside of the Canal, upon such site as might remain unoccupied, after the right of choice had been exercised by the Canal Company.

III.—To cross the Potomac River at the Point of Rocks, and ascend the Southern, or Virginia shore.

IV.—To tunnel through the mountain spurs.

The importance of the work being more deeply felt than ever, the obstacles that were thus interposed by the Court of Appeals, only roused to greater industry and perseverance, the zeal of those entrusted with its management, and the Board hastened to assure the public of their still undiminished confidence in its success. The first of the above alternatives as the most economical and convenient, was considered preferable by the Rail Road Company, the practicability of which had been ascertained by surveys, executed by the Chief Engineers of the two Companies acting as Commissioners in Chancery. The increased cost of such joint construction from the Point of Rocks to Harper's Ferry, was estimated at \$7,000 to each Company, the whole of which the Rail Road Company agreed to defray. The Canal Company, however, rejected the proposition upon the ground, as it was understood, that injury and inconvenience to the Canal was anticipated from its adoption, although they had previously made a similar proposition to the Rail Road Company, which the latter declined at the time, unless it should cover all the points of contact between Harper's Ferry and Cumberland.

Soon after this decision of the Court of Appeals was pronounced, a resolution, proceeding from the Committee of the House of Delegates, of which William Cost Johnson was Chairman, was by that gentleman introduced, and was passed by both Houses of the General Assembly, urging an accommodating spirit upon the Canal Company towards the Rail Road Company, and such a modification of the Canal as would permit the concurrent structure of the Rail Road and the Canal between the Point of Rocks and Harper's Ferry—the contested region.

The Rail Road Company assented to the modification of the proposition by the State's agent, agreeing to construct the Canal themselves, of the most ample dimensions, from Harper's Ferry to the Point of Rocks, at the price for which it had been put under contract, to complete it by a fixed period, and to guarantee that it should stand for five years, the Rail Road Company to keep it in order during that time. This proposition was, however, after much delay, virtually rejected by the Canal Company, which, through a Committee, whose report was adopted by the Stockholders, made the singularly modest proposition to the Rail Road Company, "*to appropriate the yet unexpended balance of their capital to the completion of the Canal to Cumberland, and the abandonment, for the present, at least, of all idea of a Rail Road beyond the Point of Rocks.*"

At the meeting of the Legislature in 1832-33, it being ascertained that the request embodied in their resolution of peace and harmony, had been rejected by the Canal Company, the Committee of the House of Delegates on Internal Improvement were in consequence directed to inspect the territory through which the Rail Road Company was struggling for a passage, and likewise there to gather testimony in order to ascertain whether the joint construction of the two works was in that district practicable. This was done, and testimony was collected showing the feasibility of the joint construction by contracting the dimensions of the Canal at that point, but not so narrowing it as to make it less convenient or useful than was desirable for transportation upon it. The Committee so concluded too, upon their own view of the region. The Canal Company also, at this session asked of the Legislature further pecuniary aid, and the privilege of selling the "surplus water" of the Potomac along the Canal's course, to be used for milling and manufacturing purposes. The Committee on Internal Improvement of the House of Delegates, made a report at much length upon the conduct, which was deemed perverse, of the Canal Company toward the Rail Road Company, and declared the Canal Company unworthy of the State's favor after being thus heedless of the recommendation to harmony and accommodation expressed in the resolution of the Legislature. It also recommended legal inquiry whether the Canal Company had not, by various asserted abuses, and by not completing within

the limited time the first hundred miles of Canal, forfeited its Charter. The Committee then proposed,—after suggesting for the Canal Company's assent, several provisions as to the construction of its work in the district under controversy, and as to the duties of the Rail Road Company to prevent injury to the Canal Company,—that, if these provisions for effecting the concurrent construction of the two works in the narrow pass were acceded to by the latter, the procedure for forfeiting the Charter should not be gone into, and the privilege asked for as to the “surplus water” should be granted. The positive and indignant terms of the report were not adapted to conciliate the Canal Company, and, probably, embittered the relations between the two, so that there was no encouraging prospect opening for an adjustment of the difficulties which threatened to be fatal to the Rail Road Company. At this juncture, the Hon. Charles F. Mayer, in the Senate, proposed a message to the House of Delegates, for creating a committee of the two Houses for harmonizing if possible, the adverse views of the Companies, without, by threats of the State's severity, enforcing concessions from the Canal Company. The message was adopted and was as follows:

“BY THE SENATE, *March 6th, 1833.*”

“*Gentlemen of the House of Delegates:*”

“The great importance of the undertakings of the Chesapeake and Ohio Canal Company, and of the Baltimore and Ohio Rail Road Company, urges us to promote, as far as possible, such an arrangement of the conflicting views of the two Companies in the prosecution of their projects, as may tend to accomplish the interesting objects of each. To ascertain such plan as may be practicable for such an end, and that the General Assembly may have submitted to it such expedients for its action as may effect the desired result, we have appointed as a Committee upon the part of the Senate, Messrs. ———, ——— to join such Committee as may be named by your honorable body upon the same subject.”

The blank for the Senate Committee was filled with the names of Messrs. Mayer, Pigman, and Emory—and the House of Delegates for its Committee named Messrs. Pratt, Dudley, Harding, Duvall, (of A. A.) Miller, Nicols and Harris. The two Committees united as a joint body, and Mr. Mayer was the Chairman. Their investigations and deliberations were extensive, and assiduously pursued; but from first to last were conducted in a most pacific and liberal spirit by all, either in the

Committee or before it. Mr. Mercer was present on part of the Canal as the President of the Company and possessed of all its views, and John H. B. Latrobe zealously and most ably represented before the Committee the interests of the Rail Road Company.

The result was a report prepared by Mr. Mayer as the Chairman of the Joint Committee of the two Houses, as follows:

“The majority of the Committee appointed by the Senate to join a Committee of the House of Delegates in relation to the conflicting plans of operations of the Chesapeake and Ohio Canal Company, and the Baltimore and Ohio Rail Road Company, report: That under a sense of the peculiar urgency and moment of the task confided to them, the Committee proceeded promptly to the investigation of the circumstances and comparison of views connected with the great object desired to be effected.

“The Committee was impressed with the deep interest of Maryland in both these distinguished enterprises, and the relation to each in which her patronage of both had placed her. They were mindful, not only of the immediate pecuniary interest of the State springing from her investment in these undertakings, but also of the public good, and of the large accession to the general prosperity and welfare to be ultimately achieved by them. The Committee bore too in mind that the two Companies had gone through a vexed and protracted litigation which under the decision of our own Supreme Court ended in the conclusive exposition of the Canal Company’s powers, and exhibited that corporation invested under the sanction of three sovereign authorities, with privileges paramount and exclusive, and fortified by a three-fold legislative compact.

“The rights of the Canal Company thus judicially and inviolably defined, gave that corporation a commanding position, which, while it controlled the progress of the Rail Road was on the other hand unassailable by any legal process, and not to be affected by the dictation of any of the legislative powers, to whose joint auspices it owed its being. Such, as declared by our highest Court of Judicature, are the rights to be appealed to, and the interests which must yield, before a passage can be opened for the Rail Road to its essential points of termination, and before its utility and resources can so augment as to retrieve the sacrifices it has already undergone, and restore the great interests of the State and the stockholders, now almost paralyzed by this collision.

“No accommodation for the Rail Road being, therefore, practicable by any absolute exaction of the State consistently with the dignity of the law, and therefore the dignity of the State, a conciliatory arrangement was the only course left to the Committee. And that arrangement the undersigned believed should assume as a principle, that the Canal Company’s privileges were effectively her property, and that any surrender or relaxation of them was fairly a subject for her consideration, and as fairly might be a subject for difference of opinion but to be reconciled and decided only by dispassionate conference.

“In a concern of asserted and vested right and discretionary action, such as the relations of the two Companies presented, at a crisis in the affairs of the Rail Road so vital, called to an issue which deeply involved the great stake of the State and of a large number of enterprising citizens, the undersigned could not approach a treaty for adjustment under any excitement of supposed offence to

the dignity of Maryland in the disappointment of her wishes by the Canal Company.

“ With those views, and in this temper were received the proposals of arrangement made to the Committee by the President of the Canal Company; and a scheme of compromise has been finally fixed upon between the majorities of the Committee and the President, which will, it is confidently believed, be sanctioned readily by both Corporations.

“ The provisions of this adjustment are embodied in a bill agreed upon by the joint Committee, and has been reported by the Committee on the part of the House of Delegates, to that body. The undersigned would, however, briefly present a summary of the terms:

“ 1.—The Canal Company assents to the joint construction with the Canal, of the Rail Road through the passes of the Point of Rocks to Harper’s Ferry.

“ 2.—When the Rail Road shall be completed to that point, the State shall subscribe for twenty-five hundred shares of the stock of the Canal Company.

“ 3.—The Canal Company is to be allowed to sell the water powers of the Canal under the conditions of the grant made by Virginia of the like privilege, and with the further condition that the mill-seats that may be disposed of, shall not be used for grist mills.

“ 4.—The Rail Road Company is to be allowed to begin the construction of the road at the Point of Rocks at any time after the tenth day of May. The Canal Company binds itself to graduate the Rail Road through the passes of the Point of Rocks for one hundred thousand dollars; and will bear the expense of any additional cost of graduation. The width of the Canal is to be maintained at fifty feet; but if the road be impracticable at any points in the passes with that width, the width may be contracted to forty feet, if the commissioners, hereafter to be mentioned, shall deem that necessary. The Canal Company, however, within a limited time itself may graduate the Rail Road, preserving a greater width for the Canal than forty feet, if it shall differ in opinion with the Commissioners.

“ 5.—The Rail Road is to have a breadth of not less than twenty feet through the passes of the Point of Rocks, and a curvature of not less than four hundred feet radius; and, where it deviates from a horizontal line, an elevation not exceeding thirty feet to a mile.

“ 6.—To determine questions as to construction of the road between the Companies, a Board of Commissioners is to be created, formed of three engineers, one chosen by the Canal Company, one by the Rail Road Company, and another by the President of the United States. These Commissioners too, are to determine the amount of damage payable by the Rail Road Company to the Canal Company for any interruption during the construction and in consequence of it, of the use of any part of the Canal. Under the direction of the Commissioners a fence is to be erected between the two works sufficient to secure the horses used on the Canal from accidents from the passage of the locomotive engines. The undersigned adopted this arrangement under a persuasion that upon amicable adjustment alone of the differences depended the value and prosperity of the Rail Road; and that the aid which the terms of compromise extended to the Canal, could be afforded the more consistently and appropriately as it would promote materially the completion of the work to a productive point in its intended course, and would thus improve the interest already held by the State in the Canal. It is to be considered that the resources thus furnished to the Canal Company are not a mere bounty to that Corporation but devoted as

they are to be, to the construction of the Canal, an equivalent is assured to the State in the growth of the work and the proportional increase of its income. If, however, the release of the Rail Road from its suspension were the only consideration, it would, it is believed, amply compensate every disadvantage from the increased investment which the State by any possibility could ultimately encounter. It is judicious surely to adventure a sum comparatively small, with the assured prospect of rescuing from jeopardy interests involving vast amounts, and prospects of incalculable and permanent advantage to the public. By adopting the arrangement, we conduct the Rail Road to a point of easy junction with the Winchester Rail Road, running through the fertile and populous Valley of Virginia, which with its abundant products will be tributary to the prosperity of not only the Winchester, but the Ohio Rail Road also. In the natural and convenient progress too, of the latter road, after thus meeting that of Virginia, we may with confident anticipation, trace it to its ultimate destination in the extreme West, with the accumulated commerce and revenue that will thus be diverted to the East and into this State. The Canal too, will by this additional investment, be advanced toward a region of mineral and agricultural product, seeking the convenience of its transportation, and bringing an income for the expenditures of the Canal. And it is not hazarding, it is believed, too much, to say that the augmented income from the extension of the Canal and Rail Road now to be secured will, notwithstanding all the intermediate delays of construction, at the close of a year hence, yield more than enough to meet the interest of the outlay for the additional stock.

“The undersigned are thus convinced that the arrangement detailed is highly advantageous in itself, and for the ulterior objects it will effect. An adjustment has been long and anxiously desired. The parties have been long and ardently contending for the vantage ground for their great enterprises. They, and the State of Maryland herself materially concerned in their fortunes, may be congratulated upon the opportunity now proffered of harmonizing the views of those two important and energetic Corporations, and of speeding each of them upon a useful and unimpeded course.

CHARLES F. MAYER,
BENE S. PIGMAN.”

A bill substantially in accordance with the terms of the report was then originated in the House of Delegates, and became a law on the 22d March, 1833. It may be proper here to remark, that in place of a subscription for 2,500 shares to the stock of the Canal Company being made by the State, that extent of subscription the law authorizes the Rail Road Company to make. Thus ended the conflict between the two Companies; and each has under this prompt and happy adjustment adequately and peacefully constructed its work, the Rail Road Company paying the Canal Company \$266,000 for all claims under the compromise act. The successful efforts of Mr. Mayer in this connection, should not be forgotten, and it is due to Mr. Pigman, of Allegany County, of the Senate Committee,

to record of him, that his endeavors were unremitting to effect the compromise, and that the result is at least as much ascribable to his judicious zeal, as to the exertion of any other one of the Committee. It was on consultation with Mr. Pigman that Mr. Mayer presented his message to the House of Delegates.

On the 9th of May, 1833, this long and expensive litigation, which had checked the progress of the Road at the Point of Rocks for so long a time, having been thus compromised, the Canal Company immediately commenced the joint construction of the Rail Road and Canal, and on the 1st of December, 1834, the road was open for travel and transportation to Harper's Ferry.

The Corps of Engineers under the direction of Benjamin H. Latrobe, consisting of Henry H. Krebs, Oliver C. Morris, John W. Smith, George F. Dunbar, William K. Coulter, John Small, and Henry R. Hazlehurst, in the mean time were rapidly bringing their surveys for the Washington Branch to a close.

During the year ending October 1st, 1832, the receipts of the road amounted to \$136,937 70, and the expenses of transportation amounted to \$69,534 47.

In September, 1832, steel springs were first placed upon the locomotive "York" and tender, as an experiment, and demonstrated their utility in regulating the motion, and greatly diminishing the jar and consequent injury to the road. This also suggested the propriety of making a further experiment by placing a few of the burden cars on steel springs, by which it was found that they admitted one-third more loading without any increase of damage to the road or car, and that it could be propelled by the same motive power that the present fixture of the cars and their weight or load required.

Mr. Gillingham, the Superintendent of Machinery, under whose directions the experiments had been made, reported that the average expense per day of locomotive power, was found to be \$16, whilst the same work done by horse power averaged \$33 per day, showing a clear gain by locomotive power of \$17 per day, or over \$500 per month.

On the 9th of March, 1833, was passed the final act of Assembly under which the Rail Road to Washington was constructed. The privilege and facilities to make this road were not obtained without much difficulty, and a very arduous struggle, at no less than three sessions of the Legislature. The

enterprise was regarded as rich in prospects of profit; and an interest for the State was thought desirable, *provided* the experiment was made in the first instance by others than the State, and she were allowed, *upon the result proving profitable*, to assume a share (which was fixed at five-eighths) of the stock. The first act, of 22d February, 1831, was moulded upon that policy, and at the same time allowed preferences in the stock subscription to the Washington and Baltimore Turnpike Company, which Company had interfered, complaining of the proposed Rail Road as thwarting theirs and as interfering with their franchise. This act thus embarrassed with reservations was unavailing, and, in consequence, on the 14th March, 1832, the second act was passed, which still secured to the State her *ultimate* five-eighths of the stock, and modified the narrowness of the first act, by allowing the Baltimore and Ohio Rail Road to subscribe for stock not taken after a limited period, by individuals; and, to pay for it, allowed the Company to borrow money on pledge of the Company's property. But there was a clause which allowed subscribers the enjoyment for only eight years of the dividends of the separate road to Washington, obliging them after that period to be numbered with the stockholders at large of the Baltimore and Ohio Rail Road Company, and to have their Washington Rail Road stock treated as general Ohio Rail Road stock. This second act, with such stinted and encumbered privileges remained a dead letter: and thus was produced the application for the final act just adverted to. This act authorizes a subscription not deferred (and *awaiting ascertained profitableness*), but absolute on part of the State to extent of \$500,000 on \$1,000,000 being subscribed by others, coupled however with an exaction (yet in force) of one-fifth to be paid to the State of the gross passage money of travellers, and providing that that tribute to the State shall not in the instance of any passenger be less than twenty-five cents. No better terms could be obtained from the Legislature; although the taxation of one-fifth of the passage money was combated by members of the Legislature very earnestly and treated as an ignoble requisition. Even this last act, with all the reservation in favor of the State, did not pass the Senate without strong opposition to the fifth section, which allows the Baltimore and Ohio Rail Road to subscribe the stock for the road that might be needed beyond

the State's share; and to pledge the Company's estate for money to pay the subscription. This was a vital clause of the bill, and without it the act would probably have been inoperative. Mr. Mayer, in the Senate, took his stand in favor of the Baltimore and Ohio Rail Road Company's privileges under that section, and was alone entrusted by the friends of the bill in the Senate, with the defence of the Company's rights and the support of their interests in that critical issue. After a debate of nearly two days he prevailed—and the privilege was assured to the Company and the construction of the Washington Rail Road thus placed beyond doubt.

Authority was given by this act to the City of Baltimore, and the Company owning the Turnpike road between Washington and Baltimore, to subscribe for a certain amount, if they thought proper, at any time within six months after the passage of the law. The stockholders of the Baltimore and Ohio Rail Road by an almost unanimous vote, decided to take the stock, and to make the pledge authorized by the law for the payment of the principal of the sums borrowed for the purpose, and the interest thereon.

The bridge over the Patapsco was immediately put under contract, and the grading of the line of the road progressed with great activity. The proprietors of the land over which the road was to pass, generally ceded the right of way gratuitously, and the work progressed without any delays or litigations.

During the summer of 1833, the Company having, by a series of experiments, and gradual improvements in the various machinery and motive power, arrived at a state of information sufficient to become the manufacturers of their own engines, and the Board having hitherto been unable to enter into satisfactory contracts for them, they determined to erect upon their own grounds suitable buildings, and provide the requisite means to construct all that they might require, as well as to keep them in a state of repair. It was thus that the extensive temples of industry at the Mount Clare Depôt had their origin, before which, even the smallest repairs upon the machinery were done by contract.

Whilst the construction of the Branch Road to Washington City was progressing, an application was made to Congress for aid to make the road within the district, with the intention of terminating it at or near the General Post Office, and a bill

granting \$350,000 for the construction of the road and the building of depôts, buildings, &c., was passed by the Senate, but failed in the House of Representatives. The Legislature of Maryland, however, came to the assistance of the road, and advanced at once its entire subscription of \$500,000, exchanging also the $4\frac{1}{2}$ per cent. stock that was to be issued for it, by the terms of the original subscription, to a 5 per cent. stock, which could be more readily and profitably disposed of, so as to secure the Company the full amount, in place of obliging them to suffer the loss inevitable upon attempting to force a $4\frac{1}{2}$ per cent. stock into a depreciated market.

The magnificent granite viaduct over the Patapsco, consisting of eight elliptical arches of 58 feet span each, with the roadway 66 feet from the surface of the water, was designed by Benjamin H. Latrobe, Esq., and was at the time the largest structure of the kind in the United States. In his estimate of the cost of this great work, Mr. Latrobe came within the actual expense of its construction. This was also the case with his estimates of the cost of the Washington Branch, the actual expense falling short of the original estimate.

The obelisk erected at the northern extremity of the viaduct was placed there by John McCartney, (the enterprising contractor who constructed the viaduct,) at his own expense, as a memorial of his connection with this great work.

Up to July, 1834, there was but three locomotives on the road,—the “Atlantic,” “York,” and “Franklin,”—when four more, called the “Arabian,” the “Mercury,” the “Antelope,” and the “American,” (the last two built by Charles Reeder, of Baltimore,) were introduced, the Board having persisted in refusing to adopt the English locomotive, under the belief that it would not answer on the heavy curvatures of their road, and because it was unable to burn anthracite coal, or fuel, to the use of which the Board attached much importance. There were also eight more locomotives ordered and under contract in the fall of 1834.

Up to this period, the cars in use upon Rail Roads were all of a small size, many of them being but little larger than the heavy stage coach. Mr. George Brown, the Treasurer of the Company, who was ever alive to its interests, had long entertained the idea of a car of much greater capacity, and Mr. Ross

Winans' ingenuity being brought to his aid, the large eight wheel cars were devised and constructed by him under the superintendence of Mr. Brown, and put upon the road for the transportation of passengers, the wheels being arranged as they are now in universal use on all Rail Roads; and thus, as in almost every other improvement in the usefulness of Rail Roads, the Baltimore and Ohio Company, even at this early day, stood before the world as the pioneer in the perfection of this great system of travel and transportation.*

The further prosecution of the road beyond Harper's Ferry, was suspended in 1832, by a clause of the compromise relative to the "Point of Rocks" with the Canal Company, which bound

*The road was first opened for travel to Ellicotts' Mills on the 24th of May, 1830, when horse power was altogether used. The following rude cut will afford an idea of the appearance of the "brigade of cars:"



It was not until the 30th of August, 1830, that steam power was regularly used, and for a long time after that period the horses were still used, though more particularly for drawing freight, as it was not required that the speed should be so high for that purpose. The little cut below exhibits the more improved mode of conveyance adopted by the Company at that time:



The Baltimore American of August 4th, 1830, says:—"A number of persons visited Monument Square yesterday, for the purpose of examining a very elegant Rail Road passenger carriage just finished by Mr. Imlay, and intended to be immediately placed on the road. The arrangement for the accommodation of passengers is, in some respects, different from any other which has yet been adopted. The body of the carriage will contain about twelve persons, and the outside seats at either end will receive six, including the driver. On the top of the carriage is placed a double sofa, running lengthwise, which will accommodate twelve more. A wire netting rises from two sides of the top of the carriage to a height which renders the top seats perfectly secure. The whole is surmounted by an iron frame work with an awning to protect from the sun or rain. The carriage, which is named the 'Ohio,' is very handsomely finished, and will, we have no doubt, be a great favorite with the visitors to the Rail Road, the number of whom, we are gratified to learn, continues to be as great as it was at the opening of the road."

the Rail Road Company not to attempt to ascend the banks of the Potomac beyond Harper's Ferry until the Canal should be finished to Cumberland, provided this were done within the time allowed by the existing charter of the Canal Company. The road from Winchester to Harper's Ferry was then in the course of construction; and in 1834, on its probable early connection there with the road leading to Baltimore, thoughts were entertained of effecting a connection with the Ohio by means of a lateral road from Winchester to Staunton, and from Staunton through Jennings' Gap. In anticipating the adoption of this, however, as a practicable mode of establishing the desired connection with the Western waters, the Board never lost sight of the original route by the Potomac, and in their eighth annual report, dated October 6, 1834, they declare that, "*they firmly believe that it will, one day, and that not a very remote one, be fully accomplished.*"

Of the eminent Counsellor of the Company, J. H. B. Latrobe, Esq., who has been attached to it almost since the laying of the first rail, the Chief Engineer of the road, in his fifth annual report, says: "the Company has been much indebted to the talents and refined taste of Mr. Latrobe, for decided improvements in the external appearances generally of the new engines, every part being now more tastefully formed and arranged."

The receipts of the Company during the year 1832, were \$205,436 58, and the expenses of transportation \$132,862 41, being an increase over the receipts of the preceding year of \$9,756, and a diminution in the expenses of \$5,621.

On the 20th of July, 1835, the Washington Branch road was opened with suitable ceremonies, from Baltimore to Bladensburg, and one month after, on the 25th of August, the whole road to Washington City was completed and thrown open to trade and travel. During the first four months of the opening of the Branch road, the travel on it averaged 200 persons per day, far exceeding the most sanguine expectations of the Board.

The original ten acres occupied by Mount Clare Depôt was presented to the Company by the late James Carroll, Esq., but having been found insufficient, as early as 1835, eleven adjoining acres were purchased.

On the 27th September, 1835, Phineas Davis, the distinguished mechanic who first brought locomotive power to effec-

tive use on the road, met with instant death from an accident on the Washington Branch. Having completed a new engine he availed himself of the occasion of trying it, to take his numerous workmen on a visit to Washington. On his return, the engine striking the end of a rail, which the breaking of the iron chain had permitted to get out of alignment, it was thrown off the track, and being at the time on the tender, Mr. Davis was dashed forward against the engine and instantly killed. President Thomas, in his ninth annual report, pays the following eloquent tribute to his services and memory:

“With untiring patience he bore disappointment after disappointment; and the eminent and splendid results which ultimately rewarded his efforts, are ample testimonials of his genius, and will identify his name, most honorably, with that great system of internal improvement which is yet to work so many and such important changes in the relations of society. Of a quick and clear perception, in matters relating to his profession, he possessed a calm and discriminating judgment. The warmth and energy of inventive talent were tempered by a prudent foresight and great practical skill. He seldom therefore took a step which was not a secure one; and the success of his suggestions, when put into practice, gave them, from the first, almost the same weight as if they had been the dicta of experience. His private worth and unassuming manners were not less remarkable than his rare abilities. The Board deeply regret his loss, and hold his memory in sincere and respectful consideration.”

A new and valuable ^{C.P.} break,* invented by Evan Thomas, Esq., for passenger cars, was introduced on the road in the year 1835, and proved most efficient and durable. A new form of blowing apparatus, combined with a contrivance for heating the

*The Brakes in use previous to this invention, were not only inefficient, but they were complicated and frequently required repairs. They were not of sufficient power to control a loaded eight wheel car upon the ascents and descents of the road, and it is believed that, *with them*, those cars could not have been safely used.

“The improved Brake has a horizontal iron shaft, with a lever in the middle and a projecting lip or lips near its ends; it is firmly fixed in iron frames secured to the frame of the car on each side. It is equi-distant from the wheels, (four in number) which constitute the set. A chain is attached to the lever, extending to the platform of the cars, where the brakemen are placed. Two segments of a circle, corresponding to the curvature of the wheels, constructed of wood and affixed to iron plates, are suspended between the wheels, that part of the shaft having the projecting lips occupying the space between them. When the brake is to be applied, the chain is hauled forward, and the lever which stood vertical, now becomes horizontal, so also do the projections or lips on the shaft, which instantly presses powerfully against the wheels and stops them.”

water before it was pumped into the boilers, invented by Ross Winans, was also put in successful operation.

At the close of the year 1835, the number of locomotives in use on the road was seven, passenger cars forty-four, and burthen cars one thousand and seventy-eight.

B. H. Latrobe, Esq., had previous to this time been detailed to reconnoitre a route from Chambersburg to connect with the Baltimore and Ohio Road near Harper's Ferry, which duty he performed to the entire satisfaction of the parties concerned.

During the summer of 1835, Jonathan Knight, Esq., Chief Engineer, was directed, at the instance of the people of Wheeling, to make a reconnoissance between Cumberland and the Western waters, and inasmuch as the Charter of the Company from Pennsylvania required that the road, if it entered that State, should be constructed to Pittsburg, the reconnoissance was extended to the two cities. His report proved the all-important fact, that the mountains between Cumberland and the Western waters could be passed without the use of stationary engines, with locomotives and their trains. The Board, on receiving his report, urged the importance of carrying the road to both of these cities simultaneously, in advocating which, President Thomas, in his ninth annual report says:

"Admirably situated as Baltimore is, at the head of the Chesapeake, and in closer proximity to the Valley of the Mississippi than any other of the Atlantic Cities, all that is necessary to secure her rapid growth in wealth, power, and importance, is united effort among her people, aided by the State of which she is the commercial capital. The Susquehanna Road from the North, the Washington Branch from the South, the Port Deposit Rail Road from the East, and the Main Stem of the Baltimore and Ohio Rail Road from the West, may be considered as so many great arteries, whose prolonged extension and spreading ramifications tend to increase and secure the healthy and vigorous growth of the City, which may be termed the heart of the system."

Mr. Knight, in the fall of 1835, announced that B. H. Latrobe, one of his able assistants, having been appointed Chief Engineer of the Baltimore and Port Deposit Rail Road, was then out of the service of the Company, to whom he gives great credit for his ability, and also mentions that he had previously designed the plan of the extensive viaduct and bridge over the Canal and Potomac River at Harper's Ferry.

On the 30th of June, 1836, after having been President of the Company for ten successive years, Mr. Thomas retired from

the post he had filled with so much honor to himself and advantage to the Company. His close and unceasing application to the arduous duties of his position, had been at the sacrifice of both health and private business, which he had uniformly regarded as of second importance to the prosecution of the great enterprise of which he, in conjunction with Mr. Brown, were the originators, founders, and first promoters. Having induced his fellow-citizens to embark their means in the construction of the road, and having also procured large appropriations from the City and State to aid in its prosecution, it may naturally be supposed he felt a great personal anxiety with regard to it, an anxiety that made the many disappointments, vexatious interruptions, and dark forebodings of its opponents weigh heavily on his mind. He never, however, faltered in the confident belief of its ultimate success, and of the final approval of his fellow-citizens; and to him the completion of the road to the Western waters must indeed be a glorious consummation,—“long looked for, and anxiously hoped.” Mr. Thomas and Mr. Brown are, happily, both still living, and the latter, when present at the opening ceremonies at Wheeling, seemed to have beaming from his eye the fire of those more youthful days, when he embarked so heartily in this undertaking—an undertaking that has, in its completion, placed his favorite Baltimore at the very threshold of a commercial greatness that they had so confidently predicted; and an enterprise that cannot fail to reach a glorious fruition if the present generation are as faithful to the interests of the city, and to their own, as were Mr. Thomas and Mr. Brown, and their energetic coadjutors of the early directorship.

Mr. Thomas, as President of the road, has been censured by some persons of late years, on account of its location along the Valley of the Patapsco, instead of taking a more direct route West, and striking the Patapsco at Elysville. A reference, however, to the early records of the Company will convince the most skeptical that there was no error even of judgment in this location, as the whole matter was then left by the Board to the decision of the Engineers. This corps, composed of the most experienced engineers of that day, surveyed both the upper route by way of Elysville, and the present route by the Valley of the Patapsco, and pronounced the Patapsco route the only one that was practicable for the construction of the road. The

Elysville route, though about five miles shorter than that by way of Ellicotts', was found to require a grade that horse power could not advantageously overcome, and one that the speculations of the most sanguine, as to the power attainable by the locomotive, deemed utterly impracticable. Rail Roads were then in their infancy, and an almost level track was deemed a positive essential.

In the second annual report of the President and Directors to the Stockholders, (1828,) after measures had been taken to ascertain the best practicable route for the proposed road from the City of Baltimore "to some eligible point on the Ohio River," they state that experimental surveys had been made, of the several routes indicated by the topography of the intermediate country between that City and the Potomac River at the Point of Rocks, which point offers the most favorable passage of the South Mountain, and that "upon a careful consideration of the facts submitted to the Board by the very able and satisfactory report of the United States Topographical and Civil Engineers, they were convinced, that of the various routes which had been suggested, that along the Valley of the Patapsco, and thence to Bennett's, Bush and Linganore Creeks to the Point of Rocks, was so decidedly preferable as to preclude any hesitation in awarding it the preference."

This decision was arrived at upon the following results, reported by the Engineers appointed to make those surveys, viz:

"*First.*—That the route from Baltimore, via Jones' Falls and Harman's Gap to Williamsport, has no less than four summits that cannot be avoided, having an aggregate elevation of 2,375 feet.

"*Second.*—The route via Gwynn's Falls, Sam's Creek and Harman's Gap, has also four summits, whose aggregate elevation is 2,618 feet.

"*Third.*—The route via Elk Ridge, Bush Creek and the Valley of the Potomac has three summits on the route surveyed, amounting to 1,065 feet.

"*Fourth.*—The route by the Valley of the Patapsco, uniting with the preceding (No. 3) at Parr's Spring, has the same number of summits, and an aggregate elevation of 886 feet.

"Agreeably to the tables of graduation contained in the report, any load will descend spontaneously when the inclination of the road is 35.2 feet in a mile; hence the power required to ascend on the same road will be double of that required on a horizontal road, and the equated distance corresponding to an elevation of 35.2 feet, whatever may be the angle of inclination, will be equal to the length of any given section of the road increased by one mile; accordingly the following table containing the distances, &c., on the several routes above specified, will also exhibit the equated distances corresponding thereto, computing on the principle above mentioned:

No. of the Route.	Height of the Summit in feet.	Actual Distance in miles.	Equated Distance.
1 . . .	2,375 . . .	95.43 . . .	162.90
2 . . .	2,518 . . .	91.23 . . .	165.60
3 . . .	1,065 . . .	100.50 . . .	130.77
4 . . .	886 . . .	104.60 . . .	129.77

“From which it appears that the shortest route, passing through Harman’s Gap, is equivalent to 162.90 miles of level road, whilst the shortest route by the Valley of the Potomac is equivalent to 129.77 miles of a level road, resulting in a difference of 33.13 miles in favor of the latter, so far as regards the power required for transportation.

“In regard to the routes No. 3 and 4, there is little doubt that they may be located in such a manner as to obviate the necessity of more than one summit each of about 800 feet elevation, to wit: on the ridge dividing the waters of the Patapsco and those of the Monocacy. On this supposition, the equated distance on route No. 4, which was shown to be the shortest, will be 127.33 miles, resulting in a difference of 35.57 miles in favor of this route, compared with the shortest route through *Harman’s Gap*. This estimate is predicated on the principle that the friction upon Rail Roads is equal to $\frac{1}{8}$ of the entire weight of the load. In case any improvement shall be adopted by means of which the amount of friction will be reduced, it would be attended with the result of exhibiting the level route in a point of view still more favorable.”

In addition to the advantages here reported, as a further inducement to adopt the Patapsco route, the Board saw it would in effect, be the construction of a Railway, about one-fourth of the distance to Washington; and, as the result has shown, upon far the most expensive part of that road.

Ellicotts’ Mills was also at that time, a place of considerable business importance, affording both freight and travel, and a romantic spot for pleasure excursions from the city.* The finishing of the road to that point thus furnished an early opportunity for a practical test of the great experiment; whilst by the other route, Frederick would have been the first resting place for the operations of the Company, which was not reached for eighteen months afterwards. On the opening of the road to

*TRAVELLING ON THE RAIL ROAD.—Notwithstanding the great heat of the weather for three weeks past, the amount of weekly travel on the Rail Road has not diminished—the average receipts being much above one thousand dollars per week. In the hottest time of the hottest days, the quick motion of the cars causes a current of air, which renders the ride at all times agreeable. In many instances, strangers passing through Baltimore, or visiting it, postpone their departure for a day, and sometimes longer, to enjoy the pleasure of an additional ride on the Rail Road. We only repeat the general sentiment, when we say “it is the most delightful of all kinds of travelling.”

Baltimore Evening Gazette, July 29, 1840.

Ellicotts' those who doubted the utility of the enterprise, became its advocates and supporters, the whole country was satisfied, and Rail Roads were commenced throughout the Eastern States on the faith of the Baltimore experiment. The early and satisfactory test of the experiment also replenished the almost empty coffers of the Company, and the City and State, as well as individual contributors, came forward nobly to the rescue, enabling them to push on their labors with renewed energy to its completion to Frederick. Eighteen months were also gained in experience relative to horse power and steam power, and in perfecting the "iron horse," as well as in knowledge relative to tracks, grades and curves.

The following are the proceedings of the Board of Directors, on the occasion of the resignation of Mr. Thomas as President of the Company, and they are a conclusive tribute to his private worth and his eminent services to the road:

"OFFICE OF THE BALTIMORE AND OHIO RAIL ROAD COMPANY.
June 30th, 1836.

"At a meeting this day, the following proceedings were had: Joseph W. Patterson was appointed President pro tem. When the Committee appointed to confer with Philip E. Thomas, Esq., in regard to his resignation of the Presidency of this Company tendered by him to the Board on that date, reported verbally, that they had held several interviews with Mr. Thomas on the subject, and that it had continued, against their remonstrances, to be his earnest wish to withdraw from his actual situation; that the Board were aware that such had been his desire for a long time past, and that he had only been prevented from taking the step sooner in condescension to the wishes of the Board. The Committee reluctantly, and with regret, were obliged to add, that in consideration of the impaired condition of Mr. Thomas' health, they believe it indispensable to its restoration, and to his comfort, that he should be relieved from the confinement and labor incident to the discharge of the duties of the office which has been so ably filled by him.

"Whereupon on motion of Mr. Hawkins, it was

"*Resolved*, That this Board accept the resignation of P. E. Thomas, Esq., of the Presidency of this Company, with deep and profound regret.

"On motion of Mr. Brown, seconded by Mr. McKim, the following resolutions were unanimously adopted, viz:

"*Resolved*, That the most unfeigned and cordial thanks of this Board are due to Mr. Thomas for the long, faithful and valuable services rendered by him to this Company—services which none but those associated with him in the prosecution of this most arduous work are capable of appreciating, and rendered at an expense of private interest, which it is difficult to calculate, but which must be well understood by this community: and of health which has been sacrificed by close and continuous application to the business of the Company. On the commencement of this work, of which he has been in fact, the father

and projector, every thing connected with its construction was new, crude and doubtful, with little to guide the way, and that derived from distant and uncertain sources; now such has been the increase of information and experience acquired under his auspices and direction, as to ensure the completion and success of the undertaking, if prosecuted with the same zeal, assiduity and integrity which have ever marked his course.

“*Resolved further*, That this Board, in taking leave of Mr. Thomas as their President, cannot omit the opportunity of tendering to him their respectful acknowledgements of the uniform, correct, urbane and friendly conduct, which has characterized his deportment during the time of their official intercourse, and of expressing to him their best wishes for the speedy restoration of his health, and for his future prosperity.

“*Resolved*, That the President pro tem. convey to Mr. Thomas a copy of these proceedings, under his signature.”



Louis H. Lane

CHAPTER III.

Election of Joseph W. Patterson as President pro tem.—The Presidency tendered to Hon. Louis McLane.—Completion of the Viaduct at Harper's Ferry.—Connection with the Winchester Road.—Surveys West of Harper's Ferry.—Three Millions more appropriated by the State.—Manufacture of Locomotives by the Company.—Military Excursion to Washington.—Hon. Louis McLane elected President.—Mr. Latrobe's Surveys to the Ohio.—Renewal of the Virginia Charter.—Monetary Difficulties.—Issue of Stock Certificates.—Increased Receipts of the Road.—Opening to Hancock.—Progress of the Road towards Cumberland.—Commencement of the Coal Trade.—Virginia, Pennsylvania and the Right of Way.—The Connellsville Road Charter.—President McLane's visits to Europe.—End of the Connellsville Movement.—Virginia grants the Right of Way to Wheeling.—The Road to Wheeling Surveyed.—Reconstruction of the Eastern Sections.—Close of President McLane's Administration, &c.

THE resignation of Philip E. Thomas, Esq., as President of the Company, on the thirtieth of June, 1836, having been contemplated by him for more than a year, the Board had looked long and anxiously for a competent successor—one who could retain the confidence of the City and State, as well as the good feeling with which European capitalists already viewed this great enterprise. At the time of the resignation of Mr. Thomas, the Board were in correspondence with the Hon. Louis McLane, to whom they had tendered the position, with every prospect of his ultimately accepting it. Joseph W. Patterson, Esq., (whose father had been one of the most efficient of the first Board of Directors,) was chosen President pro tem., and continued for several months, until Mr. McLane entered on his administration, to act as President, displaying much ability in the performance of his many and varied duties.

The tenth annual report of the President and Board of Directors, dated October 1, 1836, was drawn up by Mr. Patterson, as President, and is a document that reflects great credit on him as a true friend of the interests of Baltimore and the whole State.

The viaduct across the Potomac at Harper's Ferry, having been completed in the fall of 1836, and the connection thus made with the Winchester Rail Road, it was, in effect, a pro-

longation of the Baltimore and Ohio Rail Road up the Valley of the Shenandoah, which immediately commenced to add to the trade of the city. The passenger and burden trains of the two Companies were then enabled to stop side by side in the same depôt, and the transit from one to the other was effected promptly, and with great convenience to both trade and travel.

In the spring of 1836, the Board deeming that the time had arrived for the adoption of vigorous measures towards the prosecution of the road from Harper's Ferry westward, to the points of its original destination, an engineer force was organized for the purpose of making detailed surveys and examinations between Harper's Ferry and the summit of the Alleghanies, with the view of continuing them afterwards to Pittsburg and Wheeling. Benjamin H. Latrobe, Esq., was consequently appointed to the post of Engineer of Location and Construction on the first day of July, 1836, and took immediate charge of the surveys, and the direction of the several corps upon field duty. The rough and mountainous country over which the surveys had to be carried, and the importance of leaving no practicable route, of the many that presented themselves, unexamined, rendered the labors of the engineers necessarily very tedious and prolonged, besides which they were all taken down by sickness, and compelled to suspend operations during the fall months.

At the December session of the Legislature of Maryland, 1835-6, the Board of Directors memorialized that body, praying for aid to complete the road to Wheeling and Pittsburg, and at the same time a similar application was made to the Mayor and City Council of Baltimore. The latter, at once, and with great liberality, responding to the universal sentiment pervading the community, resolved to subscribe three millions of dollars to the capital stock of the Company, whenever the legal difficulties were removed, which prevented, at that time, the construction of the road in an unbroken line West from Harper's Ferry. The Legislature, in the month of May following, also appropriated three millions to the road, and, as before stated, removed the restrictions on its Westward progress, and the Canal Company having entered into an agreement for the joint construction of their works, all again moved on harmoniously.

Six millions were thus added to the effective means of the Company.

After the death of Phineas Davis, Messrs. Gillingham and Ross Winans took the Company's shops at Mount Clare Depôt, and continued the manufacture of locomotives and Rail Road machinery commenced by Mr. Davis, but independent of the Company, they being bound to supply the road with locomotives and Rail Road machinery at a stipulated price, and at all times to give precedence to the Company's demands for work. They had the use of the ground and buildings, with the fixed machinery left by Mr. Davis, without rent, obligating themselves to keep the same in repair; and return them as they received them. In consideration of this, they manufactured the Company's engines so much below the market price for them elsewhere, that the interest on the cost of the buildings and fixed machinery was deemed to be fully paid.

The last two locomotives manufactured by Messrs. Gillingham & Winans, in the fall of 1836, shewed a power of traction, when the weight of the engine was but eight tons, much exceeding the greatest power that had, up to that time, been obtained on the Liverpool and Manchester Rail Road by a twelve ton engine. This, in view of the heavy mountain grades to be overcome, was deemed a matter of special gratulation by the Board of Directors.

On the 12th of September, 1836, the anniversary of the battle of North Point, a number of volunteer companies of Baltimore and the adjacent counties, amounting to more than one thousand citizen soldiers, were conveyed to Washington and back by four locomotive engines, one of which conveyed three hundred troops, with their arms and accoutrements. Although the full power of the engines were by no means brought into play on this memorable occasion, yet the result had a very impressive effect on the many thousands who had witnessed it, and who were thus furnished with ocular demonstration of the new and immense facilities created by Rail Roads and locomotive engines upon them, in the transit of persons and property, and in fact of whole armies and their accompaniments.

The Hon. Louis McLane entered on his duties as President of the Company in April of the year 1837, the first annual report bearing his signature being dated on the 1st of

October, 1837, in which he states the determination of the Board to steadily proceed in the reconstruction rather than the repair of the old track, which would expose the road and the machinery on it to great dilapidation.

In January, 1838, the inclined planes at Parr's Ridge, forty-one miles from Baltimore, which had, up to that time been overcome by stationary horse power, were superseded by a new road around the planes; and more than thirteen miles of other parts of the road, including important alterations in some of the most abrupt and difficult curves, were completed during the month of March, 1838. The alteration of the planes were found to decrease the annual expenses of the road for transportation at this point upwards of \$20,000.

In order to render the operations of the Main Stem and of the Washington Branch as independent of each other as practicable, to afford the utmost facilities to the trade of each, and to supply the branch with the power and machinery requisite to authorize the charges provided by the act of 1836, four new engines built by William Norris, of Philadelphia, and twenty-eight burthen cars were placed upon that road during the year 1838, and the Board also entered into a contract with the Postmaster-General for the carrying of the mail for the period of two years between Baltimore and Washington.

At the close of the third year the dividends on the Washington Branch, in money and stock, valuing the stock at par, amounted to fourteen per cent. or four and two-thirds per cent. per annum—whilst it also paid to the State, in the shape of bonus, one-fifth of all the money received from the conveyance of passengers, which, to the 30th of September, 1838, amounted in the aggregate to \$112,963.70.

The reconnoissances and preliminary surveys from Harper's Ferry to the Ohio River, conducted by B. H. Latrobe, Esq., together with the estimate of the cost of the entire work, were fully prepared in the course of the year 1838. They reported the practicability of locating a satisfactory route to the Ohio River, embracing both Wheeling and Pittsburg, at the maximum elevation of sixty-six feet to the mile; and that the cost of construction, with a single track of the most durable plan from Cumberland to both points, would not exceed nine millions and a half of dollars. It was found, however, that the time allowed

for the occupation of any part of the territory of Virginia expired in the month of July in that year, and it became necessary, before attempting to proceed further with the work, to make an application for the renewal of the charter in that State. Measures were immediately taken for that purpose, and President McLane, with a committee of the Directors and the Chief Engineer, attended at Richmond, during the session of 1838, to urge the application.

In the mean time, however, new interests, less favorable to the extension of the work through that State had arisen, and that which, at an earlier day, might have been comparatively easy of accomplishment, had then become a task of great difficulty. A law was finally passed, however, extending the time for completing the work to five years; but it deprived the Company of the option of selecting between the routes from Harper's Ferry to Cumberland, in the State of Maryland and those in the State of Virginia; and made it an express condition that the road should pass into Virginia at Harper's Ferry, be thence constructed through the State to about five and a half miles below Cumberland, and that Wheeling should be made one of the termini. The law also authorized an additional subscription of \$1,058,420 upon the part of Virginia, being two-fifths of the estimated cost of so much of the road as was required to be made in that State between Harper's Ferry and Cumberland.

According to this condition, which was the best it was possible to obtain, the company was not only required to pass into Virginia at Harper's Ferry, but was also obliged to abandon altogether the extension of the road to Wheeling, or to leave the limits of the State of Maryland for nearly the entire distance between Harper's Ferry and Cumberland. The validity of the act depended upon its acceptance by the Stockholders, including the State of Maryland; and independently of the other consequences involved in the condition, it first became necessary to ascertain the practicability of crossing at Harper's Ferry. The crossing at that point could only be effected by occupying a part of the government property, or about six miles of the Winchester and Potomac Rail Road, and neither could be used without the voluntary assent of the respective proprietors.

The Winchester and Potomac Rail Road Company positively refusing their assent to the joint use of six miles of their road,

an arrangement was finally concluded with the Secretary of War, by President McLane, by which permission to occupy the necessary parts of the public property was granted. The law of Virginia was then duly accepted by the Stockholders, and it became the duty of the Board to promptly carry out their decision.

Companies of Engineers, adequate to the location of the entire line from Harper's Ferry to Cumberland, were promptly organized under B. H. Latrobe, with instructions to prepare the road for contract early in the ensuing spring. Similar corps were also employed in locating the road from Wheeling towards the Pennsylvania line, with instructions to the same effect; so that the work might be prosecuted with as much dispatch as the means at their command would admit of.

On account of the difficulties in the money market during the years 1839 and 1840, the Board deemed it an act of proper precaution to suspend their operations West of Cumberland, and accordingly called in the corps of engineers who had been engaged in that part of the service. The right of way having been procured through Virginia from Harper's Ferry that portion of the road was placed under contract during the summer, and progressed with good speed under judicious and energetic management.

The subscription of \$3,000,000, on the part of the State of Maryland, was originally payable to the Company in money, by the State Treasurer, to be raised from the sale of currency bonds, bearing an interest of 6 per cent. These bonds, however, were directed to be offered for sale first in Europe before they could be sold elsewhere; and in order to provide for the interest for a period of three years, could only be sold at a premium of 20 per cent. These terms proving impracticable, and the State's commissioner in England representing that sterling bonds would be more saleable in the European markets, the Legislature substituted sterling bonds, bearing an interest of 5 per cent., payable, principal and interest, in London. It being obvious, from enquiries made both at Philadelphia and New York, that they could not be advantageously disposed of in the United States, Mr. McLane, at the request of the Board, was induced to proceed to Europe, there to make such arrangements as he should deem best for their final disposition.

By the time these bonds could be prepared and forwarded to London, a very unfavorable change had taken place in the European markets. American securities had accumulated there in an unprecedented quantity, and a general depression had taken place in their value, which rendered the sale of any portion of those belonging to the Rail Road Company—unless at prices prejudicial to the State, and ruinous to the interests of the country—absolutely impossible.

Consulting not more the interests of the Company than the credit of the State, so necessary to the prosecution of all her public enterprises, President McLane declined disposing of any portion of the bonds committed to him at the prices established by other sales, but succeeded in effecting an arrangement with Messrs. Baring, Brothers & Co., of London, to make a sale of the stocks of the Company when they should be saleable, and to advance such amount on them as the future necessities of the Company were likely to require.

It was during this season of monetary embarrassment that the Board determined to offer the contractors and proprietors of lands, in payment for their work, and the right of way, certificates, authorizing the transfer at par of the 6 per cent. stock of the City of Baltimore, whenever presented in sums of \$100 or upwards. Mr. McLane, after stating the conclusion come to by the Board in this matter, says:

“In the success of this expedient will be found the means of prosecuting this great enterprise, with which the prosperity of the City and State is intimately interwoven, by the sale of the City stock at its par value; of maintaining the State bonds committed to this Company; and, so far as their management can effect it, the credit of the State itself, upon the secure basis upon which they have been placed; and, amid difficulties destructive of almost every other enterprise, of pressing forward to completion, that which the whole community is impatiently awaiting. The experiment may not be successful, but the stake is too great, and the crisis too urgent to warrant the Board in leaving it untried; and they confidently rely upon their fellow-citizens of all parties, and of every class, and upon the public authorities, to sanction its adoption and encourage its prosecution.”

This appeal was promptly responded to by the community at large, as well as the contractors and other creditors of the Company, who, during the year ending on the 30th of September, 1840, received in payment of the liabilities of the Company, stock to the amount of \$515,000. The City was thus enabled,

by this master-stroke of policy, to comply with her engagements to the Company, without any loss or sacrifice; the credit of her public securities were preserved unimpaired, and this important work, so essential to her trade and prosperity, was enabled to push on with energy towards its completion to Cumberland.

The receipts of the Main Stem to Harper's Ferry, and the Washington Branch, during the year ending October 1, 1841, amounted to \$135,458 86, being nearly three and one-half per cent. upon the original capital of \$4,000,000, which those sections of the road had cost, in announcing which President McLane says:

“To those who have advanced this capital, and for a series of years submitted with unshaken fortitude to so many disheartening losses and embarrassments, the present result will be particularly gratifying. It ought also to awaken fresh hopes of the reasonable profit to be ultimately realized from the success of their undertaking, and to encourage all who desire the prosperity of this community, steadily to persevere in its further prosecution.”

During the monetary difficulties of 1839-40, whilst, through the indomitable energy of President McLane and his able Board of Directors, this great work was pushed forward by the appropriation of City stock, at par, most of the other principal works of internal improvement throughout the country were partially or altogether suspended. The Company was thus enabled to promptly meet all its engagements, while its credit and resources remained unimpaired, and ample to discharge its obligations.

On the 1st of June, 1842, the road was opened for travel and transportation from Harper's Ferry to a point opposite the town of Hancock, a distance of forty-one and a half miles, and soon began to show a large increase in the business and receipts of the Company.

The work on the balance of the road to Cumberland was, in the mean time, pushed on with great energy, and on the 5th of November, 1842, a proud day for the City and State, this great central point of their labors was reached. The extension of the road west of Harper's Ferry was accomplished in a style of construction of greater permanence and superior appearance, even than that at first designed, and at a cost less than the original estimate. The entire distance from Harper's Ferry to Cumberland, is ninety-seven miles, passing thirty miles through the Valley of Virginia, and at some distance from the Potomac,

until opposite old Fort Frederick, within twelve miles of Hancock, it returns to the river. The grades throughout this distance are forty feet to the mile, and the curves not less than one thousand feet radius. The work thence pursues the margin of the river to Cumberland, cutting off, however, the great bends at the Doe Gulley and the Paw Paw Ridge, and three small ones higher up. Six miles below Cumberland, it crosses by a viaduct over the North Branch from Virginia into Maryland, and reaches the National Road in the eastern margin of the town of Cumberland, at which point the Company's depôt was located. From old Fort Frederick to Cumberland the distance is sixty-seven miles, in which the grades do not exceed twenty-six feet and a half to the mile, and the curvatures generally large, the least radius, and that in a single instance only, being 637 feet. The road was graded, and the bridges built throughout, of the requisite width for a double track, the wisdom of which, especially now that a double track is immediately required for the accommodation of the coal trade, will be generally admitted.

There are three tunnels on the route from Harper's Ferry to Cumberland; one immediately above Harper's Ferry, 90 feet long; one at the Doe Gulley 1,200 feet long, and a third at the Paw Paw Ridge 250 feet in length. There are also eleven viaducts, with stone abutments and piers, and wooden superstructures, on this part of the road, and of the last the average length is 3,690 feet. The viaduct at Bark Creek has a stone arch of 80 feet span, and the height of the parapet is 60 feet from the water. There are also 14 other arched bridges, of an aggregate span of 220 feet, the masonry and wood-work of the whole being of the most substantial character, effectually protected from decay. The trestle work at Harper's Ferry, according to the requisition of the government as the consideration for passing over the public property, is 1,700 feet in length, supported upon a wall and pillars of stone, and partly upon columns of cast iron.

The road being now finished to Cumberland, the Board considered that they had surmounted the most formidable impediments to its further progress, and that the various interests which had been previously hostile or lukewarm, would thereafter become auxiliary to its advancement. It was believed

that beyond Cumberland it would become the primary work of Maryland, and of Western Virginia and Pennsylvania, but these expectations were again subject to disappointment, with delay and procrastination, and almost a total suspension of operations for several years. The Board looked forward to the early consummation of their hopes, and in the annual report for the year 1843, after urging most eloquently and ably the duty of the City and State in the matter, thus predicted results that may now be confidently anticipated:

“When Baltimore can communicate with St. Louis and New Orleans with equal certainty, at a shorter distance, and at a less cost than attend the intercourse from the same points with Philadelphia, New York and Boston, she may then, and not before, hope successfully to contend with those cities for the Western trade. Then, and not before, the capital and enterprise now inactive, or which may have sought more favored points, may be expected to return; then her wharves may be lined with foreign ships and steamers, and she may become the mart of an extensive domestic and foreign trade.”

The Charter of the Company, both in Maryland and Virginia, by its original terms was perpetual; but, without additional legislation the Board had no authority after the 4th of July, 1843, to occupy any greater extent of the territory of either State for the extension of the road. The Legislature of Maryland promptly allowed a further period of twenty years, but that of Virginia adjourned without taking any action towards removing the obstacle. In the mean time the Board were constrained to limit their measures for the construction of the road, to further reconnoissances of the country West of Cumberland through the State of Virginia, in the well-founded belief that in that direction, should it become advisable to seek it, a better and cheaper route to the Ohio River might be obtained; looking forward with confidence to more auspicious legislation in both States the ensuing winter.

During the year 1844, negotiations were progressing between the Canal Company and the Rail Road Company for some union of interests whereby the Cumberland coal could be conveyed to tide-water, but the market for this coal not being deemed sufficient, the Rail Road Board deemed it advisable to await future developments and to engage in the business only when it should be demanded by the public and be profitable to the Company.

In the month of January, 1844, the Board were officially - informed by the President of the Maryland and New York Iron and Coal Company, that having procured the requisite funds to construct a Railway from the mines to Cumberland, they were anxious to proceed with the work, if the charges for the transportation of iron and coal from the mines to Baltimore could be fixed at such rates as would warrant them in adopting the Baltimore and Ohio Rail Road for the transportation of their products. The same officer subsequently proposed a contract for that purpose, to continue for five years after the completion of their road, to furnish a freight of coal, pig iron, bar iron, fire-brick, &c., in quantities of 175 tons per day, for three hundred days in the year. The proposition was finally accepted by the Board, and the rate of one cent and one-third of a cent per ton per mile fixed as the freight. This was the commencement of the coal trade on the Rail Road, which has now swelled to a demand for means of transportation to the extent of 6,000 tons per day, requiring an independent track for its accommodation.

During the winter of 1843 another application was made to the Legislature of Virginia to grant further time for the extension of the road through that State, within the limits of the original charter, which allowed the Company to strike the Ohio at a point not lower than the mouth of the Little Kanawha. The application, however, encountered an opposition altogether unexpected from the authorities of that State. A bill was - finally reported, granting the right of way between the desired limits, but encumbered with so many embarrassing conditions that the friends of the road in the Legislature refused to accept it.

President McLane again visited Europe in connection with the financial operations of the Company during the year 1844, when Samuel Jones, Jr. Esq., was chosen President pro tem., and performed the various duties of his position for more than a year with signal ability. It was during this period that Ross Winans' heavy engines, of twenty-two tons weight, built for the coal trade, were first put on the road, and proved themselves of great value, burning Cumberland coal in the most satisfactory manner.

At the close of the year 1845, the difficulty with the Legislature of Virginia with regard to the right of way through that State still continued, and prevented the commencement of the

road West of Cumberland, the law passed at the previous session, on account of its onerous conditions having been rejected by the Stockholders. An effort was then made by the citizens of Western Pennsylvania to procure from the Legislature of that State a law authorizing the Company to extend its work to the City of Pittsburg. This movement ultimately resulted in the granting of the Connellsville Road charter, but not until the year 1846, when the Legislature of Virginia somewhat modified the objective policy they had pursued, and finally passed a bill, compelling the road to make its terminus at Wheeling, though relieving it of many of the onerous requirements of the previous act.

President McLane returned from Europe in October, 1846, and again resumed his post. In the mean time the annual reports show a steady increase in the transportation, both of passengers and freight, and \$600,000 having been subscribed by the Baltimore and Ohio Rail Road Company to the capital stock of the Pittsburg and Connellsville Road, that Company was preparing to prosecute its work to the Maryland State line with a great deal of energy. The charter of the Connellsville Road to open a way to the Maryland line met with great opposition from Philadelphia, and was passed without the delegates from that city fully understanding that its object was thus to afford a connection between Pittsburg and Baltimore,—an opposition that had already prevented a satisfactory extension of the charter of the Baltimore road to connect with Pittsburg, by embarrassing its provisions, and making it dependant for its vitality upon the failure on the part of the citizens of Philadelphia to subscribe the sum of \$3,000,000 to a company incorporated at the same session to construct a road from that City to Pittsburg.

At a meeting of the Stockholders held on the 5th of April, 1847, relative to a conference had with the Pittsburg and Connellsville Company, President McLane read a communication over his own signature, stating that the Connellsville Company had so far changed its views that it not only refused to accept any further subscription from the Baltimore Company, but declined to treat with them unless they would, before a designated day, consent to assume the responsibility of completing the entire connection with Pittsburg by their own undivided energies, upon such terms and by such route as prescribed; and that, too, without any expectation of receiving assistance from

Pittsburg. The route thus prescribed, called the "Northern Route," the President proceeded to show, although the cheapest route to reach Pittsburg, would be the dearest route to Baltimore, in view of the continuation of its road to a more Southern point on the Ohio River; and that it might be in fact the design of this condition to obstruct, if not defeat the purpose of Baltimore ever going further South on the Ohio,—in short, that their conditions meant nothing more nor less than that, unless Baltimore, in effect, relinquished and abandoned forever its purpose of ultimately going to a more Southern point on the Ohio, it should not form a connection with Pittsburg at all. This was the alternative submitted to the Company, and as a matter of course it was promptly and decidedly rejected, although at that time a connection with Pittsburg was regarded by many as a matter of paramount and immediate importance.

In the early part of the ensuing year, 1847, the Legislature of Virginia renewed the grant of the right of way through that State for a period of twelve years, upon condition that the road shall be extended to the City of Wheeling without touching the Ohio River at a point lower down than the mouth of Fish Creek, and according to the agreement with that city, the option of extending the road by the latter point was absolute. By accepting this Virginia law, and confirming the agreement of the City of Wheeling; the Stockholders at that time considered that they had not only consulted the interests of the several companies engaged in making the improvement on the Southern and Central lines of Ohio, but ensured the connection of both with their road.

Ten years were thus spent by the Company, through the impracticable legislation of Virginia and Pennsylvania, in seeking the right to extend the road to the Ohio River. On the 1st of July, 1847, Benjamin H. Latrobe, the Chief Engineer of the road, acting also as General Superintendent, under instructions from the Board, proceeded with three competent corps of engineers to locate the line of the road as far Westward as the Maryland and Virginia State line, on the Southern route towards the Ohio—the first were engaged between Cumberland and Westernport, twenty-seven miles up the Valley of the North Branch—the second party employed in the location between Westernport and Backbone or Main Summit—and the third upon the easy and

beautiful part of the route lying Westward from the Summit, through the Glades, for a distance of fifteen miles to the State line. The last party, having finished their labors, crossed into Virginia and proceeded to the head of Snowy Creek, whence the descent to the Valley of the Cheat River commences. At the close of the season, sixty-five miles of the route from Cumberland West was fully prepared for contract.

The last report of Mr. McLane for the year 1848, details at length the pecuniary difficulties of the Company, the necessity for a still further increase of the motive power of the road to the amount of \$240,348, rendering it impossible that a dividend in money could be paid during that year on the capital stock. The Board had also deemed it necessary to proceed with the reconstruction of the old, imperfect, and worn-out road; to change the original and defective location of the track East of the Monocacy, and to extend a branch road to Locust Point, on the South side of the Basin, on which the transportation, not intended for distribution in the City, might be done by steam to the water's edge, and much of the horse power in the streets be saved, and other serious inconveniences avoided.

The Chief Engineer, in the mean time, had continued constantly in the field locating the road West of Cumberland. The difficulties of the entire country, as far as the Cheat and Tygart Valley Rivers, induced the Board to call in two consulting engineers to confer with Mr. Latrobe upon the location of this important section of the road. For this purpose the services of Jonathan Knight, of Pennsylvania, and John Child, of Massachusetts, were secured, and in the month of June, 1848, the Board of Engineers, thus constituted, examined the country described, with care, and decided upon all the lines it would be expedient to trace, in order to leave no room for question that the entire ground had been investigated with the utmost caution. The Engineers were fully satisfied that the construction of the road across this rugged country was fully practicable, with grades perfectly within the useful available power of the locomotive engine.



Geo. Swanwick

CHAPTER IV.

Resignation of Mr. McLANE, and election of THOMAS SWANN to the Presidency of the Road.—First connection of Mr. Swann with the Company.—His Address as Chairman of a Special Committee of Directors.—Depressed condition of the Stock.—Successful Financial movement of Mr. Swann.—Growth of the City of Baltimore.—Bold and confident Address of the President in 1849.—The whole work to be at once executed.—Its immense cost.—Spirited action of Mr. Brown and his associate Directors.—The Road placed under Contract.—Difficulty with the City of Wheeling.—Opening of the First Division to Piedmont, beyond Cumberland.—The Coal region.—Large Outlays in constructing the Road.—Sale of Bonds to obtain money.—The necessity and wisdom of that measure.—Opening of the Road to Fairmont on the Monongahela.—Speech by Mr. Swann.—Vigorous prosecution of the work.—Its COMPLETION to Wheeling.—The President's allusions thereto in his last Report.

IN October, 1849, shortly after the presentation of the twenty-second annual report of the President and Board of Directors, Mr. McLane resigned his position, as President of the road, over which he had presided for eleven years, and Thomas Swann, Esq., for several months previous one of the most active, energetic, and able of the Board of Directors, was immediately chosen his successor, with a unanimity that clearly evinced the high estimation in which he was held by his associates in the Board. The announcement of his appointment also gave general satisfaction to the City and State authorities, as well as to those of his fellow-citizens who were familiar with his character and the previous services that he had rendered the Company.

The affairs of the Company having reached that crisis, when the privilege of forming their connection with the Ohio River, had been placed at their disposal, by the act of 1847, and the agreement with the City of Wheeling, the time had now arrived for the exercise of that indomitable energy whose vigilance is sleepless,—which could face the most crushing disappointments, embarrassments, and trials, with a determination to conquer, despite the clouds of adversity that might threaten momentarily to check its onward course. The Board fully felt the responsibility that rested upon them, and time has already shown that,

in the selection of a successor to Mr. McLane they acted well and wisely.

Among the records of the Company, the first mention of the services of Mr. Swann is during the year 1847, when, at the instance of Mr. McLane, he proceeded to Richmond to procure such terms as would be the most acceptable in the matter of the right of way to Wheeling, then pending in the Legislature of Virginia. He there labored with that indomitable perseverance that has since distinguished him as President of the Company, greatly contributing by his ability and his sound discretion towards a restoration of good feeling between the parties to the ten years controversy.

Early in the year 1848, a vacancy occurring in the Board, Mr. Swann was unanimously elected a Director. He came in as a friend of the administration of Mr. McLane, and continued to yield to him a cordial support up to the period of his resignation. From the time of his appointment Mr. Swann became identified with every important measure of the Board, and seems to have been called upon by the President in every delicate emergency that required more than ordinary energy and ability to encounter and overcome. The series of communications published during the year 1848, in the *Baltimore Patriot*, over the signature of "A large Stockholder," were understood to be from his pen, and attracted a large share of attention at that time.

Shortly after the passage by the Virginia Legislature of the law of 1847, Mr. Swann visited the City of Wheeling in company with President McLane, T. Parkin Scott, Samuel Hoffman, Joseph W. Patterson and James Swann, to make arrangements with the authorities of that City prior to a recommencement of the road West of Cumberland. The agreement effected with the City, as a consequence of this visit in July, 1847, proved entirely satisfactory, and was afterwards fully endorsed by the stockholders.

On the 4th of January, 1848, some months prior to his election to the Presidency of the Company, Mr. Swann, as Chairman of a special Committee of Directors, charged with the duty of co-operating with President McLane in devising means for the prosecution of the road West, published an able address to the citizens of Baltimore, announcing that the Company, after so many years of fruitless toil, had at length triumphed

over every obstacle, and that the City had at last open to her embrace an unobstructed line of communication with the resources of the great West, by a route well adapted to the important ends to which her efforts have been heretofore directed. The Company also, in accepting the route accorded to it by Virginia, had every assurance that it was within the reach of a connection with the Rail Road in course of construction through Central Ohio, as well as acceptable to a line connecting with Cincinnati through the Southern division of the State, by Marietta, Athens, and Chillicothe. The address of Mr. Swann removed all the doubts and fears of those who regarded the undertaking as too stupendous for the means and resources of the Company. Pennsylvania was pushing on her Central Road to Pittsburg, and for Baltimore then to stop at Cumberland, he urged, would bring ruin, wide-spread ruin, upon our City, from which no power on earth would thereafter be adequate to redeem her. Her doom would be sealed—her working classes would be struck down in the midst of advantages which nature had thrown in her way, and which she would suffer others to come in and appropriate for themselves. The subject he deemed too vital to be treated with indifference, and the address concluded with the following exclamation:

“If we falter now—if from the interference of our own State, or any other cause, we should be retarded in the accomplishment of our great work, the destiny of the City of Baltimore will be irrevocably fixed—her great interests will be prostrated, and all her most cherished plans of future advancement will be forever blasted.”

The Committee of which Mr. Swann was Chairman, consisted of Johns Hopkins, Samuel Hoffinan, Jacob G. Davies, T. Parkin Scott, George Brown, and William Cooke; and their appeal to the citizens of Baltimore met with a prompt and cordial response from all the varied interests of the City and State.

A letter was also addressed by President McLane to this Committee, urging that the crisis had arrived when it became the imperative duty of the Directors and Stockholders of the Company, promptly to adopt all the measures in their power to finish their enterprise without delay, “and without counting the inconvenience of some present privation, to invoke to their aid their utmost resources to accomplish their object.”

The community had at this time been so long and anxiously awaiting the recommencement of the work, that they had almost abandoned the hope of ever being able to successfully accomplish an end of their labors in uniting the waters of the Chesapeake and Ohio. Indeed a wide-spread distrust every where prevailed, but the address of Mr. Swann announcing that the Company was then prepared, without further delay or procrastination, to enter on the prosecution of their road with good earnest, gave a new impulse to the hopes of the people, who were looking with dismay at the progress Philadelphia was making in the accomplishment of a similar object. The ball thus set in motion by Mr. Swann, was kept rolling with but slight intermissions, until it touched the waters of the Ohio.

On assuming the position of President of the Company, in the fall of 1848, Mr. Swann briefly addressed the Board, appropriately acknowledging the honor that had been done him, and pledged his undivided attention to the duties that would devolve upon him;—a pledge that he has most religiously kept. From that period down to the opening of the road, he is known to have been engaged almost without the intermission of a day, disregarding all private affairs, and every other claim upon his time, in his efforts to secure to the City of Baltimore the consummation of its long deferred hopes, and the benefit of this great highway to the Western waters.

At the period of Mr. Swann's election, we find, on consulting the sales at the Baltimore Stock Board, that the shares of the Baltimore and Ohio Rail Road had fallen to twenty-eight cents in the dollar; and its bonds, it was believed, could not be sold to any large amount. Mr. Swann's first effort, in this pecuniary condition of the Company, appears to have been, to form an indissoluble connection with some strong and leading financial house abroad, which could afford substantial aid in the trials and emergencies that he plainly foresaw would have to be encountered in the line of duty he had marked out for himself, and in which he had every reason to believe he would be fully sustained by the enlightened Board of Directors over whom he had been called to preside.

The sterling bonds deposited by Mr. McLane in the hands of Messrs. Baring & Brothers, still remained there, and the attention of Mr. Swann was attracted to that house as likely to afford

the means of aiding in the resuscitation of the credit of his State. Mr. Peabody of London, formerly a citizen of Baltimore,—with whom he also immediately opened a correspondence on the subject,—referred the application to the Messrs. Baring, deeming that to be his best mode of meeting the views of the Company. The State of Maryland had been among the suspended States, and its credit abroad had greatly suffered in consequence, so that, without the aid of a strong and friendly moneyed connection, it would have been impossible to have made available, for the completion of the road, any portion of her sterling bonds. This correspondence, comprising nearly a volume of letters, discusses at great length, and with marked ability, the financial position of the State of Maryland, and proved so satisfactory and convincing, that it closed with a sale of £200,000 of the five per cent. bonds of the State to the Messrs. Baring. In reference to this negotiation Mr. Swann takes occasion to remark, in the twenty-fourth annual report, as follows:

“The success which has attended the negotiation for the iron, has resulted, in a great measure, from the financial policy adopted by the Board, soon after the road was announced as ready for contract. It is known to the Stockholders that at no period, since the first sale of £5,000, were the 5 per cent. bonds of the State of Maryland deemed available in the prosecution of this work. The State of Maryland had passed through a crisis of great monetary depression; and like other equally solvent States, had been compelled to submit to a temporary suspension of interest upon her debt. The effect had been to impair the value of her public securities, and create distrust in the minds of capitalists at home and abroad. In any arrangement to realize the large amount of sterling bonds placed at the disposal of this Company, it was quite evident that the home market alone, could not be relied upon without prejudice, from the depressing influence which must have resulted, from an excess of these securities thrown upon the market, over the amount of capital actually seeking investment.

“Nor was it with more encouraging prospects that the Board felt constrained to turn their attention to capitalists elsewhere. Early, however, after entering upon the duties of his office, the President opened a correspondence abroad, developing fully the position and resources of the Company, and the policy which had been adopted by the Board in the prosecution of their work.

“The result of this correspondence, continued through a period of many months, and involving a thorough exposition of the affairs of the Company and the State of Maryland, was an absolute sale of £200,000 to the Messrs. Baring, on terms equal to the rates then prevailing for limited amounts in the home market, and beyond what could have been safely anticipated at any former period.

“The effect of this sale, at a time when the road was about to be let to contractors, was immediately felt in the large reduction upon the estimates of the Engineer, consequent upon the confidence inspired by a full treasury, in the

ability of the Company to prosecute their work without interruption. But the primary benefit expected to result, was the identification of a powerful house with the credit of the State of Maryland, in a market where her securities had felt the shock of her temporary suspension, and its effect upon the large amount of sterling bonds remaining to be disposed of, in the hands of the Company, at some future period.

“In negotiating the sale of the £200,000, the Board entertained the belief that the remaining bonds, instead of awaiting the effect of time, which the pressing wants of the Company did not justify, and the tardy restoration of confidence, would reach their par value, so as to make them available at such times as might suit the convenience of the Company in the prosecution of their road. This result was expected to be brought about by the efforts of a house commanding a large share of the public confidence, and deeply interested in maintaining the credit of the State and Company upon the most favored footing among capitalists in a distant market, where, without such countenance, any efforts on the part of the Company might have proved unavailing.”

During the two years in which the Company had been maturing their plans to prosecute their work to completion, the growth of the City of Baltimore had not been equalled at any former period of her history, and it was universally admitted that her subscription of \$3,500,000, had been more than returned to her in the enhanced value of her real estate, to say nothing of the influx of population, which increased activity in trade and the prospect of an early connection with the West had brought within her limits.

In 1849, Mr. Swann made an address to the Board of Directors, indicating the purpose of the Board to press on with the work, and to compass the *whole*, instead of a *part* of the route between Cumberland and Wheeling, as had been originally proposed. This address, from the bold and confident spirit that pervaded it, attracted notice throughout the country, and revived the drooping spirits of the friends of this great work. For years past the subject had been one of engrossing interest and the public mind had become feverish under the delay which had attended the efforts of the Company to secure a suitable charter, through which they could feel justified in proceeding with the road. After describing this position of the affairs of the Company, Mr. Swann urges the great importance of prompt action in pressing the work to completion, and adds:

“It has seemed to me, gentlemen, in view of the critical position of the City of Baltimore, that whatever is proposed to be done towards securing the original object and purposes of this enterprise, should be done promptly and without further delay. The anxiety of the great interests West of the Ohio

River, to open a continuous line of communication, with some available point on the sea-board, is daily becoming more and more apparent, in the plans which are being projected, and the efforts now making, to form a junction with this road. These interests once in motion, cannot be induced to pause. To suppose that the active and restless spirit of our Western people can be lulled into inactivity by deferred prospects, however flattering, when so many rivals are in the field striving for the mastery, with all the attractions of overweening capital, would be to under-estimate the progressive character of that population. The leading cities of the sea-board are already in motion. They cannot shut their eyes to the value of the stake for which they are so eagerly contending. Their roads are extending towards points where, by prompt action, it is hoped to overcome the obstacles which nature has interposed, and entice from its legitimate market, a trade which nothing but inactivity and indifference on the part of our own citizens can drive beyond the attraction of the City of Baltimore.

“It may be well for us to consider, whether the risk is not too great to stand quietly by, and see this current diverted from its natural channel, in the hope that, at some future day, we may repair the injury, and win back the prize which a too tardy policy had permitted to pass into other hands. The avenues of trade, when once established, often become fixed and permanent, whatever original difficulties it may have been necessary to surmount in the effort to make them available.”

Mr. Swann then proceeds to allude to the immense cost of the undertaking, estimated at more than \$6,000,000, which would at any time present matter for grave deliberation in a community already so heavily burthened by her liberal contributions to works of internal improvements, from which but partial returns had been received. But these disappointments, he urged, should not be permitted to involve the City in still more formidable sacrifices. The large amount of capital already embarked in the finished road from Baltimore to Cumberland would but faintly express the loss which would be entailed upon the community by a failure to carry out the original plan of the projectors of the enterprise. This address concludes as follows:

“The completion of a stupendous work, binding together two grand extremes of our Union, and promising so largely to the future advancement of the City of Baltimore, in every department of her industrial pursuits, and indirectly to the whole State of Maryland, might well excite the ambition of all classes and interests,—having an eye to our common welfare and prosperity. Under whatever auspices it may be pressed to completion, it will ever stand as an enduring monument of the wisdom and foresight of its early projectors, and an honor to the State of Maryland, as well as those enterprising citizens by whose capital and public spirit it may be brought to a successful termination.”

Immediately on the closing of the delivery of this address to the Board, Mr. George Brown, one of the venerable founders of

the road, is said to have arisen under great excitement, and moved the following resolution:

“RESOLVED, *That the Chief Engineer be directed to proceed to arrange to put the whole line to the Ohio River under contract as speedily as practicable.*”

This spirited resolution was instantly and unanimously adopted, and the decided and confident manner in which Mr. Brown seconded the recommendations of the President, had its effect both in the Board and among the community at large.

The following extract from a speech delivered by J. W. Sullivan, Esq., President of the Central Ohio Rail Road Company, at the Banquet of the Opening Celebration at Wheeling, on the 12th of January, pays a just tribute to the unbounded energy, perseverance, and penetrating sagacity of Mr. Swann, as displayed in this first step towards a consummation, in the accomplishment of which he never hesitated or faltered for a moment:

“When we view the vast expenditure of treasure, of physical labor, and of mental toil upon the mighty work, the completion of which we have met this day to celebrate, and when we speculate upon the inestimable benefits which it is to confer through all coming time, we cannot but admire that boldness of conception which originated it, and the unconquerable will, which for the last three years, has moved steadily towards its completion, through every difficulty. It was given as an explanation of the character of one of our public men, who had the reputation of great firmness of purpose, that he could *hear more distinctly than other men, the footsteps of coming generations.* To this foreshadowing of responsibility to posterity, may doubtless be attributed that disregard of ease and present fame, which distinguish all great achievements. The man who has pushed this enterprise to completion, heard through the streets of this beautiful City, and along the slopes of the Alleghanies, *the tramp of coming generations.*”

The policy of the Company being now fairly established, no effort was spared to place the road West of Cumberland under contract, and to press it forward with the least practicable delay. At the close of the year 1850, no less than 165 miles of the road was in various stages of advancement, and in the spring of 1851, the laying of the rails was commenced. Whilst in this state of progress Mr. Swann continued to invoke the encouraging aid, not only of Baltimore, but of every interest identified with the common prosperity of the State at large. The Board had entered upon the discharge of their responsible duties, not without a full appreciation of the difficulties incident to all similar works; nor could they expect to realize, without a cordial

and united support, the animating prospects, which, for the twenty years preceding, the work had continued to be cherished through every species of disappointment, by the City as her only hope of protection against the dangerous rivalries by which she was surrounded.

The President continued to regard the early completion of the work as essential to its completion at all, and that any delay which might attend its prosecution, would be seriously felt, not less by the State at large than the other great interests connected with it. In concluding his twenty-fourth report, with the certainty before him of an early completion of the road to Wheeling, he took the ground that there are laws which regulate the growth of cities and the tendencies of trade, which it is not easy to control, and that Baltimore, with her Rail Road to Wheeling, would always be a point of paramount attraction,—that her advantageous position, added to her temperate climate and her contiguity to the seat of the General Government, must tend to place her in advance of almost any other point on the sea-board in most of the inducements which may be supposed to influence both trade and travel.

In January, 1850, a difference of opinion having arisen between the Company and the City of Wheeling, relative to the route by which the road should enter that City, President Swann was compelled to visit Richmond to endeavor to counteract an application which was proposed to be made by Wheeling to the Legislature to arrest the progress of the work. At a general meeting of the Stockholders, held on the 1st of May, 1851, the President explained the whole controversy, in an address of great length, and recommended that the law, obtained from the Legislature, which compelled the adoption of the Grave Creek route be promptly accepted, rather than submit to further delay. A great deal of ill-feeling seems to have been engendered at Richmond, but Mr. Swann conducted the matter to a satisfactory settlement with all that ability that has distinguished him throughout his career in connection with the Company. There is no doubt, however, that the course of the City of Wheeling with regard to the matter delayed the progress of the road, and postponed its opening for more than five months.

The first division of the road West of Cumberland, to Piedmont, a distance of twenty-eight miles, was opened early in June, 1851, with appropriate ceremonies, the Mayor and City Council of Baltimore, with a large number of citizens, being present by invitation of the Company.

At Piedmont, the Company have erected a large and handsome engine house of circular form, the walls of brick, and the roof of iron. It is arranged to hold sixteen engines, and was built at a cost of \$12,000. The Company intend to concentrate at Piedmont the motive power necessary at this point to surmount the great summit dividing the Eastern and Western waters. Its grounds are upon a level spot of about eight or ten acres, across which tracks are laid in every direction. A large workshop and foundry is in course of erection, with all the other buildings necessary for so important a station, which must ultimately form quite a densely populated mountain town.

The coal trade of the richest part of the great Cumberland Coal Basin will concentrate at this point. The Phoenix Company have opened their mines just across the river, on the Maryland side, and have finished their tracks and bridge for a connection with the Rail Road. The George's Creek Company have also completed the building of their Rail Road from the mines and iron works at Lonaconing, eight miles distant, up the valley of George's Creek.

In the fall of 1851, the disbursements of the road were over \$200,000 per month, for construction. After a period of unprecedented ease and abundance, the Board found themselves, almost without warning, in the midst of a financial crisis, with a family of more than five thousand laborers and one thousand two hundred horses to be provided for, while their treasury was rapidly growing weaker, and with no means of replenishing it sufficiently for the satisfaction of the overwhelming demands made upon it. The crisis demanded that no timid or temporizing policy should mark the proceedings of the Board in the endeavor to place themselves in a position to meet any contingency which was likely to arise, and the great financial abilities of Mr. Swann were again taxed to their utmost to prevent such a catastrophe as the suspension of operations on the unfinished road, which seemed to threaten them. The commercial-existence of the City of Baltimore depended on its prompt and success-

ful prosecution, and to have faltered at this critical juncture, at any hazard, however remote, of endangering the great interests entrusted to his charge, would have been to have deliberately invited the just censure of those to whom the President and Board held themselves responsible. In these views of Mr. Swann, the Board concurred, and did not hesitate for a moment as to the proper policy to be pursued. After repeated efforts, at home and abroad, to bring their bonds to the favorable notice of capitalists, they finally succeeded, as a last resort, in negotiating a sale of the whole amount applicable to construction, at a limit of eighty per cent., deeming this sacrifice of minor importance to the suspension of operations on the road.

In reviewing the financial policy of the Company, at this day, it is confidently believed that there is no measure which has contributed more to its substantial and lasting benefit than the sale of these coupon bonds at the time and under the circumstances which attended the transaction. It was in fact the turning point in the progress and success of the road. The remaining \$700,000 was subsequently sold at eighty-seven per cent.,—the discount to which the Company was exposed being considered to represent but faintly the more ruinous sacrifice to which they would have been subjected by the delay of a single month in the opening of their road—to say nothing of the risk of a financial crisis, a total suspension of their work, and the general withdrawal of the public confidence, consequent upon the postponement of the prospect which, for so long a period, had sustained the Board and the community in their untiring efforts to open a communication with the resources of the great West.

To give some idea of the immense financial operations of the Company, and the troubles and anxieties that must have devolved on the President and Board in the extension of the road beyond Cumberland, during the twenty-four months closing with the first of October, 1852, it is only necessary to refer to the exhibit of the Treasurer, which shows that the amount expended during that time, for the construction of the road West of Cumberland, was the enormous sum of *seven million two hundred and seventy-one thousand seven hundred and thirty-two dollars and fifty-one cents*. When to this it is recollected that Mr. Swann entered upon his duties with a debt of

more than \$250,000, such a result furnishes the best comment upon the policy which was adopted and steadily pursued.

On the 22d day of June, 1852, the road was formally opened to the town of Fairmont on the Monongahela River, from which time the trains ran to that point with a regularity scarcely surpassed on any part of the old road between Baltimore and Cumberland. A splendid banquet was given at Fairmont to about three hundred guests of the Company, at which sentiments and speeches, indicative of the joyousness of the occasion, abounded. A full account of this great opening, with the speeches delivered on the occasion, are too voluminous for insertion here.

In reply to several complimentary sentiments to President Swann, which were received with unbounded enthusiasm, he stated that while deeply impressed with the flattering manner in which his name had been introduced, he thought that too much credit had been attributed to him. He had done no more than his duty as a citizen of Baltimore; and the credit of the success which had attended the efforts of the Board he had the honor to represent, was due more to the able and public-spirited men who had been associated with him, in directing the affairs of the great corporation over which he presided, than to any efforts of his own. Mr. Swann's remarks on this occasion, alluding to the many "tight places" in which they had found themselves, at home and abroad, in the Legislature of Virginia and in his own State, among rival and conflicting interests—from all the troubles of which they had now emerged, formidable as they were—thus eloquently expressed his feelings on the anticipated consummation of the enterprise:

"These embarrassments have at no time taken me by surprise; they are the concomitants of a bold and mighty undertaking; they are incident to all great works like the present; and I deem it no more than just to myself to say here, in the presence of this distinguished company, that had they been ten times more formidable than they have thus far proved, I would rather have encountered the risk of verifying the predictions which have been so confidently hazarded—of burying myself in the gorges of the mountains with which we have triumphantly grappled—with the ruins of this splendid work as the only monument to mark my connection with the public affairs of your State and City, than I would have relaxed in one single effort to give to the State of Maryland the benefits of this great national highway. I say, gentlemen, that I would have gloried in the *ruins* of this stupendous work, as a prouder inheritance to those who come after me, than all the reputation, and all the credit, and all

honor that could have been heaped upon those who would have stood in the way of its successful prosecution.

“Gentlemen, a few months now will bring you to a close of your labors, and it will then be seen whose voice has been prophetic. I have indulged in no extravagant speculations. I may not be connected with this work when the matured fruits of your labors begin to flow in upon you. I trust, gentlemen, it will have passed into abler and more more competent hands. But it will always be a source of pride to me—greater than the applause of Senates—more to be coveted than the renown of the battle-field, that my humble name should have been connected with an enterprise to which the progress of internal improvements in this country presents no parallel, and which is destined to dispense its blessings to the present as well as future generations, not only in the State of Maryland, but throughout the Union.”

The opening to Fairmont, was the accomplishment of what for some years previous to the administration of Mr. Swann, was regarded as the limit of the ability of the Company, (without some intermission in its labors,) towards completing its connection with the Ohio River. It was here that the Company intended to take a breathing spell. It was deemed glory enough for one effort to have formed a connection with the noble Monongahela, without looking to the more cheering prospect beyond it. Thus it was that the announcement of the determination of the Board to put the whole line under contract was considered by many to have been little less than madness. But the Company desired no breathing spell when the enemy was at their door and almost within their camp. They had thus far pressed on in the face of the most formidable embarrassments,—they had taken no step backward.

In this trip to Fairmont, the highest ranges of the Alleghanies were crossed, and those who had proclaimed the impracticability of working a grade of one hundred and sixteen feet to the mile, became satisfied that their apprehensions were groundless, and that the iron horse could accomplish still greater imaginary impracticabilities than that. The whole train on account of a slight accident in the Kingwood Tunnel, was conveyed over the mountain on a grade of *over five hundred feet to the mile*, or one foot to nine, showing that even at such an elevation, there were very few things impracticable to science, art, and the power of steam.

Mr. Swann, as early as 1851, promised to stand with his guests of the City of Baltimore and the States of Virginia and Maryland on the banks of the Ohio at Wheeling on the 1st of January,

1853, and on that day the first train passed through, fulfilling the prediction to the letter. The opening celebration took place however not until the tenth and twelfth of the same month—it having been postponed for a few days in order to allow time for the people of Wheeling to prepare for the reception of the five hundred guests that received her hospitalities on the auspicious occasion.*

At the time of closing this sketch, (March, 1853,) the road is open to Wheeling, and passengers are daily carried from the Chesapeake to the Ohio, and from the Ohio to the Chesapeake, in the brief space of nineteen hours, with the prospect of reducing the time to sixteen hours, when the bed of the road shall become settled, and in condition for the reception and carriage of the immense stock of freight accumulating on the Ohio for transportation across the Alleghanies. The closing remarks of Mr. Swann's last annual report, announcing the consummation of the great undertaking, are worthy of general perusal. They are as follows:

“It is now twenty-six years since the Baltimore and Ohio Rail Road Company made their first annual report to the enterprising Stockholders, by whose capital and public spirit this Board was called into being. Of those who stood prominent in its early organization, few have survived the delay which has attended the progress of this road, or will be present to rejoice with us in the work of final completion. In the animating prospects of the future, it becomes us, however, not to forget what is due to those who have borne a part in the conception of the grand idea which it embodies. History will do justice to the past as well as the present.

“After years of delay, surrounded by embarrassments, and staggering under the vastness of the undertaking—with a credit almost exhausted—its few remaining friends scattered and disheartened—a community over-taxed—and an opposition rendered formidable by the honesty of the convictions under which they acted—this great work entered upon its extension from Cumberland to the City of Wheeling, a distance of more than two hundred miles. Through every vicissitude of climate, obstructed by interminable rocks, or opposed by a succession of mountain barriers, altogether without a parallel in the progress of similar enterprises, by day and by night, it has pressed forward in such a march as human labor is seldom called to encounter, sustained only by that determined spirit which so strongly marks the character of the age in which we live; until it is now within reach of the goal for which it has been so long striving.

“To this noble City what a prospect it discloses! In the midst of a rivalry stimulated by the importance and magnitude of the results at issue, her mighty destiny is already foreshadowed. The rich prize is within her grasp. The

* A full narrative of the opening and reception, with the sentiments and speeches at the Banquet, will be found in the Appendix.

union of the Ohio and the Chesapeake, by the favorite highway which nature has indicated, is no longer among the probabilities of the future; and the City of Baltimore, so long retarded in her progress, may yet realize the glowing anticipations of that illustrious man—the first to foreshadow the results of so grand an undertaking—whose imposing column as it towers in her midst, when it reflects the parting sun as it goes down upon the empire of Western commerce, will look with renewed pride upon the enterprise and public spirit of a people whose indomitable courage has achieved the lasting glory of binding together these remote extremes of our Union.”

The names of the Board of Directors, under whose auspices the Baltimore and Ohio Rail Road was completed, (among whom it will be observed that GEORGE BROWN is the only director who, in that capacity, saw “the beginning and the end,”) are as follow:

THOMAS SWANN, *President of the Company.*

(*Elected by the Board of Directors annually in October.*)

DIRECTORS.

ON THE PART OF THE STOCKHOLDERS:

BENJAMIN DEFORD,	JOHNS HOPKINS,
WILLIAM MCKIM,	JOHN I. DONALDSON,
COLUMBUS O'DONNELL,	CHARLES M. KEYSER,
JAMES H. CARTER,	EDWARD PATTERSON,
FIELDING LUCAS, Jr.	SAMUEL W. SMITH,
JAMES SWANN,	NATHAN TYSON.

REPRESENTING THE STATE OF MARYLAND:

(*Elected annually in March by the Board of Public Works.*)

GEORGE BROWN,	A. B. HANSON,
BENJAMIN C. HOWARD,	JAMES J. LAWN,
JOSHUA VANSANT,	DR. HOWARD KENNEDY,
DANIEL J. FOLEY,	HENRY GARRETT,
WILLIAM D. BOWIE,	PETER MOWELL.

REPRESENTING THE CITY OF BALTIMORE:

(*Elected annually by the City Council.*)

JACOB G. DAVIES,	WESLEY STARR,
JAMES A. BRUCE,	J. J. TURNER,
*THOMAS O. SOLLERS,	*JOHN T. FARLOW,
*JOHN H. EHLEN,	*MENDES I. COHEN.

J. I. ATKINSON, *Secretary and Treasurer of the Company.*

(*Elected by the Board of Directors annually.*)

The City Directors marked thus * being ineligible again, were replaced in February, 1853, by the following gentlemen:

HUGH A. COOPER,	THOMAS H. HELLEN,
JOHN HOFFMAN,	CYRUS GAULT.

CHAPTER V.

BENJAMIN H. LATROBE.—His services as Chief Engineer.—Horse track through the Mountains.—Mr. Swann's Exploration.—Mr. Latrobe's Speech at Fairmont.—J. H. B. LATROBE's devotion to the interests of the Company.—Albert Fink's Bridges.—Wendel Bollman's Bridges.—Faithful Officers.—Mr. Latrobe and his Assistants.—*Miscellaneous Matter*:—The Past, Present and Future.—Locomotive Power.—Mr. Elgar's Switches.—Early Reminiscences.—Trial of Horse Power.—Travelling Memoranda twenty years ago.—Obstacles encountered in obtaining the Right of Way through the City.—Excitement among the Carters and Draymen, &c.

BENJAMIN H. LATROBE, the Chief Engineer of the Baltimore and Ohio Rail Road Company, although now comparatively a young man, has achieved—in tracking this great national highway through mountain gorges that were almost impenetrable to the foot of man—an imperishable renown. The work will stand through all future ages as a monument of his skill as an engineer, and of that indomitable perseverance which conceives nothing impossible, and that knows “no such word as fail.” In the preceding chapters his course has been traced in the history of the road from its earliest days to its completion: first as a private in the Engineer corps, then as a subaltern, and finally as the General-in-Chief, leading on his army of sappers and miners to conquer and overcome the immense barriers of nature that stood frowning in his path, with their peaks penetrating the clouds.

After having cut a narrow horse path through the mountain declivities on which he proposed to locate a part of the road West of Cumberland, Mr. Latrobe invited the President, with a few friends, to accompany him in a trip through the line of operations thus marked out. President Swann, in describing the impression that this visit had made on the mind of himself and companions, says:

“It would be impossible for me to describe to you now, the effect which this first impression left upon me. We had been charged in the City of Baltimore with attempting impossibilities, and I was almost brought to the conviction that our assailants were not without some ground of complaint. Such was my anxiety in consequence of this visit, that I deemed it important to the credit of the Company that the impressions made upon us, should not be permitted to



Bey M. Latrobe

transpire. I sincerely believe, that if the people of Baltimore could have availed themselves of the same opportunities of witnessing what we were about to attempt, in the then feverish state of the public mind, the road would have been abandoned. Yes, sir, the Chief Engineer might have been at this time a prisoner in some safe hands, for attempting to impose upon the credulity; and as for me, it is difficult to say what disposition would have been deemed most appropriate for me. Instead of rejoicing with you in this great triumph of human labor, I might have been a shining mark in some lunatic asylum, and, it may be, persuaded to acquiesce in the justice of the sentence."

A less sanguine temperament than that possessed by Mr. Latrobe would have shrunk from the task he saw before him, but its very difficulties seemed to give the work new attractions. He, however, had the confidence of a President and Board of Directors who knew his ability, who had witnessed his successes, and who relied on him as infallible in every thing that related to his profession. They all stood manfully by him, and were inspired with the same spirit of confidence with which he seemed to look to the consummation of the work, as a question merely of time and money. The undertaking was one of magnitude and boldness. The mountain summits—the heavy embankments, the tunnels, the bridges, and all those great physical developments which seemed almost to defy the power of man, and which fill the beholder with wonder and amazement, were finally overcome, one after the other, until all are rendered subservient to our wants—and this mighty undertaking presents an unbroken rail from the waves of the Chesapeake to the ripples of the Ohio.

Mr. Latrobe is as distinguished for his modesty, urbanity and gentlemanly deportment, as for his eminence as an Engineer. When highly complimented at the Fairmont Banquet, he characteristically replied, in part, as follows:

"The merit which has caused my name to be mentioned in this connection would doubtless have been exhibited to the same extent by any other professional man who had the same opportunity of constructing a similar road over such a country. The general maps indicated the courses of the streams that were to facilitate the work—but where the mountains were to be crossed and tunneled, and the rivers to be spanned, was a matter of careful examination in which I was aided by the talent and perseverance of skillful assistants, whose valuable services I shall always take pleasure in acknowledging." In another place he says: "In crossing or tunneling the mountains and spanning the rivers, sometimes one plan had to be adopted and sometimes another, and I have been constantly surrounded by able and accomplished assistants to whom I take pleasure in awarding their share of whatever merit there may be found in the task I have accomplished."

Benjamin H. Latrobe was educated for a lawyer, but his inclinations were found, after a few years practice, to run in a counter direction, and being already an accomplished draughtsman and a mathematician, he first entered on his new profession under Jonathan Knight, who was the Chief Engineer of the Baltimore and Ohio Rail Road during the first fourteen years of its existence. J. H. B. Latrobe, Esq., the distinguished Legal Counsellor of the Company, and brother of the Chief Engineer, was educated for an engineer, but maturity brought to him a taste for metaphysics and law, and they have both chosen the path for which nature intended them as shining marks in their respective professions. The knowledge of law has, however, been of great service and value to the Company in the performance of his duties by the first, as an engineer, whilst the knowledge of engineering possessed by the other has been of equal advantage in protecting the varied interests of the Company from encroachment.

It was during the first year of the Company's existence, that John H. B. Latrobe was retained as its legal counsellor. He was at that time a very young man and had just entered upon the practice of his profession. His manifold and important services, and his zealous devotion to the interests of the road, in whose behalf he has so fully exercised his great abilities, have long since established the wisdom that led to his appointment. The clearness of his perception, the systematic precision of his mind, and the untiring industry and almost military discipline with which he marches through his multifarious labors, have enabled him to bestow much attention to public interests as well as to perform his professional duties. Mr. Latrobe is known to possess the most varied abilities. As a lawyer, a mathematician, a man of liberal and enlarged views, a friend to public improvement, and a true philanthropist, he is every where met with the public recognition; and as the early friend of African colonization, he has grown with its growth, until he has now become the successor of Henry Clay as President of its National Society. Although constantly pressed with private professional pursuits, of a more general and profitable character, Mr. Latrobe has always seemed to regard the Baltimore and Ohio Rail Road as a favored client, sharing with its originators

and founders in the pride with which they have watched its progress and witnessed its completion.

Albert Fink, the principal office assistant of B. H. Latrobe, is highly complimented by the latter for the important aid which he has rendered the Company, in the design and execution in detail of most of the bridge structures and buildings upon the line West of Cumberland, and which are alike creditable to his skill as an engineer, and his taste as an architect. Among these structures is the great iron bridge across the Monongahela River, below the mouth of the Tygart's Valley River, which is one of the largest in the world, and though of the best materials, is of a very cheap construction.

The first iron suspension bridges of any length introduced on the road, were constructed by Wendel Bollman, the efficient "Master of Road," upon entirely new principles of his own invention, and which will stand as evidences of his great skill as a mechanic. Two of these are on the Washington Branch Road, and three upon the Main Stem; (at Carey Street, Baltimore, at Marriottsville, and at Harper's Ferry.) The bridge at Harper's Ferry is 124 feet in length, and has been highly approved. The following are the particulars of a trial made under the supervision of Mr. Parker, the General Superintendent, on the 1st day of June, 1852, to test the stiffness of Mr. Bollman's bridge at Harper's Ferry,—known as the "Winchester Span," of the Rail Road viaduct:

"Three first class tonnage engines with three tenders, were first carefully weighed, and then run upon the bridge, at the same time nearly covering its whole length, and weighing in the aggregate 273,550 lbs., or 136,775 (2,000 lbs.) tons nett, being over a ton for each foot in length of the bridge. This burden was tried at about eight miles per hour, and the deflections, according to gauges properly set and reliable in their action, were, at centre post $1\frac{3}{8}$ of an inch, and at the first post from abutment 9-16 of an inch."

There is probably no road in the country which can boast of so many able and accomplished officers, as the Baltimore and Ohio Rail Road, in every branch of its service. To WILLIAM PARKER, General Superintendent; L. M. Cole, Master of Transportation; Samuel J. Hays, Master of Machinery; Wendel Bollman, Master of the Road, and their numerous assistants, the meed of praise is thus awarded by the President in his twenty-sixth annual report:

“The results of the transportation department show no abatement in the skill and promptness with which it has been conducted. It is a remarkable fact, that for four years past, not a fatal accident has occurred to any passenger travelling on this road, and the records of the Court will show a most singular exemption from the litigation usually attendant upon works of such magnitude. It has been the unceasing effort of this Company at all times, to make their road an *accommodation* to the public, and they have spared no pains in bringing into their service, officers of gentlemanly deportment, character, and reliability, who would feel the weight of their responsibility, both to this Company and the public. The Board take pleasure in expressing the belief that no road in the country presents a more complete and efficient organization.”

In his last annual report, after announcing the opening of the road to the Ohio, Mr. Latrobe, the Chief Engineer, thus speaks of those who have labored with him in the completion of his stupendous labors:

“I have only in conclusion to repeat the favorable notice which most of my assistants have continued to deserve by the good conduct they have shown upon the work during the past year. The Corps of Engineers has now become reduced to those employed upon the sixth or final division of the road. Mr. James L. Randolph, of the fourth division, having recently, at the near completion of his work, been called into the service of the Sunbury and Erie Rail Road Company, and Mr. George McLeod of the fifth division, and to whose excellence as an officer I take great pleasure in testifying, being now occupied in closing the accounts of his part of the line. Mr. Charles P. Manning, of the Wheeling division, will remain while his valuable services are necessary upon that important part of the work. * * * * *
From Mr. William D. Burton, Superintendent of Water Stations, I have also received faithful and skillful assistance; and to Mr. Wendel Bollman, Master of Road, and his principal assistant West of Cumberland, Mr. John H. Tegmeyer, I am indebted for essential service, in completing the unfinished work of the road. Mr. James B. Jordan, of the Road Department, and his assistants at the Mount Clare Shops, have executed the extensive iron work of the Bridge Superstructures, Water Stations, &c., in an admirable manner. Mr. Samuel J. Hays, Master of Machinery, has contributed much excellent work from the foundry and shops under his charge—and Mr. P. Dickerson, Agent at Locust Point, and under whose direction most of the iron has been received from the ships and punched and forwarded to the line, and who has been also of great service in engaging and sending on laboring hands to the new work, deserves commendatory notice. To Mr. L. M. Cole, Master of Transportation, and the agents and officers under him, and especially to Mr. J. B. Ford, of the Cumberland Station, it is due that I should acknowledge their effective co-operation in forwarding the work committed to my charge.”

Mr. Jonathan Knight who was called into the service of the Company from that of the United States Government, in which he had been engaged upon the National Road West of Wheeling, performed good service in the scientific researches which he

made into nearly all the subjects of interest connected with the location, construction, and machinery of the work. The able reports and elaborate analytical papers which he prepared during a series of years, and which appear in the annual publications of the Company, do him great credit as a scientific investigator. His reconnoissances of the several routes examined during his connection with the Company, which lasted from 1828 to 1842, were distinguished by great thoroughness and accuracy, and the surveys executed by his professional associates, and assistants, generally confirmed the conclusions to which his previous examinations had led him. Mr. Knight also rendered important services at sundry times in procuring legislation in Pennsylvania and Virginia, which, had circumstances permitted the Company to avail themselves of its provisions, would have been of great value to them. Mr. Knight therefore deserves honorable mention in this history, although some time after he had left the Company's service in 1842, he acted with the Wheeling interest then in an opposition to the Company, which difficulty has since, however, been ended by a friendly and permanent alliance.

MISCELLANEOUS MATTER.

THE PAST, THE PRESENT, AND THE FUTURE.

The last annual statement of the Treasurer and Secretary of the road, J. I. Atkinson, Esq., shows that the receipts of the Main Stem for the year ending the 30th of September, 1852, were \$1,325,563 65, and the expenses \$710,179 22, showing the net earnings to have been \$615,384 43.

The aggregate receipts of the Company from all sources, now that it is finished to Wheeling, it is estimated will reach \$4,092,500 per annum. From this it will be seen that the Company calculate upon an immense increase of transportation and travel. In order to provide for this expected increase in the business of the road, we learn from the report of Mr. Parker, the General Superintendent, that the following new locomotives have been contracted for, or ordered to be made in the Company's shops since 1850, viz:

“ 10	Made by Ross Winans, before October, 1851, at \$9,750,	\$97,500
1	Made by the Company,	9,500
21	Since September, 1851, by Ross Winans, at \$9,750,	204,750
1	Made by the Company, at \$9,500,	9,500
3	Made by the Company, at \$9,000,	27,000
25	Contracted for and not yet delivered, by Ross Winans, at \$9,750,	243,750
8	do. do. A. W. Denmead, at \$8,500,	68,000
2	do. do. Smith & Perkins, at \$9,500,	19,000
2	do. do. New Castle Manufacturing Co. at \$9,500,	19,000
1	do. do. do, do do \$8,500,	8,500
3	Ordered in Company's Shops, at \$9,500	28,500
77	Engines in all, costing together	\$735,000

“If to these we add 64, the total number of engines previously in service, we shall have 141 as the total locomotive power for the Main Stem, which are reckoned equivalent in power to more than 100 engines of the largest class.

“Of this increased power, it is estimated that about sixty-five per cent. will be employed West of Cumberland.”

The number of cars belonging to the Company, including those contracted for, is 116 passenger and baggage cars, and 2,290 cars appropriated to the general traffic of the road, nearly all of them having eight wheels.

The cost of constructing the road from Cumberland to Wheeling is stated by the Chief Engineer to have been \$6,631,721, which makes the whole cost for construction and repair from Baltimore to Wheeling, including the Locust Point Branch and Camden Street Station, \$15,628,963 24, as follows:

“From Baltimore to Harper's Ferry	\$4,000,000 00
From Harper's Ferry to Cumberland	3,623,606 28
From Cumberland to Wheeling	6,631,721 00
Reconstruction East of Cumberland	962,589 02
Extension Road to Locust Point, &c.	180,205 63
Camden Street Station	230,841 31
	<u>\$15,628,963 24”</u>

The above is a statement of the cost of the construction of the *road only* of the Main Stem, independent of the Washington Branch, the cost of locomotives, cars, &c. Had the enterprising men who originated this great undertaking imagined it would have cost any thing approaching this vast amount, it can scarcely be supposed that they would have commenced it at all. Even if their energies had not been shocked by such an array of figures, they would hardly have been able to raise funds

enough on such a stock to have carried the road beyond Elliccotts' Mills. On reference to the proceedings of the meeting of citizens, held on the 12th February, 1827, at which it was resolved to apply to the Legislature for a Charter to construct the road, we find the views entertained at that time by its originators as to its cost, distance, tolls, time of transit, &c. stated as follows:

" Highest estimated cost of construction	\$5,000,000
Distance from Baltimore to Ohio River	290 miles.
Annual income from tolls	\$750,000
Time to pass from Baltimore to the Ohio	62½ hours."

It will thus be seen that while their estimates of the probable cost of constructing the road is less than one-third of its reality, the estimate of annual income, compared with the estimate (based upon experience) at the present day, is scarcely one-fifth of the expected revenue of the Company. They also fell nearly 100 miles short in the item of distance. These estimates were made, however, before the route had been surveyed, at a time when Rail Roads were not in existence, and therefore without any data upon which to base them. Their estimate of the time required to pass from Baltimore to the Ohio was also more than three-fold greater than the actual time required. To the few survivors of that noble band of Baltimoreans, the fact that their estimates have proved more favorable than they anticipated, must be as gratifying to them as their witnessing the completion of the great enterprise according to their original design,—“to the waters of the Ohio.”

President Thomas in his early reports frequently asserts what was then the general opinion, that—“the easiest and by far the most practicable route through the ridges of mountains, which divide the Atlantic from the Western Waters, is along the depression formed by *the Potomac* in its passage through them.” This was, however, a great mistake of fact, since discovered. The Susquehanna River and its tributaries make much lower depressions in the Alleghanies than any to be found on the Potomac waters in Maryland or Virginia. Hence the route from Philadelphia to Pittsburg, through Pennsylvania, crosses the mountains more favorably. This correction is due to the skill

of the engineers who planned the route of the Baltimore and Ohio Rail Road.

In the previous chapters, in recording the improvements in the track, and running gear of the cars, the name of John Elgar, to whom much credit is due, has been inadvertently omitted. The switches, turn-tables, and cast-iron chill bearings, invented by Mr. Elgar, are still used, and have been adopted on all roads in the country. They were the result of much mental labor and mechanical application on the part of this excellent mechanic, who was one of the principal assistants in the department of construction under the Chief Engineer, Jonathan Knight. His services are spoken of in high terms in the early history of the road, and lithographs of his inventions accompany Mr. Knight's reports in the year 1831.

In the old files of the Baltimore American there are many interesting statements made of the early experiments on the road. The following is from the American of March 21, 1831:

“The experiment of the transportation of *two hundred barrels of flour*, with *a single horse*, was made on the Rail Road on Saturday with the most triumphant success. The flour was deposited in a train of eight cars, and made, together with the cars and the passengers who rode on them, an entire load of thirty tons, viz:

“ 200 barrels of flour,	20 tons
8 cars,	8 “
Passengers,	2 “
	<hr/>
	30 tons.

“The train was drawn by one horse from Ellicotts' Mills to the Relay House, six and a half miles, in forty-six minutes. The horse was then changed, and the train having again set out, reached the depôt on Pratt street in sixty-nine minutes—thus accomplishing the thirteen miles in one hour and fifty-five minutes, or at the rate of six and three-fourths of a mile an hour. The road between the Relay House and the depôt is a perfect level, except at the three deep excavations where an elevation of seventeen to twenty feet per mile has been resorted to for the purpose of drainage. The horse, except at the points just alluded to, brought the train along at a moderate trot, and apparently without any extraordinary labor; he is not remarkable, and was not selected for any peculiar powers of draught, and had performed a regular trip outwards on the morning of Saturday. A numerous concourse of citizens and strangers witnessed the arrival of the train at the depôt, and although they looked for the accomplishment of the experiment as a matter of course, many of them were, nevertheless, unable to refrain from loudly testifying their admiration at the ease and celerity with which it was effected. It is, we believe, only about a week ago that we noticed the fact of the transportation of seventy-five barrels of flour, by one horse, as a circumstance worthy of remark

in comparison with the number of horses required for the conveyance of a load of a few barrels over a Turnpike Road. The experiment which we have detailed above shows that on Saturday a single horse drew three times as large a load; and there is no doubt that horses could be found who could with the same ease transport a load of three hundred barrels. And if such results as these can be accomplished by the power of a single horse, who will undertake to calculate the capacity of our Rail Road, either for heavy transportation or great rapidity, or both combined, when locomotive engines of the most improved construction constitute the moving power?"

In connection with the early operations of the Baltimore and Ohio Rail Road, and of the speed of travel in those days, as compared with the present, the following "Travelling Memoranda," published in the New York Gazette in May, 1831, embraces some reminiscences of the past worthy of preservation:

"TRAVELLING MEMORANDA."

"Messrs. Lang, Turner & Co:

"Having, last week, business in Philadelphia, Baltimore, and the city of Washington, I started at 6 A. M. on Monday. In order to show the facilities afforded at the present day, of doing much business in a short time I send you a sketch of my excursion.

"Left New York at 6 A. M. on *Monday*—arrived at Philadelphia at 5 P. M., called on four persons—settled my business with them by 9—went to bed, and started on *Tuesday* morning at 6 for Baltimore, where I arrived at 5 P. M.—got through with my business there at half-past nine—went to bed—started at 4 A. M. on *Wednesday*, for Washington, and arrived at a little after 9 A. M.—dressed, called on the President, and finished my business with him—dined at Gadsby's—took a hack in the afternoon, rode several miles, and completed my business with four persons—took tea with a friend—slept at Gadsby's—started at four on *Thursday* on my return—arrived at Baltimore at 10—visited the Cathedral, Washington Monument, the Water Works, &c., before dinner—dined at Barnum's splendid Hotel—partook of a bottle of wine with three Albanians—at 3 mounted a car, with twenty-two passengers, on the Rail Road, and visited Ellicott's Mills, thirteen miles from Baltimore—returned to Baltimore before dark—took tea, and afterwards, in a hack, visited the venerable Mr. Carroll, of Carrollton—returned to Barnum's—went to bed, and started for Philadelphia, where I arrived at half-past 6 P. M.—made several friendly visits—went to bed—started on *Saturday*, and reached New York at half-past 5 the same day. Was thus absent nearly six days—travelling about six hundred miles, and completing all my business, at the expense of forty dollars and seventy cents.

"The observations that I made were, that Baltimore and Philadelphia are looking up. In both places the bustle of business reminded me of home—that is to say New York. The Canal which connects the Delaware with the Chesapeake, through which I passed in two hours, is a great and useful work. The Rail Road which already passes several miles beyond Ellicott's Mills, is a most delightful and useful mode of conveyance—the scenery is of the most picturesque character, and when in June the locomotives are in operation, must

attract the attention of all travellers. My visit to Mr. Carroll was most interesting and gratifying—on the eve of ninety-four years of age, such good health, such a flow of spirits, and so much graceful suavity could not have been anticipated. Of this man, so well known, eulogium could not do justice. Travellers cannot fare better, in this route, than in putting up at the Hotel opposite the United States Bank in Philadelphia, at Barnum's in Baltimore, and at Gadsby's in Washington.

“The car in which I took my passage to Ellicotts' Mills, (four others in company) contained twenty-two passengers, drawn by one horse, and the time in going the thirteen miles was one hour and a quarter. By the first of July the locomotives will be in operation upon the Rail Road, when the same distance will be travelled in thirty minutes. This road is finished nine miles beyond Ellicotts' and it is intended by the Stockholders to be carried through to the State of Ohio. The expense thus far has been about \$40,000 a mile; but the residue will be finished for a much less sum.

“Yours, &c.,

J. L.”

In many of the communications with which the columns of the Baltimore American were crowded in the spring of 1831, for and against the extension of the road through the City to tide water, an effort was made to excite the prejudices of draymen, laborers, and mechanics against it, on the ground that it would ruin their business, and deprive them of the means of livelihood. The whole City was excited on the subject, and when the bill came up before the City Councils for action, the City Hall was thronged to excess. During the final consideration of the bill on the 24th of March, 1831, the yeas and nays were taken fourteen times, but it was finally passed by a vote of eighteen to six, the members from the upper wards all voting against it. One of these numerous meetings against the road entering the City limits having been held in the fourth ward, and the name of our worthy citizen, Jacob Daley, was used, whereupon he published the following characteristic card in the American on the 17th of February, 1831:

“*Fourth Ward.*—The undersigned has observed in the proceedings of the Fourth Ward, held on Tuesday last, that his name is announced as a member of the committee to further the views embraced in the resolutions adopted at said meeting. He begs leave to decline the appointment, and to say that it was made without his knowledge or concurrence. He has full confidence in the public spirit, intelligence and justice of the Board of Directors of the Rail Road Company and of the City Council, and is well satisfied to leave the arrangement of the question to them.

JACOB DALEY.”

The following burlesque on these town meetings appeared in the American a few days previous to the action of the Council,

and doubtless had a better effect than all the calm argument that had been brought to bear on the subject:

“ *Ward Meeting.*—At a meeting of the citizens of the —— Ward, held pursuant to public notice, the Honorable FRANK RESTLESS was called to the Chair, and the Honorable TOM SHUFFLETON was appointed to assist him in the discharge of his important functions; PETER QUILL and DANIEL PEN-KNIFE were chosen Secretaries of the meeting.

“ The meeting being solemnly organized, all present assumed expressions of countenance of portentous dignity suitable to the importance of the occasion; the chairman-in-chief announced that they were ready to proceed to business. The Expositor of the subject to be considered rose,—a tumbler of water was placed beside him to add to the torrent of his eloquence; more candles were brought to assist him in shedding light upon the matter; and the address which he delivered was commensurate exactly to the grave preparations that had been made to assist him. The text was ‘The citizens of the —— ward are the most disinterested in the community, and I am the most disinterested man amongst them.’ The points that followed were about as numerous as those that so sorely troubled the patience of Captain Dalgetty; whether they were really listened to more composedly has not been ascertained by the Secretary. The address was preliminary to the following preamble and resolutions:

“ *Whereas*, Having appointed two Chairmen and two Secretaries, this meeting deems itself as potent again, as any corporation or council that has but one of these dignitaries respectively;

“ *And whereas*, The prosecution of the Baltimore and Ohio Rail Road is an object of vital importance to the future commercial prosperity, nay existence, even, of Baltimore;

“ *And whereas*, The dignitaries now so luminously governing the deliberations of this meeting own among them, as it is believed, five shares of the Capital Stock of said Company, and of course have full right to manage the interest of the Stockholders of the remaining thirty-nine thousand nine hundred and ninety-five shares;

“ *And whereas*, This meeting represents the interests of the property holders around the present termination of the Rail Road;

“ *And whereas*, It will be a most capital plan to confine the immediate benefits of the road to real property, to that which we ourselves possess, to the exclusion of the rest of the town;

“ *And whereas*, A majority of our fellow-citizens are impertinent enough to cry out the vulgar old saw, ‘fair play is a jewel,’ and are setting up claims to their just portion of the anticipated benefits of the Rail Road;

“ *And whereas*, We hold this truth to be self-evident, that the care of ‘Number One’ is man’s first great duty to himself; and that in an affair of this kind ‘Number Two’ and the rest of them, are as far removed from ‘Number One’ as is Dan from Beersheba;

“ *And whereas*, It is well known, that all who work for said ‘Number One’ would rather do so in private, and therefore it becomes us to find some cloak to cover the real views of this meeting;

“ *And whereas*, The deep interest of this meeting in the stock of the said Company is evident from the enumeration of five whole shares, therefore such interest may be made our pretence;

“*And whereas*, The honest carters and draymen of the City are more honest than wise, therefore we may gull them with the idea that we are the advocates of their interests, and so secure their votes for our candidates for the City Council;

“*And whereas*, We had rather the whole scheme of connecting Baltimore with the West should be defeated, than that our portion of the town should be made to share equally the anticipated benefits, with the other portions;

“*And whereas*, The orator of the evening says that he knows all about the matter; in which he has the advantage of us; and we, confiding in him, care but little to take the trouble to learn for ourselves;

“*And whereas*, This meeting thinks it is too wise to play the part of the goose which sticks its head behind a post and thinks its body is concealed, and therefore there is no danger of our real motives being discovered, unless our neighbors, the ‘Number Two’ aforesaid, can see through a mill-stone;

“*And whereas*, We have no objection to be led by the nose, provided we think the world don’t see the elongation of our respective probosces;

“*Therefore, be it Resolved*, That we believe every thing that is told us by our *disinterested* advisers; that we deem the possession of stock not at all necessary to authorize us to abuse the Company aforesaid, and to direct its proceedings: That we deem the possession of real estate quite as unimportant to entitle us to pervert the just appreciation of the property of others; and that the interests of the Rail Road Company and the interests of the carters and draymen will form a cloak for our proceedings as large as charity;

“*Resolved*, That we remount the great guns that made such prodigious noise on the same subject two years since; that they be assisted in the contest by all the small arms and pop-guns of the ward; according to their several abilities.

“*And finally, and most authoritatively, and most solemnly, be it Resolved*, That if all other means fail and the Rail Road trade must be equally distributed through the town, and the City Council so decides, that then, in this perilous extremity, **WE WILL NULLIFY.**

“Which preamble and resolutions being unanimously adopted, they were directed to be signed by the presiding dignitaries and published.

FRANK RESTLESS, }
TOM SHUFFLETON, } *Chairmen.*”

“PETER QUILL, }
DANIEL PENKNIFE, } *Secretaries.*”

The following communication on this subject from the American, is also worthy of preservation, as showing to some extent the excitement that prevailed on the subject:

“TO THE EDITORS OF THE AMERICAN—*Gentlemen*:—The propriety of extending the Baltimore and Ohio Rail Road to tide water appears to be so self-evident, that it really would be a waste of time to advocate the measure. What, shall four-fifths of the City sink for the good and benefit of one-fifth? This is in fact the sum total of all the arguments brought forward by the opponents to the extension of the road. *We* must swim, no matter, if *ten times* our number sink. Amongst those who have occupied the columns of your paper, none have amused me more than your Latin-named correspondent, ‘Aut Cæsar aut Nullus.’ This gentleman is doubtless well read in all books of note,

particularly the Dictionary of Quotation. % Scripture he has at his fingers end; he can tell you all about the patriarch Abraham—about Esau—Jeremiah—Samuel—Sampson—Dalilah—the Philistines, &c. &c., and a *little* about the Lancashire Witch, which he declares is not General Diebitisch. Wonderful!! I am not well versed in Scripture, I acknowledge, and I hope I never shall be, for the purpose *only* of advancing my own sinister views. Of Latin, I know nothing, and it doubtless would be much to the credit of *some*, if they pretended to know less of it.

“The City is a Stockholder in the Rail Road, to a very large amount, and as we all know, has authorized the anticipation of her entire subscription, whenever the exigencies of the Company shall deem it necessary. We are, every one of us, deeply interested in the prosperity of the City, and in proportion to the enhanced value of her property in the same ratio, are we all more or less benefited. The indefatigable President of the road, whose thorough acquaintance with the subject enables him to speak with confidence, says in his communication to the Mayor and City Council, ‘that the Board of Directors are warranted in the confident expectation, that the road *will be in operation* as far as the City of Frederick, and probably to the Point of Rocks, by the latter part of the current year. A large trade will pass upon it as soon as both or either of these objects shall have been effected, and the Board are of opinion, that *early and active* efforts will be required, in order to be prepared for the accommodation of this trade by the time the road will be open for its transportation to Baltimore.’ Again, Mr. Knight, in his report to the President and Board of Directors, says:—‘The Main line of the Rail Road terminating at Depôt B, on Pratt Street, it is evident that a sufficient number of Branches *must* be made from the place, or from some point or points westward of it, to relieve the Main Line of the immense traffic and intercourse, which will pass upon it from the West; and also to enable it to receive that which will go upon it from the East. And it is evident that from the necessary delays at depôts, and from the reduced speed of these Branches, many of them will ultimately be required; and that if they shall not approach the tide at one place, they will from *necessity be made to do so from another!*’—Mark that. What is the plain meaning of this sentence?—why, it means nothing more nor less than this—if you do not take the road to tide, where the City is already improved, it will from necessity, be made to the Spring Gardens?

“Let this be done, and then might your correspondent quote Scripture to some purpose. But gentlemen, it would then be too late, we might repent in sackcloth and ashes, but our repentance would never bring back to us, that, which by our imprudence we had lost, forever lost?

“Let us not be deceived, let us not be duped, for to use an old adage, whilst we are beating the bush, others may bear off the game.

“We should make the road as reason dictates, which when done will diffuse its benefits through *every* part of the City, as now improved. We should beware of wolves in sheep’s clothing.

“Much is said in order to excite draymen, laborers and mechanics. Take the road, say they, to tide water, and these poor fellows must die of starvation. Why, such talk as this is nonsense. The men who preach this doctrine, do not themselves believe it; and well might your Scripture-quoting correspondent say to such, ‘wo, unto you, hypocrites,’ &c. &c.”

A PRACTICAL MECHANIC.”

“South Street, 16th February, 1831.”

PERIODS OF THE VARIOUS OPENINGS OF THE
BALTIMORE AND OHIO RAIL ROAD.

Opened to Ellicott's Mills,.....	14 miles, by horse power	24th May, 1830.
“ “ “ “	“	by steam power 30th Aug. 1830.
“ “ Frederick,.....	61 “	1st December, 1831.
“ “ Point of Rocks,.....	69 “	1st April, 1832.
“ “ Harper's Ferry,.....	81 “	1st December, 1834.
* “ “ Bladensburg,.....	32 “	20th July, 1834.
* “ “ Washington,.....	40 “	25th August, 1834.
“ “ Opposite Hancock,...	123 “	1st June, 1842.
“ “ Cumberland,.....	178 “	5th November, 1842.
“ “ Piedmont,.....	206 “	21st July, 1851.
“ “ Fairmont,.....	302 “	22d June, 1852.
“ “ Wheeling,.....	379 “	1st June, 1853.
Trial of first Engine,.....		25th August, 1830.

* Washington Branch.

STATIONS AND DISTANCES
ON THE BALTIMORE AND OHIO RAIL ROAD.

BALTIMORE.....	<i>Point of Rocks</i> ,...69	G. Spring Run, ...164	Helvetia,.....270
Relay, 8	Catoctin Switch, ..71	Patterson's Cr'k, ..170	Thornton,.....274
Avalon,..... 9	Berlin,.....75	<i>Cumberland</i> ,.....178	Parkers'g June..280
Ilchester,.....12	Knoxville,.....78	Brady's Mill,.....185	Fetterman,..... 282
<i>Ellicott's Mills</i> ,...14	Weverton,.....79	Bridgeford,.....187	Valley R. Falls, ..288
Hollofields,18	<i>Harper's Ferry</i> ,...81	Rawlin's,.....190	Nuzurn's Mill, ..290
Elysville,20	Duffield's,.....87	B. Oak Bottom, ...194	Benton's Ferry, ..298
Dorsey's Run,.....22	Kearneysville, ...92	Blackstone's Is'd ..196	<i>Fairmont</i> ,.....302
Woodstock,..... 24	Dunnington's, ...96	New Creek,.....201	Barnesville,.....304
Marriottsville,....28	Martinsburg,....100	<i>Piedmont</i> ,.....206	Barracksville,....307
Sykesville,.....31	Tabb's,.....103	Bloomington,....208	Farmington,....313
Hood's Mill,.....34	N. Mountain,....107	Frankville,.....214	Mannington,....320
Woodbine,.....37	Cherry Run,....114	Swanton,.....219	Bee-Gum Station.324
Plane No. 1,.....40	Sleepy Creek,....120	Altamont,.....223	Glover's Gap,....329
Mount Airy,43	<i>Hancock</i> ,123	Oaklands,.....231	Burton,.....331
Plane No. 4,.....46	Sir John's Run, ...128	Chisholm,.....235	Old Hundred,....333
Monrovia,.....49	Great Cacapon, ...132	Hutton's Switch, ..237	† Littleton,.....337
Ijamsville,.....53	Orleans Road, ...139	Cranberry Sum't ..242	Bellton,.....344
Monocacy,.....58	D. Gully Tunnel, ..141	Rodemer's Tun' ..246	Cameron,.....351
<i>Federick</i> ,.....61	No.12 W. Stat'n, ..150	Cheat River,.....254	Roseby's Rock, ..361
Lime Kiln,.....60	Paw Paw,153	*Tunnelton,.....260	Moundsville,....368
Buckeystown,....62	L. Cacapon,157	Simpson's,.....267	Wheel'g Out.Sta.376
Davis' Warehouse ..64	South Branch, ...162	Independence, ...296	WHEELING,....379

* The Kingwood Tnnnel.

† The Board Trec, or Pettibone Tunnel.

CHAPTER VI.

DESCRIPTION of the Line of the Baltimore and Ohio Rail Road from Baltimore to Wheeling.

THE Mount Clare Station of the Baltimore and Ohio Rail Road was established in 1829, at what was then the extreme western end of Pratt Street, (Baltimore,) and indeed some distance beyond the paved part of the street. Here, surrounded by some rough sheds, was planted the little box at which tickets were sold for an excursion to the Carrollton Viaduct, one mile out; this being the length of the road when business began to be done upon it, and a revenue to be collected from those who visited a Railway as an object of curiosity to be seen and *felt* for the first time. The station has since grown to be a vast area of some forty acres, a large proportion of it covered by buildings of every size and shape, and a reticulation of tracks of which it would puzzle the eye to pursue the numerous lines and intersections. When the track was extended into the City and carried through many of its principal streets by numerous branches, the Mount Clare (at first the *only*) became the "outer" station, and the "inner station" was located upon Charles Street, between Pratt and Camden Streets, and within a few steps of the head of the Basin. It was afterward removed to Pratt Street below Charles, where it remained until the opening of the road to Wheeling. It was here also for a number of years that the Passenger station of the Philadelphia Rail Road was located, the two lines meeting under a common roof. The Philadelphia has sometime since removed towards the eastern section of the City, and the Baltimore and Ohio Rail Road has also removed its inner station to the spacious grounds recently purchased between Camden and Lee Streets on the North and South, and Howard and Eutaw Streets on the East and West.

The new station is reached through the "Locust Point Branch," which leaves the original Main Stem of the road near the Carrollton Viaduct, at the western boundary of the City. The branch will henceforward become the trunk, as the transportation business of the Company will be chiefly concentrated at the new station, and the Mount Clare will be devoted principally to the machinery department.

Leaving the City we cross the Carrollton Viaduct, a fine bridge of dressed granite, with an arch of eighty feet span, over Gwynn's Falls; after which the road soon reaches the long and

deep excavation under the Washington Turnpike which is carried over the Rail Road by the "Jackson Bridge." Less than a mile farther the "deep cut" is encountered, famous for its difficulties in the early history of the road. It is seventy-six feet in extreme depth and nearly half a mile in length, and the traces of the slides and gulleys of twenty odd years are to be seen upon its furrowed sides, tinted with various ochrous colors of the richest hue. Beyond this the road crosses the deep ravine of Robert's Run, and, skirting the ore banks of the old Baltimore Iron Company, now covered by a dense forest of cedar trees, comes to the long and deep embankment over the valley of Gadsby's Run and the heavy cut through Vinegar Hill immediately following it. The "Relay House," eight miles from the inner station is then reached, where, as the name imports, there was a change of horses during the period which those animals furnished the motive power of the road.

At this point the open country of sand and clay ends, and the region of rock begins at the entrance to the gorge of the Patapsco River. In entering this defile you have a fine view of the "Thomas Viaduct," (named after the first President of the Company,) a noble granite structure of eight elliptic arches, each of about sixty chord, spanning the stream at a height of sixty-six feet above the bed, and of a total length of some seven hundred feet. This bridge belongs to the Washington Branch Road, which departs from the Main Line at this place. The pretty village of Elkridge Landing is in sight, and upon the surrounding heights are seen a number of country seats belonging to men of business who reside here during the summer, tempted by the beauty of the spot and the facilities of access which the Rail Road affords.

The road now pursues its devious course up the river, passing the Avalon Iron Works a mile beyond the Relay House, and coming in a couple of miles farther, to the Patterson viaduct, a fine granite bridge of two arches of fifty-five, and two of twenty feet span. This bridge crosses the River at the Ilchester Mill, situated at a very rugged part of the ravine. The Thistle Cotton Factory appears immediately beyond, and soon after Gray's Cotton Factory, and then the well known and flourishing town of "Ellicott's Mills," fourteen miles from Baltimore, covering the bottom and slopes of the steep hills with dwellings and their tops with churches and other public edifices. The Frederick Turnpike road passes through the town here, and is crossed by the Rail Road upon the "Oliver Viaduct," a handsome stone bridge of three arches of twenty feet span. Just beyond this bridge is the Tarpeian rock, a bold insulated mass of granite, between which and the body of the cliff the Rail Road edges its way. Half a mile further we see the extensive

buildings of the Union Cotton Factory scattered over the opposite hill side, and from between two of the mills a fine cascade pouring incessantly down from the race into the river.

The road next comes in sight of the Elysville Factory buildings, where at a circuitous bend it crosses the river upon a viaduct of three timber arches, each of one hundred and ten feet span, and almost immediately recrosses it upon one of two arches of one hundred and fifty feet span. Thence it follows the windings of the stream to the "Forks," twenty-five miles from Baltimore, where, by a deep cut through a narrow neck, it turns the western branch of the river, and thus crosses its former channel twice without a bridge. Passing the Marriottsville limestone quarries, the road then crosses the Patapsco by an iron bridge fifty feet span, and dashes through a sharp spur of the hill by a tunnel four hundred feet long in mica slate rock, which forms a substantial roof without other support. For a mile or two beyond this the road runs along pretty meadow lands, but soon re-enters a crooked gorge, which it follows with many diversions of the stream from its original bed, as far as Sykesville, a village prettily situated at an opening in the valley and showing a mill and cotton factory. This point is thirty miles from Baltimore, and the road after leaving it encounters some rough cutting through points of hard rock, after which it again emerges upon a comparatively open country, and after passing one or two rocky hills at Hood's Mill, it leaves the granite region and enters upon the gentle slopes of the slate hills, among which the river meanders until we reach the foot of "Parr's Ridge," dividing the waters of the Patapsco from those of the Potomac. The road crossed this ridge at first by four inclined planes, (two on each side of the ridge,) intended to be worked by stationary power, which was however never applied, as before the trade of the road would have justified its use a new location was made in 1838, and a grade of eighty-two feet per mile with a cut of fifty feet at the summit was substituted for the planes, the steepest of which had upon it an inclination of about three hundred and sixty feet per mile. The new road of about five miles in length, crosses the ridge north of the old and is but little longer.

From the summit of the ridge at the Mount Airy Station, forty-four miles from Baltimore, is a noble view Westward across the Fredericktown Valley, and as far as the Catoctin Mountain some fifteen miles distant. The road thence descends the valley of Bush Creek, a stream of moderate curves and gentle slopes, with a few exceptions, where it breaks through some ranges of trap rocks, which interpose themselves among the softer shales. The Monrovia and Ijamsville Stations are passed at Bush Creek. The slates terminate at the Monocacy

River, and the limestone of the Fredericktown Valley commences. That river is crossed by a bridge of three timber spans one hundred and ten feet each, and elevated about forty feet above its bed. At this point, fifty-seven miles from Baltimore, the Frederick Branch, of three miles in length, leaves the Main Road and terminates at the City of that name, the centre of one of the most fertile, populous, and wealthy sections of Maryland.

From the Monocacy to the Point of Rocks, the road having escaped from the narrow winding valleys to which it has thus far been confined, bounds away over the beautiful champagne country lying between that river and the Catoctin Mountain. This rolling region of rich limestone land is the garden of the State, and contains the celebrated Carrollton Manor. The line for upwards of eleven miles consists of long straight stretches and fine sweeping curves, and lies near the gently rolling surface of the ground with little cutting or filling. On approaching the "Point of Rocks," it passes by a cut of some extent through the ridge of breccia marble, from which the beautiful material of the columns in the Senate Chamber and Hall of Representatives of the Capitol at Washington was obtained.

The "Point of Rocks," celebrated in the contest between the Rail Road and Canal Companies, is formed by the bold profile of the Catoctin Mountain, against the base of which the Potomac River runs on the Maryland side, the mountain towering up on the opposite, Virginia, shore, forming the other barrier of the pass. Here, sixty-nine miles from Baltimore and forty-eight from Washington, the Canal and Rail Road first came side by side, and a village has arisen. There is also a bridge over the river, which is about a quarter of a mile wide. The Rail Road turns the promontory by an abrupt curve, and is partly cut out of the rocky precipice on the right, and partly supported on the inner side of the Canal on the left by a stone wall of considerable length. Two miles further another cliff occurs, accompanied by more excavation and walling. From hence the ground becomes comparatively smooth, and the Rail Road, leaving the immediate margin of the river to the Canal, runs along the base of the gently sloping hills, passing the villages of Berlin and Knoxville, and reaching the "Weverton Factories" in the pass of the South Mountain.

From this point to Harper's Ferry the road lies along the foot of a precipice for the greater part of the distance of three miles, the last of which is immediately under the lofty cliffs of Elk Mountain, forming the north side of this noted pass. The Shenandoah River enters the Potomac immediately below the bridge over the latter, and their united currents rush rapidly over the broad ledges of rock which stretch across their bed.

The length of the bridge is about nine hundred feet, and at its western end it divides into two, the left hand branch connecting with the Winchester and Potomac Rail Road which passes directly up the Shenandoah, and the right hand carrying the Main Road, by a strong curve in that direction, up the Potomac. The bridge consists of six arches of one hundred and thirty and one arch of about seventy-five feet span over the river, and an arch of about one hundred feet span over the Canal; all of which are of timber and iron and covered in, except the western arch connected with the Winchester and Potomac Rail Road which is entirely of iron,* excepting the floor. This viaduct is not so remarkable for its length as for its peculiar structure, the two ends of it being curved in opposite directions and bifurcated at the western extremity. Harper's Ferry and all its fine points of scenery are too well known to need description here. The precipitous mountains which rise from the water's edge leave little level ground on the river margin, and all of that is occupied by the United States Armory buildings. Hence the Baltimore and Ohio Rail Road has been obliged to build itself a road in the river bed for upwards of half a mile along the outer boundary of the Government works, upon a trestle work resting on the side next the river, upon an insulated wall of masonry, and upon the other side upon square stone columns placed upon the retaining wall of the Armory grounds. After passing the uppermost building the road runs along upon the outer bank of the Canal which brings the water of the river to the works, and soon crosses this Canal by a stone and timber bridge one hundred and fifty feet span. Thence the road passes up the river on the inner side of the Canal, and opposite the dam at its head, about one and three-quarters of a mile from the mouth of the Shenandoah, pierces a projecting rock by a tunnel or gallery of eighty feet in length.

The view down the river through this perforation is singularly picturesque, and presents the pass through the mountain at the confluence of the rivers in one of its most remarkable aspects. A short distance above the tunnel, where the river sweeps gradually round to the eastward in the broad smooth sheet of water created by the dam, the Rail Road leaves the Potomac and passes up the ravine of Elk Branch which presents itself at this point in a favorable direction. This ravine, at first narrow and serpentine, becomes wider and more direct until it almost loses itself in the rolling table land which characterizes the "Valley of Virginia." The head of Elk Branch is reached in about nine miles, and thence the line descends gradually over an undulating champaign country, to the crossing of the "Opequa" Creek, which

*The "Winchester Span," (which is of iron,) is one of Bollman's Patent Rail Road Bridges.

it passes by a stone and timber viaduct of one hundred and fifty feet span and forty feet above the water surface. Beyond the crossing the road enters the open valley of Tuscarora Creek which it crosses twice and pursues to the town of Martinsburg, eighteen miles from Harper's Ferry. At Martinsburg the Tuscarora is again bridged twice, the crossing east of the town being made upon a viaduct of ten spans of forty-four feet each, of timber and iron, supported by two abutments and eighteen stone columns in the Doric style, and which have a very agreeable architectural effect. The Company have erected here large engine houses and workshops, and have made it one of their principal stations for the shelter and repair of their machinery, a measure that has greatly promoted the prosperity of the town, which like many of the old Virginia villages had previously been in a stagnant state for an almost immemorial period.

Westward from Martinsburg the route for eight miles continues its course over the open country, alternately ascending and descending until it strikes the foot of the North Mountain and crossing it by a long excavation, sixty-three feet deep, in slate rock, through a depression therein, passes out of the "Valley," having traversed its entire breadth upon a line twenty-six miles in length. The soil of the valley is limestone, with slight exceptions, and of great fertility. On leaving these rich and well tilled lands we enter a poor and thinly settled district, covered chiefly with a forest in which stunted pine prevails. The route encounters heavy excavation and embankment for four or five miles from the North Mountain, and crosses Back Creek upon a stone viaduct of a single arch of eighty feet span and fifty-four feet above the stream. The view across and up the Potomac Valley is magnificent as you approach this bridge, and extends as far as the distant mountain range of Sideling hill twenty-five miles to the West. The immediate margin of the river is reached at a point opposite Fort Frederick on the Maryland side, an ancient stronghold, erected a hundred years ago and still in pretty good preservation.

From this point, thirty miles from Harper's Ferry, the route follows the Virginia shore of the river upon bottom lands, interrupted only by the rocky bluffs opposite Licking Creek, for ten miles to Hancock. The only considerable stream crossed in this distance is Sleepy Creek, which is passed by a viaduct of two spans of one hundred and ten feet each. Hancock is in Maryland, and although a town of no great size or importance, makes some show when seen across the river from the station at the mouth of Warm Spring Run.

The route from Hancock to Cumberland pursues the margin of the Potomac River, with four exceptions. The first occurs at *Doe Gulley*, eighteen miles above Hancock, where by a tun-

nel of 1,200 feet in length a bend of the river is cut off, and a distance of nearly four miles saved. The second is at the Paw Paw Ridge, where a distance of nearly two miles is saved by a tunnel of 250 feet in length. The third and fourth are within six miles of Cumberland, where two bends are cut across by the route with a considerable lessening of distance.

In advancing westward from Hancock the line passes along the western base of Warm Spring Ridge, approaching within a couple of miles of the Berkeley Springs, which are at the eastern foot of that ridge. It then sweeps around the termination of the Cacapon Mountain, opposite the remarkable and insulated eminence called the "Round Top." Thence the road proceeds to the crossing of the Great Cacapon River, nine and a half miles above Hancock, which is crossed by a bridge about 300 feet in length. Within the next mile it passes dam No. 6 of the Chesapeake and Ohio Canal, and soon after, it enters the gap of Sideling Hill, that famous bug-bear of the traveller, which on the National Turnpike opposes such a formidable barrier to his journey, but which here is unnoticed except in the fine profile which it exhibits on each side of the river, as it declines rapidly to the water level.

In the gap of this mountain are the coal veins which the late R. Caton, Esq., with that zeal which always distinguished his researches in this branch of practical geology, endeavored to turn to profitable account. The slack water of the Canal dam extends some two miles above Sideling Hill.

The next point of interest reached is the Tunnel at Doe Gulley. The approaches to this formidable work are very imposing, as for several miles above and below the tunnel they cause the road to occupy a high level on the slopes of the river hills, and thus afford an extensive view of the grand mountain scenery around. The tunnel is, as before mentioned, about a quarter of a mile in length, through a compact slate rock, which is arched with brick to preserve it from future disintegration by atmospheric action. The fronts or facades of the arch are of a fine white sand-stone, procured from the summit of the neighboring mountain. The width of the opening within the brick work of the arch is 21 feet, and the height $20\frac{1}{2}$, affording room for two tracks. The height of the hill above the roof of the tunnel is 110 feet. The excavation and embankments adjacent are very heavy, and consist of the slate rock through which the tunnel is cut.

Above this point the line pursues the very sinuous part of the river lying between Sideling Hill on the east, and Town Hill on the west. The curves are not however abrupt, but form fine sweeping circuits, passing sometimes along beautiful alluvial bottoms and again at the foot of precipitous cliffs.

The Paw Paw Ridge Tunnel is next reached, thirty miles from Hancock, and twenty-five miles below Cumberland. This tunnel is through a soft slate rock, and is curved horizontally with a radius of 750 feet. It is of the same sectional dimensions with the Doe Gully Tunnel, and is completely arched with brick, and fronted with white sand-stone. Thence the route reaches Little Cacapon Creek, $21\frac{1}{2}$ miles from Cumberland. At the mouth of this stream there are fine flats, and a beautiful view of the mountains to the eastward.

The viaduct over the creek is 143 feet long. About five and a half miles further on, the south branch of the Potomac is crossed on a bridge 400 feet long. This is in fact the main Potomac, and would have been (as the story runs) so treated by the commissioners who determined the boundary of Maryland and Virginia, but that the north branch has the appearance, at the *confluence*, of being the larger stream. The river bottoms are here wide and exceedingly fertile, and the scenery very beautiful. The *arching* of the strata in the section of the South Branch Mountain, just above the junction, is most remarkable and grand.

Some two miles above is a fine straight line, over the widely expanded flats opposite the ancient village of Old Town, in Maryland. These are the finest bottom lands on the river, and from the upper end of them is obtained the first view of the Knobly Mountain, that remarkable range which lies in a line with the town of Cumberland, and is so singularly diversified by a profile which makes it appear like a succession of artificial mounds. Dan's Mountain towers over it, forming a fine back ground to the view. Soon after, the route passes the high cliffs known by the name of Kelly's Rocks, where there has been very heavy excavation.

Patterson's Creek, eight miles from Cumberland, is next reached. Immediately below this stream is a lofty mural precipice of lime-stone and sand-stone rock, singularly perforated in some of the ledges by openings which look like Gothic loop holes. The valley of this creek is very straight and bordered by beautiful flats. The viaduct over the stream is 150 feet long. Less than two miles above, and six miles from Cumberland, the north branch of the Potomac is crossed by a viaduct 700 feet long, and rising in a succession of steps—embracing also a crossing of the Chesapeake and Ohio Canal. This extensive bridge carries us out of Virginia and lands us once more in Old Maryland, which we left at Harper's Ferry, and kept out of for a distance of 91 miles.

The route thence to Cumberland is across two bends of the river, between which the stream of Evett's Creek is crossed by a viaduct of 100 feet span.

The entrance to the town of Cumberland is beautiful, and displays the noble amphitheatre in which it lies to great advantage—the gap of Will's Mountain, westward of the town, being a justly prominent feature of the view.

The Company's depôt in Cumberland is in a central position at the intersection of the Rail Road and National Turnpike.*

The brick and stone viaduct over Wells' Creek at Cumberland, is entitled to particular notice. It consists of fourteen elliptical arches of fifty feet span and thirteen feet rise, and is a well built and handsome structure.

From Cumberland to Piedmont, twenty-eight miles, the scenery is remarkably picturesque—perhaps more so than upon any other section of the road of similar length. For the first twenty-two miles, to the mouth of New Creek, the Knobly Mountain bounds the valley of the North Branch of the Potomac on the left, and Wills and Dan's Mountains on the right; thence to Piedmont the river lies in the gap which it has cut through the latter mountain.

The following points may be specially noticed:

The general direction of the road is south-west, for twenty-two miles, to the mouth of new Creek.

The cliffs which occur at intervals during the first ten miles.

The wide bottom lands extending for the next four miles, with some remarkably bold and beautiful mountain peaks in view.

The high rocky bluffs along Fort Hill, and the grand mural precipice opposite to them, on the Virginia shore, immediately below the "Black Oak Bottom," a celebrated farm embracing five hundred acres in a single plain, between mountains of great height.

The "Chimney Hole Rock," at the termination of Fort Hill, a singular crag, through the base of which the Rail Road Company have driven a tunnel under the road to answer the purpose of a bridge for several streams entering the river at that point.

The crossing of the Potomac from the Maryland to the Virginia shore, twenty-one miles from Cumberland, where the Rail Road, after passing through a long and deep excavation, spans the river by a bridge of timber and iron, on stone abutments and a pier. The view at this point, both up and down

* The Baltimore American of November 5th, 1842, in its editorial notice of the opening of the road to Cumberland on the 3d of that month, says:

"We cannot conclude our notice this morning without referring to the excellence of construction by which the new portion of the road (between Hancock and Cumberland) is distinguished. Every improvement which science has brought to this department of engineering, has been successfully used by the Chief Engineer, BENJAMIN H. LATROBE, Esq., under the judicious dictation of his own genius and well matured experience. The President and Directors expressed the utmost satisfaction at the evidences of skill and masterly execution afforded throughout the whole route."

the river, is very fine. The bridge is a noble structure, roofed and weather-boarded. It has two spans of one hundred and sixty feet each, making the total length three hundred and twenty feet. On the west end are the words "Potomac Bridge, 1851; Designed by B. H. Latrobe, Chief Engineer; Executed by A. Fink, Assistant Engineer; J. C. Davis, Carpenter."

The "Bull's Head Rock," a mile beyond this point the Rail Road, having cut through the *neck*, has left the *head* standing, a bold block of rock breasting the river, which dashes hard against it. Immediately on the other side of the cut made by the Rail Road through the neck, rises a conical hill of great height. The mouth of New Creek, where there is a beautiful plain of a mile or more in length, and opposite to which is the long promontory of "Pine Hill," terminating in "Queen's Cliff," on the Maryland side of the river. The profile and pass of Dan's Mountain is seen in bold relief to the north-west, to which direction the road now changes its course. The road skirts the foot of "Thunder Hill," and winds along the river margin, bounded by Dan's Mountain and its steep spurs, for seven miles, up to Piedmont. The current of the river is much more rapid here than below, and islands are more frequent.

Piedmont—a flat of limited extent, opposite the small but ancient village of Westernport, at the mouth of George's Creek. The plan of the engine house at this point was suggested by the Chief Engineer, Mr. Latrobe, and the design admirably carried out by Mr. Albert Fink, Assistant Engineer. It is shaped very much like a marquee and is arranged to hold sixteen engines, and cost between \$12,000 and \$13,000.

West of Piedmont the road ascends seventeen miles by a grade, of which eleven miles is at the rate of one hundred and sixteen feet per mile, to the "Altamont" Summit. The points worthy of notice in this distance are:

The stone viaduct of three arches, of fifty-six feet span, over the Potomac River, where the road re-crosses into Maryland. It is a substantial and handsome structure, and elevated fifty feet above the water. The road then winds, for five miles, up the valley of Savage River, passing the "Everett" Tunnel, of three hundred feet in length, and thirty-two miles from Cumberland. This tunnel is secured by a brick arch. To this point the line was completed in July, 1851, and opened on the occasion of the "Piedmont" celebration. The winding of the road up the mountain side, along Savage River, gradually increases its elevation until it attains a height of two hundred feet above the water, and placing us far above the tops of the trees growing in the valley, or rather deep ravine, on our right, presents a grand view.

The mouth of Crab-Tree Creek, where the road turns the flank of the Great Back-bone Mountain—from this point the view up Savage River to the north, and Crab-Tree Creek to the south-west, is magnificent; the latter presenting a vista of several miles up a deep gorge gradually growing narrower—the former a bird's-eye view of a deep, winding trough bounded by mountain ridges of great elevation.

Three miles up Crab-Tree Creek is an excavation one hundred and eight feet deep, through a rocky spur of the mountain.

About five miles from its mouth, Crab-Tree Creek is first crossed by the road on an embankment of sixty-seven feet in height, and after that several times at reduced elevations, until in two miles more the forks of the creek are reached at the "Swanton" level, where are the remains of an abandoned clearing and an old mill. Here also the old Cumberland and Clarksburg road crosses, the first wagon road of the country after the pack-horse had given place to the wheeled vehicle.

All the way up Savage River and Crab-Tree Creek, eleven miles to this point, the road is hung upon the rugged and uncultivated mountain side—but from Swanton to the Altamont Summit, three or four miles, it ascends along the flat bottom of a beautiful valley of gentle slopes, passing one or two pretty farms.

"Altamont," the culminating point of the line, at a height of 2,626 feet above tide water at Baltimore—the dividing ridge between the Potomac and Ohio waters—is passed by a long open cut of upwards of thirty feet in depth. The great Back-Bone Mountain, now passed, towers up on the left hand, and is seen at every opening in that direction.

The "Glades," which reach from "Altamont" to "Cranberry Summit,"—nineteen miles—the "Glades" are beautiful, natural meadows, lying along the upper waters of the Youghiogeny River, and its numerous tributaries, divided by ridges generally of moderate elevation and gentle slope, with fine ranges of mountains in the back-ground. The Glades have numerous arms which make charming expansions of their valleys, and afford beautiful vistas in many directions. Their verdure is peculiarly bright and fresh, and the streams watering them are of singular clearness and purity, and abound in fine trout. The forest foliage was at the date of the Fairmont opening (June 22, 1852,) still imperfectly developed, giving an idea of the lateness of the spring in this high country. Numerous herds of cattle were observed feeding on these natural pastures, here and there a house, at long intervals, breaking the monotony of the scene.

Oaklands is a promising village fifty-four miles West of Cumberland. It is newly laid out, and already shows a respectable number of good frame houses. From this point a

magnificent view of the broad Glade eastward and the mountain beyond it is obtained.

The crossing of the great Youghiogheny River is by a viaduct of timber and iron—a single arch of one hundred and eighty feet span resting on stone abutments. The site of this fine structure is wild; the river running here in a woody gorge.

The crossing of the Maryland and Virginia boundary line is sixty miles from Cumberland.

The falls of Snowy Creek, where the road after skirting a beautiful glade, enters a savage looking pass through a deep forest of hemlocks and laurel thickets, the stream dashing over large rocks and washing the side of the road but a few feet below its level.

The forks of Snowy Creek, where three branches come together, making a broad valley west of the pass just described.

The Cranberry Swamp Summit, (sixty three and a-half miles from Cumberland,) at the head of Snowy Creek, falling into the Youghiogheny, also of Salt Lick Creek emptying into Cheat River. A village shows its beginnings here. The ground on the margin of the road is flat, (as its name imports,) yet its elevation above tide water is 2,550 feet, and but 76 feet lower than Altamont Summit.

The descent, of twelve miles, to Cheat River, presents a rapid succession of very heavy excavations and embankments and two tunnels, viz: the McGuire Tunnel of five hundred, and the Rodemer Tunnel of four hundred feet in length, secured by heavy timbers preparatory to arching with brick. There is also a stone and iron viaduct over Salt Lick Creek fifty feet span and fifty feet high. The creek passes through a dense forest of fir trees in its approach to the river.

Cheat River is a dark rapid mountain stream, whose waters are of a curious coffee colored hue, owing, it is said, to its rising in forests of laurel and black spruce on the highest mountain levels of that country. This stream is crossed by a viaduct consisting of two arches one hundred and eighty and one hundred and thirty feet span, of timber and iron on stone abutments and pier. The masonry, built from a fine free-stone quarry close at hand, is remarkably substantial and well-looking.

The ascent of the Cheat River hill comes next. This is decidedly the most imposing section of the whole line—the difficulties encountered in the four miles West of the crossing of the river being quite appalling—the road winding up the slope of Laurel hill and its spurs, with the river on the right hand, first crosses the ravine of Kyer's Run seventy-six feet deep, by a solid embankment,—then, after bold cutting, along a steep, rocky hill side, it reaches "Buckeye hollow," the depth of which is one hundred and eight feet below the road level, and four hun-

dred feet across at that level—some more side cutting in rock ensues, and the passage of two or three coves in the hill side when we come to “Tray Run,” and cross it one hundred and fifty feet above its original bed by a line of trestling 600 feet long at the road level. Both these deep chasms have solid walls of masonry built across them, the foundations of which are on the solid rock one hundred and twenty and one hundred and eighty feet respectively below the road height. These walls have been brought, at Buck-Eye hollow, to within forty-six feet, and at Tray Run, fifty-eight feet of the grade, and the track is for the present carried over them by a substantial frame of timber securely footed upon the walls, and bolted and braced in every way conducive to strength and safety. They have been tested by constant use with the heaviest engines and trains. They are, however, to be replaced by cast iron viaducts, now being built alongside—and which when finished will be among the most beautiful architectural structures of the road. They are from the designs of Mr. A. Fink.

After passing these two tremendous clefts in the mountain side, the road winds along a precipitous slope with heavy cutting, filling and walling, to “Buckhorn Branch,” a wide and deep cove on the western flank of the mountain. This is crossed by a solid embankment and retaining wall, ninety feet high at its most elevated point. Some half mile further, after more heavy cuts and fills, the road at length leaves the declivity of the river which, where we see it for the last time, lays five hundred feet below us, and turns westward through a low gap, which admits it by a moderate cutting, followed soon, however, by a deep and long one through Cassidy’s Summit Ridge to the table land of the country bordering Cheat River on the west. Here, at eighty miles from Cumberland, we enter the great western coal field, having passed out of the Cumberland field at thirty-five miles from that place. The intermediate space, although without coal, will be readily supplied from the adjacent coal basins.

Descending somewhat from Cassidy’s Ridge, and passing by a high embankment over the Brushy Fork of Pringle’s Run, the line soon reaches the Kingwood Tunnel, of 4,100 feet in length, the longest finished tunnel in America, and which was built by Messrs. Lemmon, Gorman, and Clark & McMahon, contractors. It is through a compact slate rock, overlaid in part by a good limestone roof, and for the rest of its length it is supported by timbering preliminary to brick arching. There are two long deep cuts at each end of the tunnel. It was worked from the two ends, and from three shafts fifteen by twenty feet square and one hundred and eighty feet deep. The greatest height of the ridge over the tunnel is two hundred and twenty feet. The time employed on the work was about two years and

eight months, and the number of cubic yards removed from the tunnel was about 90,000, together with about 110,000 yards of earth and rock outside of the tunnel, making some 200,000 yards in all. The tunnel has been named from Kingwood, the county seat of Preston County, Virginia, which stands a few miles off on the same ridge. The tunnel not having been finished in time to permit the transportation of the iron rails through it, a track was laid over the top of the hill, *at a grade of upwards of five hundred feet per mile*, over which the materials were taken by a locomotive engine, which propelled a single car at a time, weighing with its load thirteen tons, at a speed of ten miles per hour and upwards. When the track was rendered slippery, however, by moisture, the engine and its load occasionally slid backwards, and more than once ran in this way, with locked wheels, nearly half a mile down to the bottom of the grade—without damage however. This, we believe, is the most extraordinary display of locomotive steam power on record.

Leaving Kingwood Tunnel, the line for five miles descends along a steep hill-side to the flats of Raccoon Creek, at Simpson's. In this distance, it lies high above the valley, and crosses a branch of it with an embankment one hundred feet in elevation. There are two other heavy fills further on. Two miles west of the Kingwood Tunnel, is Murray's Tunnel, two hundred and fifty feet long, a regular and beautiful semi-circular arch cut out of a fine solid sand-stone rock, overlaying a vein of coal six feet thick, which is seen on the floor of the tunnel.

From Simpson's, westward, the route pursues the valleys of Raccoon and Three Forks Creeks, which present no features of difficulty to the mouth of the latter, one hundred and one miles from Cumberland, at the Tygart's Valley River, where the Rail Road to Parkersburg will diverge from that to Wheeling. The distance to these two places (which are ninety miles apart on the Ohio River) will be nearly equal, being one hundred and four miles to the former, and ninety-nine to the latter.

Fetterman, a promising looking village, two miles west of the last point, and one hundred and three and a half miles from Cumberland.—Here the Turnpike to Parkersburg and Marietta crosses the river. The route from Fetterman to Fairmont has but one very striking feature.—The Tygart's Valley River, whose margin it follows, is a beautiful and winding stream, of gentle current, except at the Falls, where the river descends, principally by three or four perpendicular pitches, some seventy feet in about a mile. A mile and a half above Fairmont the Tygart's Valley River and the West Fork River unite to form the Monongahela—the first being the larger of the two confluents.

A quarter of a mile below their junction, the Rail Road crosses the Monongahela, upon a viaduct six hundred and fifty feet long

and thirty-nine feet above low water surface. The lofty and massive abutments of this bridge support an iron superstructure of three arches of two hundred feet span each, and which forms the *largest iron bridge in America*. It is designed by Mr. Fink, whose name deserves such favorable mention in connection with the architecture of the road, and whose works are alike worthy of him and his able preceptor Benjamin H. Latrobe.

The road, a mile and a half below Fairmont, leaves the valley of the beautiful Monongahela and ascends the winding and picturesque ravine of Buffalo Creek, a stream some twenty-five miles in length. The creek is first crossed five miles west of Fairmont, and again at two points a short distance apart, and about nine miles further west. The bridges are of timber stringers, trussed with cast-iron posts and cross-ties, and wrought iron bars, and, lying under the rails, make no show from the cars as you pass, but when examined are found to display a remarkable combination of lightness and strength. About eleven miles beyond Fairmont we pass the small hamlet of Farmington, and seven or eight miles further is the thriving village of "Mannington," at the mouth of Piles' Fork of Buffalo. There is a beautiful flat here on both sides of the stream, affording room for a town of some size, and surrounded by hills of a most agreeable aspect. Thence to the head of Piles' Fork, the road traverses at first a narrow and serpentine gorge, with five bridges at different points, after which it courses with more gentle curvatures along a wider and moderately winding valley, with meadow land of one or two hundred yards broad on one or other margin. Numerous tributaries open out pretty vistas on either hand. This part of the valley, in its summer dress, is singularly beautiful. After reaching its head at Glover's Gap, twenty-eight miles beyond Fairmont, the road passes the ridge by deep cuts, and a tunnel three hundred and fifty feet long, of curious shape, forming a sort of Moorish arch in its roof. From this summit, (which divides the waters of the Monongahela from those of the Ohio,) the line descends by Church's Fork of Fish Creek,—a valley of the same general features with the one just passed on the eastern side of the ridge. Passing the "Burton" Station, where there is an engine house and dwelling, and a reservoir dam a little way off for supplying the water-tanks in the dry season, the route continues down stream, and at the crossing of a tributary called "Cappo Fork," four miles from Glover's Gap, is the residence of Mr. Church, from which the creek derives its name. This place has been appropriately called "Old Hundred," from the age of its proprietor, who has just turned his 102d year, and is still enjoying good health and the powers of locomotion.

The road now becomes winding, and in the next four miles we cross the creek eight times by bridges of a pattern similar to those described above. We also pass Sole's Tunnel, one hundred and twelve feet, Eaton's Tunnel, three hundred and seventy feet, and Martin's Tunnel, one hundred and eighty feet long—the first a low browed opening, which looks as if it would knock off the smoke pipe of the engine; the next a regular arched roof, and the third a tall narrow slit in the rock, lined with timbers lofty enough to be taken for part of a church steeple.

The "Littleton" Station is reached just beyond, and here upon a long side track are ranged the ten locomotives designed to carry the cars* over the Board Tree Tunnel, now close at hand. The road having thus far pursued the margin of the South Fork of Fish Creek, now gradually leaves its sand winds upwards along its steep hill, slopes for about a mile and a half, constantly increasing its height above the stream and crossing the rocky chasm of Cliff Run, upwards of fifty feet above its bed. Shortly after, the route turns up the ravine of "Board Tree Run," after passing through a high spur at its mouth by a formidable cut more than sixty feet deep through slate rock. Thence it ascends the eastern bank of the run just named, cutting and filling heavily along a precipitous hill side until it reaches the point forty-three miles West of Fairmont, where the temporary road leaves the permanent grade. You here see before you the latter entering the approach cut at the eastern end of the tunnel, while the former begins to climb the hill on the East side of the cut, crossing several branch ravines and rising every moment higher and higher on the flank of the main ravine until you perceive the eastern portal far below you, and presenting a yawning chasm penetrating the bowels of the mountain, over the top of which you are being lifted by the tremendous power of the engine, which pushes the two passenger cars, (on one of which you are standing,) up the steep incline. The temporary road after leaving a point opposite the mouth of the tunnel, turns into a hollow on the side of the ridge and soon reaches the first switch. Here the movement of the train is reversed, the engine pulling the cars backwards instead of pushing them forward as before. The second switch is soon arrived at, and the direction of the train again reversed—and the engine, with its train once more ahead, advances steadily to the summit of the hill by a line winding around the head of the hollow just mentioned. There is a short level upon the summit, after passing which the road makes a notch in the sharp edge of the hill top at a little depression therein, and descends on the west-

*This part of the description of the road was written on the occasion of the opening to Wheeling, (January, 1853;) at this time (April 1st, 1853,) the tunnel is constructed, and the mountain crossing avoided.

ern side to the third switch. The view from this summit is very grand, looking right down to the termination of the approach cut at the western portal of the tunnel, into which you think you could leap at a single bound.

The temporary road now runs downwards on the West, backing to and fro upon the western escarpment of the ridge and passes in these zig-zags, the 4th, 5th, 6th and 7th switches, the direction of the train being reversed, and the engine pulling and pushing alternately at each of them. The last switch being passed, the road descends by a very direct line along the western side of the approach cut of the permanent grade, which it reaches at length in the bed of Raccoon Run, the stream falling into the North Fork of Fish Creek, from the western side of the summit. There are two switches on the East and five on the West side of the ridge—the latter being the most precipitous, and requiring therefore the most manœuvring to descend. The distance over the mountain by the temporary road, is 12,000 feet, just twice the distance through the hill by the permanent grade. The length of the tunnel is 2,350 feet. The ascent of the different planes varies from two hundred and ninety-three to three hundred and forty feet per mile according to the curvature, and their grades were so arranged as to permit the engine to propel two loaded cars (or twenty-five tons gross) upon them. At the crossing of the mountain over the Kingwood Tunnel previous to the completion of that work in 1853, the grade was upwards of five hundred feet per mile, and but one car, or twelve and a half tons, was the load. The engines and car on this latter grade were moreover liable to the risk of sliding down the grade with locked wheels, an accident which could not happen on the Board Tree Tunnel grades. Hence, although the total height of the hill at the latter place is three hundred feet, being eighty feet more than at the other, the use of the switches has permitted the reduction of the grades so as to double the loads carried, and diminish the risk correspondingly.

The crossing of this ridge, in the manner described, is a great achievement in engineering science. It was made necessary by the delay in the completion of the tunnel, occasioned by sundry causes beyond control, and has thus been the means of illustrating a mode of surmounting ridges, which has been heretofore employed, but never under circumstances such as the present. The sight of so many locomotives toiling up the hill, one after another, upon the different levels, was novel and exciting in a high degree, and not the less so from the darkness of the night, (on the opening trip 11th, January, 1853,) which made their changing position visible only by the clouds of fire and steam which marked their tracks. The passage over the tunnel by daylight is equally interesting.

Leaving Board Tree Tunnel, the line descends along the hill side of the North Fork of Fish Creek, crossing ravines and spurs by deep fillings and cuttings, and reaching the level of the flats bordering the creek at Bell's Mill; soon after which it crosses the creek and ascends Hart's Run and Four Mile Run to the Welling Tunnel, fifty miles west of Fairmont, and twenty-eight from Wheeling. This tunnel is 1,250 feet long, and pierces the ridge between Fish Creek and Grave Creek. It is through slate rock like the Board Tree Tunnel, and is substantially propped with timbers.

From the Welling Tunnel the line pursues the valley of Grave Creek seventeen miles to its mouth at the Flats of Grave Creek on the Ohio River, eleven miles below Wheeling. The first five miles of the ravine of Grave Creek is of gentle curvature and open aspect, like the others already mentioned. Afterwards it becomes very sinuous, and the stream requires to be bridged eight times. There are also several deep cuts through sharp ridges in the bends of the creek, and one tunnel four hundred feet long at Sheppard's, nineteen miles from Wheeling.

The approach to the bank of the Ohio River at the village of Moundsville, is very beautiful. The line emerging from the defile of Grave Creek, passes straight over the "flats" which border the river, and forming a vast rolling plain, in the middle of which looms up the "great Indian mound," eighty feet high and two hundred feet broad at its base. There is also the separate village of Elizabethtown, half a mile from the river bank, the mound standing between two towns and looking down upon them both. The "flats" embrace an area of some 4,000 acres, about three-fourths of which lies on the Virginia, and the remaining fourth on the Ohio side of the river. The soil is fertile and well cultivated, and the spot possesses great interest, whether for its agricultural richness, its historic monuments of past ages, or the beauty of its shape and position as the site for a large city.

About three miles up the river from Moundsville, the "flats" terminate, and the road passes for a mile along rocky narrows washed by the river, after which it runs over wide, rich and beautiful bottom lands all the way to Wheeling. Two and a half miles below Wheeling Creek the Company's "outer station" is located, and is graded ready for the erection of the required buildings. For the present an engine house and workshops are being built at a suitable spot, about a mile below the creek, where the line reaches the immediate bank of the river and thence follows it along "Water street" to the "inner station." This last is on the north bank of Wheeling Creek as required by the charter. The "inner station" comprises a height house with four tracks, ninety-four feet wide and 340

feet long, a passenger hall of sixty feet front and forty-five feet depth, with a shed roof extending back over the bridge, and making the entire length of the passenger building 360 feet; all these buildings being on the North side of the creek. On the South side of the creek and adjoining the abutments of the bridge, will be a house for the shelter of the passenger engines and cars, which will complete the establishment of this Station. Although well planned and possessing a considerable capacity for business, this "inner station" is not expected to accommodate the whole trade, which will be carried on at the warehouses of the merchants of the City, to which tracks can be conveniently extended, and where the cars will be loaded and unloaded—thus diffusing the benefits of the road through the commercial part of the City, and along the full water front which is commanded by the Rail Road for upwards of a mile. The live stock seeking the Wheeling terminus for transportation will be received into the trains at the "outer station," where it can be most conveniently loaded.

The whole length of the road to Wheeling is seventy-eight miles from Fairmont, two hundred and one miles from Cumberland, and three hundred and eighty miles from Baltimore.

A SYNOPSIS of the list of TUNNELS and BRIDGES on the MAIN STEM of the line of the Baltimore and Ohio Rail Road.

TUNNELS.—Between Baltimore and Cumberland:—

THREE, of 80, 1,208, and 250 feet respectively, or in all..... 1,538 feet.

Between Cumberland and Wheeling:—

ELEVEN, of 350, 500, 400, **4,100**, 252, 1,150, 214, 180, **2,350**, 1,250, and 410 feet respectively, or in all..... 11,156 feet.

Total length of tunneling from Baltimore to Wheeling..... 12,694 feet.

BRIDGES.—Between Baltimore and Cumberland:—

SEVENTY-THREE bridges, of spans ranging from 10 feet up to 150 feet in the clear, of a total length of..... 8,085 feet.
47 have arches of stone, and 26 superstructures of wood & iron.

Between Cumberland and Wheeling:—

13 arched stone bridges, 94 open bridges with superstructure below grade, and 6 open bridges with superstructures above grade, ranging from 12 to 205 feet span.

ONE HUNDRED AND THIRTEEN bridges, of an aggregate length of 7,003 feet.

Making 186 bridges between *Baltimore & Wheeling*, of a total length of 15,088 feet.

Aggregate tunneling and bridging between Baltimore and Wheeling 27,782 feet.

CHAPTER VII.

WESTERN CONNECTIONS *with the Baltimore and Ohio Rail Road.*

THE President and Board of Directors, as well as all who take an interest in the prosperity and future commercial greatness of Baltimore continue to watch with unabated interest the progress of the works already projected and going forward West of the Ohio River, in view of their speedy connection with the Baltimore and Ohio Rail Road at Wheeling and at Parkersburg.

The Central Ohio Rail Road, reaching from Wheeling through Zanesville and Newark to Columbus, and thence through Xenia to Cincinnati, is partly finished and in operation, and the remainder under contract with a prospect of speedy completion. The importance of this line to the City of Baltimore is very great, as it may give her the earliest Railway connection with Cincinnati.

The North-Western, or Parkersburg Road, branching from the Baltimore and Ohio Rail Road at Three Forks, (two hundred and eighty miles from Baltimore, and ninety-nine miles from Wheeling,) and striking the Ohio ninety miles by the river below Wheeling, is under contract, and rapidly progressing, with \$3,000,000 of available funds, under the superintendence of B. H. Latrobe, as Chief Engineer. When completed it will give Baltimore a connection with the Ohio River at this more southern point of Virginia, by a road three hundred and eighty-five miles in length, and only five miles longer than that to Wheeling, while the distance from Parkersburg to Cincinnati by the Hillsborough line of Rail Road will be but one hundred and seventy-eight miles—making the total from Baltimore to Cincinnati by this route but five hundred and sixty three miles, without any of the reductions of distance by future improvements in the location of the Baltimore and Ohio Rail Road at and East of Cumberland that may hereafter be made.

On the completion of the road to Parkersburg, and thence via Hillsborough to Cincinnati, which may be expected early in 1855, passengers will be conveyed to Cincinnati in twenty-six hours—while those who prefer the slower but perhaps more agreeable water conveyance from Parkersburg to Cincinnati, can take the alternative by losing twelve or fourteen hours of time. The steady perseverance with which the corporate au-

thorities of Baltimore have sustained the Charter of the North-Western Road to Parkersburg, by extending her aid to the amount of \$1,500,000, whilst the Baltimore and Ohio Rail Road has subscribed \$1,000,000, and our citizens about \$500,000, shows that a just estimation is placed on the importance of this great connection. It is believed that no step has heretofore been taken in reference to the internal improvement system of the State of Maryland, which has excited more interest both East and West of the Ohio River, or created more alarm among the rival and conflicting interests of northern cities. In the language of the last Annual Report of the Baltimore and Ohio Rail Road Company:

“ It places the City of Baltimore in a position from which she may look with indifference upon all future efforts to retard her growth and prosperity. With her great arms stretching to the North and South, she will have done all that the enterprise of her citizens could suggest to appropriate to herself the trade of that vast region to which her attention has been so long and anxiously directed.”

The North-Western Road connecting at Parkersburg with the Great Southern line of Ohio, via Jackson and Hillsborough, and through that channel with Cincinnati, and also through Maysville with the cities in Kentucky and Tennessee, and by a continuation of the “ air line ” through Cincinnati to St. Louis, and from thence to the Pacific, must command, in connection with the Baltimore and Ohio Rail Road, most of the through travel destined for any point upon the sea-board North of Richmond. A careful comparison of the various lines, would show that Baltimore by this route will have the advantage in proximity to the commercial centre of the West by at least eighty-eight miles in distance over Philadelphia by her shortest route; about three hundred and five miles over New York by the New York and Erie Rail Road, and three hundred and ninety miles over Boston by the Albany and Buffalo Road, and must always be a point in the most advantageous line of approach to any of these cities; and of this advantage no rivalry can ever deprive her, as it is the necessary result of her superior geographical position in relation to the Mississippi Valley.

The Central lines through Ohio before adverted to, will also place the City of Baltimore in connection with the trade and travel of the vast and fertile region of Central Ohio through which it passes, including Zanesville, Newark, and Columbus, from which places various connections are made with other roads now in operation through all that section of the State to Lake Erie.

Other connections with the Railway system of Ohio and the States West and North of it, will shortly be made, and will give

to Baltimore her fair share of the increasing traffic of that populous country.

Thus it will be seen, that the anticipations of Messrs. Thomas and Brown, the originators and founders of the Baltimore and Ohio Rail Road, are being verified to the letter, even during their own times (notwithstanding the vexatious delays that have impeded its onward course) when they asserted to their fellow citizens that "*nothing is now wanting to secure a great portion of the immense trade of the West to Baltimore, but the availing ourselves of the natural advantages which we possess, and the faithful application of the means within our power*" by the construction of a Rail Road across the Alleghanies to the Western waters.

APPENDIX.

1828 and 1853.

The Beginning and The End.

1828.

THE LAYING OF THE CORNER-STONE.

THE Baltimore and Ohio Rail Road Company being formed; its Charter obtained, the right of way through Virginia and Pennsylvania secured, and sufficient stock subscribed to warrant its commencement, it was determined in the spring of 1828, that the beginning of the work should be inaugurated with becoming ceremonies. Accordingly the FOURTH OF JULY ensuing—the fifty-second anniversary of American Independence—was fixed upon as the most fitting *day* upon which to lay the corner-stone of so vast a structure, and CHARLES CARROLL of *Carrollton*, the only surviving signer of the Declaration made upon that memorable day in 1776, was selected as the *man* by whose hand the work was to be begun. As soon as the time was thus so appropriately appointed, preparations were made for the event, which it was resolved should be signalized in the most imposing manner. A grand Civic Procession was agreed upon, and for three months every kind of preparatory arrangement seems to have been in progress for the occasion.

The Board of Directors of the Company responding to the public desire for a grand display, appointed a Committee of arrangement with power to confer with the citizens. That Committee issued the following card in the American of the 4th June:

“The Directors of the Baltimore and Ohio Rail Road Company have resolved, that the road shall be *commenced on the Fourth of July* next. It is the desire of the Committee of arrangement appointed by the Board, to have an opportunity to confer with the Masonic fraternity—the members of the learned professions—the different trades of the City—the officers of the Third Division, (Maryland Volunteers,)—the Corporation, and all such other public bodies as are disposed to unite in digesting such arrangements as will be appropriate for the occasion. For the foregoing object, it is respectfully suggested to the several associations before alluded to, that they should each send their representatives to meet in the Chamber of the First Branch of the City Council on Monday evening next, the 9th inst. at half past seven o’clock.

“GEORGE HOFFMAN, } Committee, { JOHN B. MORRIS,
ALEXANDER BROWN, } { PATRICK MACAULEY.”

In pursuance with this invitation delegates from the different associations assembled, forming quite a large, as well as influential meeting. COL. SAMUEL MOORE was appointed Chairman, and THOMAS PHENIX, Secretary. The following persons appeared as representatives:—on the part of the *Rail Road Company*, Messrs. Hoffman, Brown, Morris and Macauley;—*Masonic Fraternity*, Col. Benjamin C. Howard, Dr. M. S. Baer, J. K. Stapleton;—*Third Division of Maryland Militia*, Major-Gen. McDonald, Brigadier-Gen. Robinson, Col. Edes, Col. Stiles, Major Stirling;—*Corporation of the City of Baltimore*, Colonel

Samuel Moore, Philip Lawrenson;—*Masons and Bricklayers*, Col. James Mosher, Edward Green, William Reside, James Hines;—*Tailors*, John Patterson, Abraham Sellers, J. N. Fury, J. D. Fisher;—*Saddlers, Coach, and Harness Makers*, Daniel McPhail, Joseph Eaverson, Jacob Craft;—*Tobacconists*, William Heald, Abraham Pike, Daniel B. Walker;—*Weavers*, Jonathan Nisbit, William Rhoades, David Pogue, Richard Whitworth, Mathias Dwinn, John Duff, James Nesbit, Jr., John Wilson, Thomas MacElroy;—*Blacksmiths*, David Whitson, Robert Bush, Martin Mettee;—*Cedar Coopers*, John F. Robinson, William Hall, Henry Barrickman;—*Hatters*, George Rogers, Joseph Branson, Joshua Vansant;—*Watch Makers, Jewellers, and Silver Smiths*, William G. Cook, James H. Warfield, John M. Johannes;—*Tanners, Curriers, and Morocco Dressers*, William Jenkins, Richard H. Jones, Levis Kalbfus, Jr., John Q. Hewlett;—*Painters*, John Hays;—*Victuallers*, William Bush, George Myers, John Weir, James Slater, Thomas Kelso;—*Coopers*, Robert Taylor, John Durham, John Titus;—*Shipwrights*, James Beacham;—*Carpenters*, Daniel Metzger, James W. Collins, John Young, John Green, Joseph Jamison;—*Printers*, H. Niles, Thomas Murphy, Richard J. Matchett, John N. Millington, A. I. W. Jackson, E. H. Deaver;—*Cordwainers*, Joseph Sewell, Andrew Dayhuff, William Carmichael;—*Book-Binders*, N. Hickman, J. Wright, N. Hazzard;—*Jefferson Association*, Charles F. Cloud, Washington Wolfe, Leonard C. McPhail;—*Jackson Juvenile Association*;—William Bryson, Lemuel Stansbury, John B. Seidenstricker;—*Washington Association*, Augustus B. Webb;—*Franklin Association*, George Frailey, William St. John, George C. Stiles.

On motion of *Mr. Morris* the following resolution was adopted:

“Resolved, That this meeting feel disposed to co-operate with the President and Directors of the Baltimore and Ohio Rail Road Company, in celebrating the commencement of the Rail Road on the ensuing Fourth of July.”

Mr. Niles, (Editor of Niles’ Register,) offered the following, which were concurred in.

“Resolved, That the order of the Procession which took place on the Fourth of July, 1809, be adopted by this Committee, as far as applicable for the coming occasion.

“Resolved, That the Chairman appoint one person from each trade and association to form the order of procession, and to act in conjunction with the Committee on the part of the Baltimore and Ohio Rail Road Company and Masonic fraternity.”

The following is the PLAN OF PROCEEDINGS and Order of Procession finally adopted for the occasion, of which the American of 21st June, 1828, says:

“The magnitude and importance of the enterprise in question—the first breaking of the ground by the venerable CARROLL, the only surviving Signer—the novelty, elegance and diversity of the Procession—and the many thousands who will throng its ranks—will all combine to render the occasion of the most imposing and attractive character. At sunrise a grand national salute is to be fired from Federal Hill, at the same time the ringing of bells will commence, and flags will be displayed on the shipping in the harbor and public places. All who propose to join the procession will immediately repair to their respective places of meeting. At six o’clock, three guns will be the signal for the different associations to march to their respective places in line. The line, commencing with the Agricultural Society, will be formed in Baltimore street, with the right resting on Lloyd street, at the corner of the Second Presbyterian Church, facing to the north. Each association will take place in the line, according to its number, under the direction of the Marshals of the day, ex-

tending to the west. The procession will commence from the Exchange precisely at seven o'clock.

"ORDER OF PROCESSION.—Troop of Horse. Pioneers or Laborers with their implements of labor. Grand Lodge of Maryland.—Grand Marshal and Aids. A deputation from the Association of Blacksmiths, bearing the pick, spade, stone-hammer and trowel, presented by them to the Rail Road Company, with which to commence the work. A Barouche, drawn by four horses, containing the venerable CHARLES CARROLL, of *Carrollton*, the last surviving Signer of the Declaration of Independence, and a Director of the Rail Road—supported by General SAMUEL SMITH, Senator of Maryland, in Congress. The Directors of the Baltimore and Ohio Rail Road Company. The Military, and Civil Engineers in their employ. The Cincinnati and surviving Soldiers of the Revolutionary Army. 1. Band of Music. 2. Agricultural Society. 3. Farmers and Planters. 4. Gardeners. 5. Plough Makers and Makers of other Agricultural Implements. 6. Millers and Inspectors of Flour. 7. Bakers. 8. Victuallers. 9. Brewers and Distillers. 10. Tailors. 11. Blacksmiths and Whitesmiths. 12. Steam Engine Makers and Rollers of Copper and Iron. 13. Weavers, Bleachers and Dyers, and Manufacturers of Cotton and Wool. 14. Carpenters and Joiners, Lumber Merchants and Plane Makers. 15. Stone Cutters. 16. Masons and Bricklayers. 17. Painters and Glaziers. 18. Plasterers. 19. Cabinet Makers. 20. Upholsterers. 21. Fancy and Windsor Chair Makers. 22. Ornamental Chair Painters. 23. Tanners, Curriers and Journeymen. 26. Turners and Machine Makers. 27. Coopers. 28. Saddle and Harness Makers. 29. Coach Makers. 30. Cedar Coopers. 31. Brass Founders, Copper Smiths, and Tin-plate Workers. 32. Printers, Type Founders, Paper Makers, Book-Binders and Booksellers. 33. Tobacconists. 34. Potters. 35. Sugar Refiners. 36. Watchmakers, Jewellers and Silver-smiths. 37. Engravers. 38. Glass Cutters. 39. Ship Carpenters, Ship Joiners, Block and Pump Makers. 40. Boat Builders. 41. Rope Makers. 42. Riggers. 43. Sail Makers. 44. Pilots. 45. Ship Captains and Mates. 46. Seamen. 47. Draymen and Cartmen. Music. Juvenile Associations, according to seniority. The Governor and Executive Council of the State. The Mayor and City Council and Officers of the Corporation. Foreign Ministers and Consuls. Senators and Members of Congress. Senators and Members of the State Legislature. The President and Directors of the Baltimore and Susquehanna Rail Road Company and their Engineers and Officers. The Officers of the Army and Navy. The Major-General and Officers of the 3d Division Maryland Militia. The Clergy of all denominations. The Medical and Chirurgical Faculty of Maryland. The Trustees and Faculty of the University of Maryland. The Collector and Officers of the Customs. The Marshal of the United States, and High Sheriff of Baltimore County and Officers. The Chancellor and Judges of the Court of Appeals. Judges and Members of the Bar and Officers. Justices of the Peace. Public Teachers. Students of Divinity, Law and Physic. Merchants and Traders. Clerks and Accountants. Citizens, Mechanics, and Artizans not included in the above arrangement. Constables of the City. Troop of Horse. The ceremonies of commencing the Rail Road being over, a salute will be fired by the Artillery; after which the line of March will again be taken up, and the Procession will return into the City and be discharged in Baltimore street. All the Orders, Associations, &c. &c., included in above order of Procession, are hereby respectfully invited to join the Procession on the morning of the Fourth of July next.

SAMUEL MOORE, *Chairman.*

"THOMAS PHENIX, *Secretary.*"

The following is from the American of June 26th, 1828:

"The preparations connected with the formal commencement of the Baltimore and Ohio Rail Road, on the approaching anniversary, are advancing with great zeal, particularly among the different branches of the Mechanic Arts. All the trades and professions will be distinguished by their appropriate banners, badges, or other suitable devices; and many of them have determined to introduce travelling platforms or cars, on which it is intended to exhibit the

practical operations of their respective trades. Among some of the associations, we learn, it has been resolved to provide casks of claret and water for their refreshment during the Procession. The heat which has prevailed for some days past, leaves no room to doubt the excellence of the notion, and we presume it will be adopted in all cases where the arrangement can be suitably made. The Masonic fraternity from all parts of the State will attend the Procession; and the entire spectacle promises to be one of the most gratifying and imposing which has ever been witnessed.

From the American of July 7th, 1828.

FOURTH OF JULY—FOUNDATION OF THE RAIL ROAD.

The celebration of the Fourth of July, and the ceremonies attending the commencement of the Baltimore and Ohio Rail Road, brought to town a great concourse of strangers a day or two before the celebration. On the afternoon and evening immediately preceding, all the roads to town were thronged with passengers, while in the city itself, the lively and incessant crowds in Baltimore street; the movement of various cars, banners, and other decorations of the Traders, to their several points of destination; the erections of scaffolds, and the removal of window-sashes; gave so many "notes of preparation" for the ensuing fete. Fortunately, the morning of the Fourth rose not only bright but cool, to the great comfort of the immense throng of spectators that, from a very early hour, filled every window in Baltimore street, and the pavement below, from beyond Bond street on the east, far west on Baltimore street extended, a distance of about two miles. What the numbers were, we have no means of ascertaining; fifty thousand spectators, at least, must have been present, among the whole of which, we are happy to say, we witnessed a quietness and good order seldom seen in so immense a multitude. With the exception of one or two lost children, we know of no accident that disturbed the festivity of the scene in the city.*

The Procession left Bond street a little before eight o'clock, and moved up Baltimore street in the order previously arranged and published. The "good ship," the "Union," completely rigged on Fell's Point, was on the extreme left of the line, and as the various Bands of Music, Trades, and other bodies in the procession, passed before it, it was evident, from their greetings, that they regarded this combined symbol of our confederacy and navy with especial approbation. The thick of the crowd, too, was immediately around her. About ten o'clock, the procession reached the spot on which the Foundation Stone of the Rail Road was to be placed, in a field two miles and a quarter from town, south of the Frederick Turnpike road, and near Carroll's upper mills, on Gwynn's Falls.—Through the middle of this field runs, from north to south, a ridge of an elevation of perhaps thirty feet; in the centre, and on the summit of which, was erected a pavilion for the reception of Charles Carroll of Carrollton, the President and Directors of the Rail Road Company, the Engineers, the Mayor and City Council, and the orator of the day. Among the guests in the Pavilion were also the speaker of the House of Representatives of the United States, Gov. Coles of Indiana, the members of Congress and the Legislature, the Cincinnati and Revolutionary Soldiers, Col. Grenier, and Gen. Devereux. On either side of the Pavilion, and along the line of the ridge, was ranged the cavalry. In front of it towards the east, and on the brow of this ridge, was the excavation for the reception of the foundation stone, beneath which, and parallel with the ridge, lay a long and level plain,

* The following little communication from the American of July 2d, 1828, is worthy of being copied here as showing the caution exercised in those days. The conservatism that would offer such prudent suggestions in this fast age, would entitle its possessor to the popular epithet of "an old Fogey."

"MESSRS. EDITORS.—The observance on the Fourth of July of the following hints may be of some service, and they are accordingly transmitted: As the crowd will be thick and pressing, parents should not allow their children to move from under their inspection and care. As in such a confused mass, persons are apt to miss sundry valuables, they had better leave them at home. A hardened and expert criminal in our penitentiary, remarked, that, 'were he out, he would not take \$5,000 for his liberty just for that day.' Persons riding or driving horses, should pay particular attention to their progress, lest in their course some life may be lost—often the painful consequence of a joyous multitude. CAUTION."

in which the procession formed on its arrival, facing towards the pavilion. The cars were drawn up in a body on the left, and inclining towards the rear of the pavilion. The Masonic bodies formed a large hollow square round the First Stone. The spectacle presented from the pavilion, was gay and splendid in a very high degree.

The ceremonies were commenced by a Prayer by the REV. DR. WYATT, Masonic Grand Chaplain, the vast audience uncovering their heads; when Mr. Upton S. Heath, after an eloquent preface, read the Declaration of Independence. The Carrollton March, composed by Mr. Clifton, being then performed, Mr. JOHN B. MORRIS, (one of the Rail Road committee of arrangements,) delivered the following Address from the President and Directors of the Company:

“**FELLOW-CITIZENS.**—The occasion which has assembled us, is one of great and momentous interest. We have met to celebrate the laying of the first stone of the Baltimore and Ohio Rail Road, and if there be any thing which could render the day we have chosen more interesting in our eyes, than it already seems, it is that we now commence the construction of a work which is to raise our native city to that rank which the advantages of her situation and the enterprise of her citizens entitle her to hold. The result of our labors will be felt, not only by ourselves, but also by posterity,—not only by Baltimore, but also by Maryland and by the United States. We are about opening the channel through which the commerce of the mighty country beyond the Allegany must seek the ocean—we are about affording facilities of intercourse between the East and the West, which will bind the one more closely to the other, beyond the power of an increased population or sectional differences to disunite. We are in fact commencing a new era in our history; for there are none present who even doubt the great and beneficial influence which the intended Road will have in promoting the Agriculture, Manufactures and Inland Commerce of our country. It is but a few years since the introduction of Steamboats effected powerful changes, and made those neighbors, who were before far distant from each other. Of a similar and equally important effect will be the Baltimore and Ohio Rail Road. While the one will have stemmed the torrent of the Mississippi, the other will have surmounted and reduced the heights of the Allegany; and those obstacles, before considered insuperable, will have ceased to be so, as the ingenuity and industry of man shall have been exerted to overcome them.

“Fully impressed with the magnitude of the undertaking committed to their charge, the Board of Directors have used every means to insure success. The best talent of the country is employed in their service:—the General Government has lent its officers to assist in what is justly considered a work of National importance:—much valuable information has been acquired, and with abundant resources at their command, the Board of Directors find themselves within little more than a year after the incorporation of the Company, fully prepared to commence the construction of the GREAT ROAD.

“It is not in mortals to command success; but if a determination to yield to no obstacle which human exertion can overcome; an enthusiastic devotion to the cause; a firm belief that the completion of the magnificent work will confer the most important benefits upon our country; and a thorough conviction that it is practicable;—if all these, urging to action, can ensure success—success shall be ours.

“This day fifty-two years since, two millions of people, (the population of the Provinces of Great Britain,) proclaimed themselves Independent States, and commenced the task of self-government. Our native city was then an inconsiderable village, with few, and difficult means of communication with the interior, and with a scanty and slowly increasing commerce. The inhabitants of these States now number ten millions! and Baltimore has increased in her full proportion of population. Wide avenues now radiate in every direction through the surrounding country:—she has risen to the rank of the third city of the Union, and there are but few sections of the world where her commercial enterprise has not made her known. Fifty-two years since, he, who is this day to lay the first stone of the *Great Road*, was one among a band of fearless and noble spirits who resolved and declared that freedom which has been transmitted unimpaired to us.

"The existence which he contributed to give to the United States on the Fourth of July, 1776, on the Fourth of July, 1828, he perpetuates. Ninety-one summers have passed over him. Those who stood with him in the Hall of Independence, have left him solitary upon earth—'the father of his country.' In the full possession of his powers; with his feelings and affections still buoyant and warm, he now declares that the proudest act of his life and the most important in its consequences to his country, was the signature of Independence; the next, the laying of the First Stone of the work which is to perpetuate the union of the American States; to make the East and West as one household in the facilities of intercourse, and the feelings of mutual affection. Long may he live, cherished and beloved by his country, a noble relic of the past, a bright example of the present time."

On the conclusion of the address, two boys dressed as Mercuries, advanced to the canopy, and prayed that the Printers might be furnished with a copy of the remarks and address just delivered, that they might be printed and distributed to the people.

The Deputation from the Blacksmiths' Association next advancing, presented Mr. Carroll the Pick, Spade, Stone-Hammer and Trowel, prepared by them for the occasion, and made the following address:

"VENERATED SIR:—As the representative of the Association of Black and Whitesmiths, I am directed to present to you these implements made and borne to this place by freemen, consisting of a Pick to break the soil, the Spade to remove it, the Hammer to break off rough corners, and the Trowel to lay the cement which is to unite the East to the West, for the commencement of this great work, which will commemorate an epoch in the history of the internal improvements of our beloved country, and that too, on this illustrious day, which is celebrated as the day that tried the souls of men—the day that gave birth to a nation of freemen—the day, venerated sir, with which you are so conspicuously identified—the day that shall be the polar star to future ages, advertising them, that men dare declare themselves a free and sovereign people, that republics can exist, that neither require the royal diadem nor military rule to direct the great helm of of State in safety.

"And now, sir, that the present age may bless the men that touched the spring that put in motion this great national work, and that future ages may bless the memory of our beloved Charles Carroll, of Carrollton, is the prayer of those freemen that surround you."

The Deputation from the Stone Cutters now came forward, and the car containing the Foundation Stone was driven to the spot. While the stone was preparing, Mr. Carroll, accompanied by the Grand Marshal of the day, and by Mr. John B. Morris, and bearing in his hand the spade just presented, descended from the pavilion and advanced to the spot selected for the reception of the Foundation Stone, in order to strike the spade into the ground. He walked with a firm step, and used the instrument with a steady hand, verifying the prediction of our correspondent, in the song published on the morning of the Fourth:

"The hand that held the pen,
Never falters, but again
Is employed with the spade, to assist his fellow-men."

The stone was then dexterously removed from the wagon in which it had been conveyed to the ground, and placed in its bed. The Grand Master of Maryland then remarked, that before applying the test of his instruments to the Stone, for the purpose of ascertaining its correctness, with the assistance of the Grand Masters of the States of Pennsylvania and Virginia, it might not be amiss to add one to the numerous congratulations then expressed, that Maryland had at last determined to engage in honorable competition with her sister States, in the great work of Internal Improvement. He hailed the presence of the Grand Masters of these States as a propitious omen. On the one hand was Pennsylvania, the first to penetrate the defiles of her mountains with her roads, and who had been ever since employed with ceaseless assiduity, in further developing the resources of her domestic trade. On the other hand was Virginia, who had been for years studiously engaged in creating and preserving a Board, with competent funds, for the promotion of the same great end; manfully

struggling against those difficulties which even her energy had hitherto been insufficient to surmount, and therefore doubtless awaiting anxiously the result of our experiment, in order to avail herself of this mode of extended communication. It was only, he said, to notice the countenance of the representatives of a numerous fraternity in these two powerful and neighboring States, and to express in the name of the body whom he represented, their thanks for the kind feelings which had prompted the acceptance of the invitation to join in the ceremonies of the day,—that he had allowed himself to interrupt the usual order with a single remark.

The G. Master, attended by the P. G. Chaplain of Maryland, and by the G. Masters of Pennsylvania and Virginia, then applied his instruments to the Stone, and after handing them for the same purpose to the other G. Masters, and receiving their favorable report, pronounced it to be “well formed, true and trusty.” The G. Chaplain invoked the benediction of Heaven upon the success of the enterprise, the prosperity of the City, and the future life of the venerable man who had assisted in laying the Stone. The ceremony was concluded in the usual manner, by pouring wine and oil, and scattering corn, upon the Stone, with a correspondent invocation and response, followed by the grand Masonic honors.

The following is the Inscription: “THIS STONE, presented by the STONE-CUTTERS of Baltimore, in commemoration of the commencement of the BALTIMORE AND OHIO RAIL ROAD, was here placed on the Fourth of July, 1828, by the GRAND LODGE OF MARYLAND, assisted by CHARLES CARROLL, OF CAROLLTON, the last surviving Signer of the Declaration of American Independence, and under the direction of the President and Directors of the RAIL ROAD COMPANY.” On each side of the Stone was this inscription:

“*First Stone of the Baltimore and Ohio Rail Road.*”

In the cavity of the Stone was deposited a glass cylinder, hermetically sealed, containing a copy of the Charter of the Company, as granted and confirmed by the States of Maryland, Virginia and Pennsylvania,—and the newspapers of the day, together with a scroll containing these words:

“This Stone is deposited in commemoration of the commencement of the BALTIMORE AND OHIO RAIL ROAD. A work of deep and vital interest to the American people. Its accomplishment will confer the most important benefits upon this nation, by facilitating its commerce, diffusing and extending its social intercourse, and perpetuating the happy Union of these Confederated States. The first general meeting of the citizens of Baltimore to confer upon the adoption of proper measures for undertaking this magnificent work, was on the second day of February 1827. An act of Incorporation, by the State of Maryland, was granted February, 28th, 1827, and was confirmed by the State of Virginia, March 8th, 1827. Stock was subscribed, to provide funds for its execution, April 1st, 1827. The first Board of Directors was elected April 23d, 1827. THE COMPANY WAS ORGANIZED 24th April, 1827. An examination of the country was commenced under the direction of Lieutenant-Colonel Stephen H. Long and Captain William G. McNeill, United States Topographical Engineers, and William Howard, United States Civil Engineer, assisted by Lieutenants Barney, Trimble, and Dillahunty, of the United States Artillery, and Mr. Harrison, July 2d, 1827. The actual surveys to determine the route, were begun by the same officers, with the additional assistance of Lieutenants Cook, Gwynn, Hazzard, Fessenden and Thompson, and Mr. Guion, November 20th, 1827. The Charter of the Company was confirmed by the State of Pennsylvania, February 22d, 1828. The State of Maryland became a Stockholder in the Company, by subscribing for half a million dollars of its stock March 6th, 1829. And the construction of the Road was commenced July 4th, 1828, under the management of the following named Board of Directors;

PHILIP EVAN THOMAS, *President*,
CHARLES CARROLL, *of Carrollton*,
WILLIAM PATTERSON,
ROBERT OLIVER,
ALEXANDER BROWN,
ISAAC MCKIM,
GEORGE BROWN, *Treasurer*,

WILLIAM LORMAN,
GEORGE HOFFMAN,
JOHN B. MORRIS,
TALBOT JONES,
WILLIAM STEUART,
SOLOMON ETING,
PATRICK MACAULEY,

"The Engineers and Assistant Engineers in the service of the Company are: Philip Evan Thomas, *President*, Lieutenant-Colonel Stephen Harryman Long, Jonathan Knight, *Board of Engineers*. Captain William Gibbs McNeil, U. S. Topographical Engineer. Lieutenants William Cook, Joshua Barney, Walter Gwynn, Isaac Trimble, Richard Edward Hazzard, John N. Dillahunty of the U. S. Artillery. Casper Willis Wever, Superintendent of Construction."

A National Salute was then fired by the Artillery, stationed on a neighboring hill to the north.

The Deputation of Hatters then presented a beautiful beaver hat to Mr. Carroll, and another of like beauty to General Smith, both made by Mr. Joseph Branson, at the request of the association. Mr. Branson was attended by Messrs. George Rogers and W. Leaman, and the Committee of Arrangements. The Weavers and Tailors likewise presented to Mr. Carroll a coat made on the way. The Engineers' Report, bound in the most splendid manner, was then presented to him by the Book-Binders, who, through Mr. J. J. Harrod, made him an address in the following words:

"Revered Sire and Patriot—Do the favor to accept from the BOOK-BINDERS of the City of Baltimore, this copy of the Engineers' Report of the Baltimore and Ohio Rail Road Surveys, as a small tribute of their profound respect for your amiable character and patriotic services.

"More than half a century has elapsed since you recorded your name on the memorable charter of our country's independence: An instrument which surprized the civilized world by the boldness and novelty of its sublime maxims on the interesting subject of HUMAN FREEDOM.

"And now, this fifty-second Anniversary of American Independence finds you in the plain, but dignified character of a private citizen, mingling with your fellow-citizens, and by their unanimous wish, sustaining a conspicuous part in commencing the magnificent enterprise of '*the Baltimore and Ohio Rail Road,*' which, when completed, will doubtless, materially subserve to an immense extent, the commercial interests, of this prospering and spreading empire.

"We cannot forbear to unite our voices with those of the great multitude that surrounds you, in expressing the high sense of admiration we entertain, whilst contemplating these two acts of your life; and in invoking for your welfare the perpetual blessings and protection of an overruling Providence."

A deputation was now received from Capt. Gardner, of the ship "*Union,*" inviting Mr. Carroll and the Directors of the Rail Road Company, to visit the ship. They complied with this request, accompanied by General Smith, the Grand Marshal and his aids, and partook of refreshments on board of this miniature vessel. After leaving her, Mr. Carroll visited the Cars of the different Trades, and was received and cheered by them with the utmost enthusiasm.—During the whole ceremony, the venerable patriot preserved a vivacity and spirit remarkable indeed at his advanced age.

The ceremonies on the ground were concluded about twelve o'clock, and the procession being formed again, returned to town, by the indicated route and was dismissed in Baltimore street, at half past one o'clock.

The procession, on its return to the city, was headed by two handsome Cars from the Union Manufacturing Company's Works, which added greatly to the interest of the occasion. One of these huge carriages contained sixty, and the other forty-two females, belonging to the above factory. On the sides of the cars, which were fancifully decorated by the females themselves, was painted "*UNION FACTORY.*" Messrs. Joseph White and Richard Partington rode in the cars as protectors. They subsequently passed through several of the streets.

Between four and five in the afternoon, the Knights Templar marched in procession from the Masonic Lodge, to the Globe Inn, where they dined in their *encampment*, a handsome pavilion prepared in the court of that Inn. A number of associations dined together, with the usual ceremonies observed on these occasions, and at night a display of Fire-Works took place on Federal Hill, immediately opposite the city. The day concluded with more decorum and quiet, than we remember to have seen on any like occasion.—No small part of this is due to the happy arrangement, and superintendence of the Marshals of the day, who have given in the result, the best and most flattering evidence of their competence to the laborious and delicate task assigned to them.

The following Song from the *American* of July 4th, exhibits the spirit with which the people entered upon the celebration, and the feeling entertained toward the proposed Rail Road:

SONG FOR THE DAY.

TONE—"We're a' a noddin'."

Chorus.—O we're all full of life, fun and jollity,
We're all crazy here in Baltimore.

Here's a road to be made
With the Pick and the Spade,
'Tis to reach to Ohio, for the benefit of trade;
Here are mountains to be level'd,
Here are valleys to be filled,
Here are rocks to be blown, and bridges too to build.
And we're all hopping, skipping, jumping,
And we're all crazy here in Baltimore.

See the crowd of men and boys,
What a bustle! what a noise!
Sure all the world is here to partake of our joys;
Here's the matron and the prude,
"Oh boys you're very rude,"—
And here's old Paul Pry, with his "hope I do'nt intrude."
For we're all prying, peeping, looking,
For we're all gaping here in Baltimore.

Come, come along with me,
And you'll see the Committee,
And the venerable Carroll, the friend of liberty;
The hand that held the pen
Never falters, but again
Is employed with the spade, to assist his fellow-men.
For they're all digging, blowing, blasting,
For they're all working here in Baltimore.

Here's the Mayor and the Council,
And the Judges of the Court,
Here's the Sheriff, and the Marshal, and Collector of the Port;
Here's the Pulpit and the Bar,
Here are strangers from afar,
And here's what remains of the mighty men of war.
Who are all going one after t'other,
There's very few left us here in Baltimore.

Here's the Brotherhood so true,
All in purple and in blue,
With their badges, and their tools, all ready for the work,
See there's the Royal Arch,
How beautiful they march,
And the Knights of the Temple to protect us from the Turk.
For they're all cutting, slashing yonder.
But we do'nt fear them here in Baltimore.

Here's the Trades with their banners,
Coopers, Curriers and Tanners,
With the Carpenters and Saddlers, and Hatters not a few,
Here's the Butchers with their cleavers,
Painters, Plasterers and Weavers,
And Pat with the shovel, and drop of whiskey too.
For we're all drinking, toasting, tipping,
For we're all tipsy here in Baltimore.

Here's the Tailors! what a sight!
And the Smiths, black and white,
And here come the Shoemakers, who fit us left and right;
Here's the men who cut the glass,
And those who work in brass,
{ And the Printers with the *Devil*, stand by and let 'em pass.
For they're all busy printing verses
On the grand show we have in Baltimore.

Here's the Captains and the Mates,
 With the Ship United States;
 Here's the Builders and Riggers, with the Makers of the Ropes;
 Here's the Pilots with their compass,
 Carters, Draymen—what a rumpus!
 With the Juvenile Associations marshal'd all in groupes.
 For we're all marching, march, march, marching,
 For we're all marching here in Baltimore.

Now halt the parade,
 While the Corner-Stone is laid,
 And the prayer ascends to Heaven to aid the enterprise;
 See Roundtree with his Band,
 Takes an elevated stand,
 And the Carrollon March re-echoes to the skies.
 We shall all play it, whistle it, and sing it,
 We shall all play it here in Baltimore.

And when the Road is made
 With the Pick and the Spade,
 In the Locomotive Engine, they will put a little fire,
 And while the kettle boils,
 We may ride three hundred miles
 Or go to bed in Baltimore, and breakfast in Ohio!
 Where they're all waiting, hoping, praying,
 For a quick way to come to Baltimore.

THE GRAND CIVIC PROCESSION, *At the Laying of the Corner-Stone of the Rail Road, on the Fourth of July, 1828.*

The Procession was headed by Captain Cox's troop, the First Baltimore Hussars. The Pioneers with the implements of labor on their shoulders, followed next. Then came the MASONIC FRATERNITY, decorated with the various insignia of their order; the Junior Lodges in front, and the Grand Lodge of Maryland bringing up the rear. In the ranks of the Grand Lodge were Officers of the Grand Lodges of Pennsylvania and Virginia, who visited Baltimore for the special purpose of assisting in the ceremonies of the day. The Grand Marshal of the day, Mr. Samuel Sterett, followed, attended by his aids, Messrs. Henry Thompson, Samuel Moore and John Thomas. In an elegant landaulet and four, were seated the venerable CHARLES CARROLL, of *Carrollton*, the only surviving Signer of the Declaration of Independence, and General Samuel Smith, Senator of Maryland in Congress. A barouche and four succeeded, in which were Col. U. S. Heath, the Orator of the day, Mr. William Patterson, Hon. Andrew Stevenson, Speaker of the House of Representatives of the United States, and Governor Coles, of Indiana. Two other barouches followed, in the first of which were seated Col. Grenier, aid to General La Fayette at the surrender of Cornwallis, and General William McDonald; and in the latter, Col. Thomas Tennant and General Devereux. Then followed, on foot, in double files, the Directors of the Baltimore and Ohio Rail Road Company; the Military and Civil Engineers of the Company; the Order of Cincinnati, and Soldiers of the Revolution. A Band of Music came next; and then followed, in order, the several Associations, Trades, &c., as here described:

FARMERS AND PLANTERS.—At the head of this body, on horseback, and in double files, were seen *twenty-four* aged and respectable Farmers, corresponding with the number of the States of the Union. One of these carried a banner on which was inscribed,—“*The wilderness and the solitary place shall be glad, and the desert shall rejoice and blossom as the rose.*” Then followed a Stage or platform, bearing a plough guided by Gen. Tobias E. Stansbury, and driven by Mr. George Harryman. In front the stage was ornamented with two living mulberry trees, bearing numbers of the cocoon of the silkworm; and in the rear were seen growing stalks of corn, &c. On the right of the stage was displayed the flag of the Union, and on the left a staff surmounted by a Liberty Cap, on one side of which was the motto “*E pluribus unum,*” and on the other,

"Where Liberty dwells, there is my country." In the centre of the stage was a banner with this motto,—"*Our swords are beaten into plough-shares, and our spears into pruning-hooks.*" Then followed Col. Nicholas M. Bosley, the Seedsman, on horseback, dressed in homespun. His shoulders were ornamented with epaulets of the heads of timothy grass and wheat, and from his shoulders was suspended a bag of grain, which he sowed as he passed along. In his hand he held a banner with this inscription,—"*He who soweth good seed shall reap abundantly.*" A SECOND Stage succeeded, on which was a Harrow, held by Mr. John Scott. In front was a flag with the motto,—"*Paul may plant, and Apollous water, but God giveth the increase.*" A THIRD Stage followed, containing sheaves of wheat and rye, and farmers engaged in the business of harvesting. The Farmers on this stage were Mr. William Jessop, reaper; Mr. Lee Tipton, cradler; and Mr. Nicholas Gatch, raker and binder. The banner contained the following motto.—"*Behold the day is come. Put ye in the sickle and reap, for the harvest is ripe.*" In the FOURTH were seen Messrs. Elias Brown and James Turner, threshing wheat and rye. At the other end were a wheat fan and a straw cutter, both of which were kept busily in operation. The winnowers were Messrs. William Scharf and James W. M'Culloch; the straw cutter was Mr. Upton Reid; the feeder, Mr. John J. Bayley; and the clearer, Master John H. Scharf. On the banner was inscribed this motto—"He thresheth in hope, and is a partaker of his hope." Over the wheat fan was this motto—"He will gather the wheat into his garner, and the chaff he will burn." The FIFTH Stage closed the procession of the farmers. On it was a handsome apple tree, with a living grape-vine growing among its branches. Under the tree was a fine milch cow, with a person employed in milking. At one end of the stage was a pen with pigs. Mr. Noah Underwood was on the stage, engaged at the churn. On a banner over the vine, was this motto—"Every man may sit under his own vine and fig tree, and none shall make him afraid." Over the cow floated a banner with this motto—"A land flowing with milk and honey." It is but just to add that this stage was furnished and arranged at the sole expense of Mr. Underwood, the proprietor of the justly celebrated dairy at Orange farm.

GARDENERS.—This association, to the number of 60 or 70, was preceded by its BANNER, containing on one side an appropriate device to represent the antiquity of the profession. The motto was, "*God is our trust.*" On the reverse was a cornucopiæ, and the serpent beguiling Eve. The members were all clothed in white jackets, vests and pantaloons; and each wore in his breast a bouquet of beautiful flowers. Principal marshal, Robert Dover.

MILLERS AND FLOUR INSPECTORS.—At the head of this association was carried a BANNER of white silk, containing on one side a representation of a mill, fall of water, &c. On the other, the representation of a crane, with two mill-stones suspended. Motto—"The Millers of Maryland." Each miller wore a silk badge on his vest, with a device of the tools of his profession, and a sketch of a Rail Road. The marshals and banner bearer were dressed in white, with blue sashes. The Cart of the Flour Inspectors came next, in which where the furnace and branding irons—the whole overshadowed by a beautiful oleander still in full bloom. The Inspectors, in drab coats, white hats, vests and pantaloons brought up the rear, each having his scoop under his arm. The principal marshals of this body were David Ricketts and R. Purnell. Standard bearer James Powers, supported by William Durham and Isaac Walmsley.

BAKERS.—Two of the oldest bakers of Baltimore, Messrs. B. Struthoff and John Soper, were in front of this association. Next came the master bakers, in sections of five, with a sub-marshal on the right of sections.—Then followed the BANNER, borne by Mr. Geo. M. Blensinger; it represented a baker in the act of drawing bread from the oven; motto—"Equal rights, and a persecuted branch; approved Feb. 21, 1828." The bearer was flanked by the committee of arrangement, wearing blue sashes, peels, and Rail Road badges. A band of music succeeded, flanked by three loaf bread, and three biscuit bakers, each carrying a peel painted blue. The journeymen and apprentices followed. The association were uniformly dressed in white, and numbered from 80 to 100 men. The principal marshal was Mr. John McFerran, Jr. aided by the following sub-m Marshals—C. A. Medinger, Fleetwood Francis, Fred. Klier, R. Care, Col. John Smith, Jr. Conrad Bendeman, and Henry Finckman.

VICTUALLERS.—This numerous association appeared in a uniform dress of white roundabout, vest and pantaloons. A blue ribbon was passed over the right shoulder, and under the left arm of each member, to which a Steel was attached. The aprons were white, and the badge contained a likeness of Carroll, of Carrollton. The banner was carried by Mr. Thomas J. Rusk, supported by Mr. Wm. Blockley and Mr. Harry Turner, one of whom bore a pole axe, and the other a cleaver. It contained the Victuallers' coat of arms, surmounted by an Eagle bearing the words, "July 4, 1828." Beneath was the motto—"Our country's prosperity—Internal Improvements." Mr. Alexander Gould acted as principal marshal, assisted by Messrs. John Wier, John Rusk, James Elmore, Daniel Crook, and Charles Myers.

TAILORS.—A stage drawn by four bay horses, with drivers in fancy uniform, preceded this association. Upon the stage, which was a neat representation of a shop, was Mr. Abraham Sellers, the master tailor, and six journeymen at work. This was succeeded by the banner, representing Adam and Eve, sewing leaves together. Below was the motto—"And they sewed fig leaves together." On the other side was the Tailors' coat of arms and motto. Then followed the members, uniformly dressed in dark coats, white pantaloons, and white gloves. Around the neck of each was suspended a badge of white ribbon, ornamented with a blue frisette, and containing portraits of Washington and Charles Carroll of Carrollton. When the procession had proceeded a short distance, a piece of shamb Bray, woven at the Weavers' loom, was sent to the Tailors, and by the latter made into a coat as the procession passed along. Upon the ground, it was presented by a deputation to Mr. Carroll. This body was under the direction of four sub-marshals, viz: Joshua Dryden, J. N. Fury, Henry W. Tilyard, James Jones.

BLACKSMITHS AND WHITESMITHS.—First came the deputation from this body of artisans, distinguished by blue ribbons, and bearing the implements with which to commence the Road, viz:—a Pick, a Spade, a Stone-hammer and a Trowel, all specially made for the occasion. Immediately succeeding these, came the car or stage, drawn by four grey horses, with a driver and assistant to each horse. The car represented a Smith's-shop, with furnace, bellows, &c. in full operation. There were four hands at work, viz. Hugh Devallin, John Tensfield, John Burnes, and Tully Wise. The master workmen of the shop were Mr. Jeremiah Warmingham and Col. Henry Amy. On each side of the car was seen the motto—"United Sons of Vulcan." The association of Blacksmiths followed, with the Apprentices in front—each member wearing a white apron, ornamented with the device of an anvil, and hammer and hand.—A badge was also worn, containing the likeness of Charles Carroll, of Carrollton, and otherwise appropriately ornamented. The banner was borne by a master workman; it contained the Blacksmiths' coat of arms—on one side the motto, "By Hammer and Hand all Arts do stand," on the reverse the motto was, "American Manufactures—Internal Improvements." The number of this body was about one hundred and sixty, under command of Mr. William Baer, principal marshal—aided by deputy marshals M. Mettee, Robt. Buck, Robt. Hitchcock and Jesse Haslup.

STEAM ENGINE MAKERS, ROLLERS OF COPPER AND IRON, AND MILL-WRIGHTS.—The banner which preceded this association contained various emblems, surmounted by an eagle bearing this motto:

"We join like brothers, hand in hand,
Called by the world a Millwright band."

Underneath the emblems was this motto,

"Millwrights do their work prepare,
By water power, steam or air."

The members followed, clad with aprons and badges, containing appropriate emblems.

WEAVERS, BLEACHERS, DYERS, AND MANUFACTURERS OF COTTON AND WOOL.—This was a numerous association. In front was seen a stage drawn by four horses, on which was erected a Loom with weavers at work; and a boy winding bobbins. Mr. A. M'Donald, (the weaver in the procession of 1809) was superintendent of the operatives. The stage was covered and handsomely festooned with white domestic muslins, bordered with fringe and tas-

sels of domestic manufacture. A company of Weavers followed, dressed in a uniform of white domestic jean trowsers, vest and roundabout; on the left breast of each was affixed a badge of light blue satin, with an appropriate device and inscription. The banner came next, borne by a standard bearer with two supporters in white dresses and blue sashes. It was surmounted by a golden shuttle; and represented the Weavers' coat of arms, surmounted by an Eagle bearing a scroll, with the inscription—"Ye were naked, and we clothed ye." Beneath the arms was this inscription—"Encourage your Manufactures, they will support Agriculture and Commerce, and produce real Independence." On the reverse of the banner was painted a symbolic device, in the centre of which was a circle of gold, surrounding this motto—"The Shuttle, the Sheaf and the Ship." On the right of the circle, Britannia was represented by a female figure, in an attitude of grief—the setting sun in the distance. On the left hand Columbia is represented by a female figure, grasping a staff surmounted with the liberty cap. She is stretching forward to receive from her Eagle the golden treasure which the latter is bearing across the ocean from the Eastern to the Western hemisphere. Underneath is this motto—"A wise and just distribution of labor and its reward, is the foundation of national prosperity." A numerous company of Weavers followed, wearing badges on their breast. The whole was attended by sixteen sub-marshals.

CARPENTERS, LUMBER MERCHANTS AND PLANE MAKERS.—This association was headed by Mr. John Mowton, as principal Marshal, followed by the Carpenters over fifty years of age. After these, on a car drawn by four white horses, came the Temple, a very beautiful miniature structure, which excited general and very deserved admiration. The Temple was a correct specimen of the Doric order of architecture, with porticos on the east and west front, supported by four fluted columns. The ascent to the portico was by a flight of five steps. The exact dimensions of the Temple are—7 feet 8 inches front, 7 feet 5 inches depth; the height from the ground to the top of the entablature, 5 feet 11 inches, and to the top of the pediment, 7 feet 1 inch. The Temple was accompanied by the Building Committee, and the hands employed in its construction, each bearing some implement of the trade. The elegant Banner of the association came next, borne by Mr. James Brown, and supported by Thomas Hassard and Thomas Murril. In the foreground of the Banner was seen a Doric arcade, and a Rail Road Depôt, warehouses, &c. Through the centre arch of the arcade was seen the representation of a Rail Road, and a locomotive engine approaching the depôt. On the arcade was this inscription,—"*Rail Road to the Ohio, July 4, 1828.*" A wreath of oak leaves ran round the borders of the banner, on the fillet of which was this inscription,—"*Public prosperity, private good.*" On the reverse was the Carpenters' coat of arms, with this motto,—"*In cordia, salus et robur.*" The staff of the Banner was surmounted by a beautiful Gothic architectural emblem, executed by Mr. James Curley. Immediately after, came the association with their apprentices, all wearing appropriate badges. The whole was under the conduct of a principal and sixteen sub-marshals.

STONE-CUTTERS.—In the centre of a handsome car, drawn by four white horses, with drivers in white, was a plinth, covered with green baize, on which was placed the *First Stone* of the Baltimore and Ohio Rail Road. It was of marble, and on the top was the following inscription:—"THIS STONE, presented by the STONE-CUTTERS of Baltimore, in commemoration of the commencement of the Baltimore and Ohio Rail Road, was here placed on the Fourth of July, 1828, by the GRAND LODGE OF MARYLAND, assisted by CHARLES CARROLL, of Carrollton, the last surviving Signer of the Declaration of American Independence, and under the direction of the President and Directors of the Rail Road Company." On each side of the Stone was this inscription:—"FIRST STONE of the Baltimore and Ohio Rail Road." In the centre of the Stone was a cavity for the reception of the glass case containing the Charter of the Company, newspapers of the day, &c. After the car was borne the banner, representing a temple of the Tuscan order, surmounted by an eagle bearing a scroll with this motto,—"*Under my wings the Arts shall flourish.*" Under the temple was inscribed,—"*The Stone-Cutters of the City of Baltimore.*" The dress of the members was a blue coat, white pantaloons, and a handsomely decorated apron of white satin. At the breast of each, an appropriate badge was worn. Prin-

principal marshal, Frederick Baughman, aided by sub-marshals Nicholas Hitzelberger, H. B. Griffith, Alexander Gaddess and Edward Mead. Principal standard bearer, Robert St. J. Steuart, supported by six guards. The banner used in the procession of 1809, was also displayed.

MASONS AND BRICKLAYERS.—This association was distinguished by three Banners, the principal one representing a house partly built, men at work, &c. At the top was the inscription:—“*Masons and Bricklayers of Baltimore, united July, 4, 1828.*” Underneath was the motto,—“*Liberty throughout the world.*” The members wore aprons ornamented with the emblems of their profession; their badges had on them a trowel, and a representation of a Rail Road. At the head of the association was Col. James Mosher as principal marshal, aided by Wm. Reside, E. Greene, J. Dickerson, E. Stansbury, J. Wolfe, Wm. Davis, and J. Allen, as sub-marshals. The bearers of the banners were Edward Frederick, John Ratteau, and Wm. Townsend.

PAINTERS.—The car which preceded this association was designed and ornamented with much taste. It was attended by six guards, the two first carrying pallet and pencils, and the others ornamented brushes. On the car was placed a pyramid, on which was inscribed the date of commencement of the Rail Road &c. A master painter, Mr. L. O’Laughlin, was seated on the car, engaged in finishing a portrait, and at the other end was a boy preparing colors. [We regret that we have not materials for a more detailed description of the car.] The president and officers of the association came next, each carrying a small staff; they were followed by the members, all of whom were dressed in white jackets, vests and pantaloons, wearing at their breast the Carrollton badge. The elegant banner of the association was in the centre, borne by a member, and supported by guards carrying pallets and pencils. It represented the Painters’ coat of arms, with the motto, “*Amor et obedientia.*” On the flank of each platoon, was a sub-marshal bearing an ornamented brush. James M’Donald, principal marshal, and sub-marshals John Burns, — Bolton, William Sederberg.

CABINET MAKERS.—The car or stage of the Cabinet Makers was ingeniously contrived to represent a bedstead of curled maple. It was eight feet wide, and twelve feet long, the bed-posts forming the upright sides of the car. It had a handsome fancy head-board and cornice, with drapery of pink and blue, tastefully festooned, and tester complete. On the car were seen a Cabinet Maker and Carver at work, the former engaged in finishing a patent rocker cradle. The members and apprentices of the trade followed, each wearing a badge of white silk, on which was the impression of a Grecian sofa. In the centre was borne the banner, representing a cabinet, surmounted by this motto—“*May there be union in our cabinet.*” The whole was under the direction of John Williams, principal marshal, and sub-marshals, James Williams, Robert Dutton, William M’Cardle, Samuel Bevan, William Meeks, Lambert Thomas, Wm. M’Colm, and Levin P. Clark.—Cabinet Maker on the stage, Joshua Miller; Carver, William M’Graw. The cradle was finished, and the workmen rocked it on their way home.

CHAIR MAKERS AND ORNAMENTAL CHAIR PAINTERS.—The banner at the head of this association represented the Chair Makers’ coat of arms, over which was a Windsor chair, surmounted by wreaths of roses. The motto was, “An emblem we display.” The members wore a highly ornamented white satin apron, emblematic of the trade, and a white sash with appropriate devices. The principal marshal was Samuel Mason, aided by four sub-marshals, George Arnold, William Chesnut, James S. Carnighan, and John Stgars.

TANNERS AND CURRIERS.—Mr. Wm. Jenkins, as principal marshal, was at the head of this numerous association. A handsome banner was borne in the centre, containing the coat of arms of the trade, and the motto “*Try what you will there’s nothing like Leather.*” Each member wore a light leather sash, ornamented at the breast with a blue rose, encircling a brilliant spangle. Sub-marshals, R. H. Jones, John Dillehunt, Thos. Sewell, Benjamin Comegys, Daniel Kalbfus, J. Joyce, Thomas Watts.

CORDWAINERS.—At the head of the Cordwainers was carried a beautiful silk banner with the coat of arms of the craft. Beneath was the motto, “*Our country right or wrong.*” On the reverse was a representation of St. Crispin and St. Crispiana, with the Latin motto, “*Ni nulli, invertiture ordo.*” Then followed a stage, drawn by four black horses, with black drivers dressed in white. Upon

it were two master workmen, two journeymen, and two apprentices, engaged at work upon a pair of green morocco slippers which were finished during the procession, and presented to Mr. CARROLL on the ground. The slippers were very neatly made, and the linings were ornamented with a view of the Rail Road. A pair of beautiful white satin lady's shoes was also made during the procession. The numerous association of Cordwainers now passed on, each member wearing a white apron trimmed with blue ribbon, and stamped with the coat of arms. An appropriate badge of white satin was also worn on the breast on each member. The master workmen on the stage were—James Ackland, on the part of the boot and shoemakers, and John Wright on the part of the ladies' shoemakers. The whole was under the direction of eight sub-marshals.

HATTERS.—The Hatters were preceded by a handsome Stage, drawn by four horses. It was decorated with flags, one of which bore the portrait of the founder of the trade, M. Clement, who introduced the art into Paris in 1404. The car was the representation of a complete hat factory, with hands busily employed in all the various operations of the trade, viz: pulling, cutting, bowing, felting, napping, blocking, finishing, and *knocking down*, when the work deserved it. The car was followed by Messrs. Cox and Clapp, who headed the association. Next followed a banner, displaying on one side a Beaver, with the motto, "*With the industry of the Beaver, we maintain our rights.*" On the other was depicted an assortment of hats, with the motto, "*We assist each other.*" The banner was supported on either side by an elegant white hat, borne by boys. These hats were made, at the request of the association, by Mr. Joseph Branson, the one designed for Charles Carroll, of Carrollton, the other for General Samuel Smith. The arrow surmounting the banner, bore the inscription, "*We cover all,*" and in accordance with this motto, the Hatters not only "covered" him who by his wisdom declared us free, but also him who by his bravery defended and secured it to us. Next followed the master Hatters, journeymen and apprentices, in number about two hundred, all wearing white aprons and black morocco badges.

TURNERS AND MACHINE MAKERS.—Upon a handsomely designed Stage drawn by four horses, was erected an elegant lathe, with a turner and filer busily engaged at work. The members all wore white aprons trimmed with blue, and ornamented with appropriate devices; the motto upon the stage was—"*By faith I obtain.*" The badges were of white satin, with a device emblematic of the profession. This association adopted a rather novel, but not unpleasing mode of testifying their satisfaction upon the occasion, a place being allotted on the stage to a *Piper*, who performed a number of national airs, &c. Marshals, Conrad Keller and Samuel Johnston. The workmen on the stage were Henry T. Diffenderffer, turner; John P. Earheart, filer; James Arnold, piper; William Dawson, chopper.

COOPERS.—A Stage drawn by six black horses, was arranged so as to represent a complete Cooper's shop, containing a master workman, four journeymen, and a boy, all busily engaged at work. The banner, carried by Charles Miller, contained the representation of a barrel in the first truss, with a man at work on it. The motto was—

"Wood to wood, and neatly bound,
The neatest art that ever was found."

Immediately succeeding the stage came the three marshals, John Durham, Robert Taylor, and Robinson Woolen. These were followed by about 160 or 170 of the profession, with aprons and badges appropriate to the occasion.

SADDLERS AND HARNESS MAKERS.—This association was preceded by four beautiful horses, each led by a groom clad in the Arabian costume. The two first horses were caparisoned with elegant Saddles and Bridles, and the latter two with sets of Harness of the finest workmanship. The two marshals, Messrs. Edward Jenkins and Philip Uhler, followed; they were succeeded by the members, wearing an appropriate badge. The banner was of white silk, containing the Saddlers' coat of arms, and the motto—"*Hold fast—ride sure.*" Beneath was the date, "July 4, 1828."

COACH-MAKERS, COACH-TRIMMERS, COACH-PAINTERS AND WHEELWRIGHTS.—This association was headed by a very elegant Barouche, of Baltimore make, drawn by four beautiful grey horses, with postilions in rich blue livery. Mr.

Joseph Eaverson, principal marshal to the association, rode in the barouche. The association followed, having in their centre two banners with the coat of arms of their profession. The first was borne by James DeBaufre, supported by Alexander Chase and George Craft. The second, which was the banner used in 1809, was borne by George Bartol, supported by John Howser, Sr. and Alex. Boyd. The sub-m Marshals were Thomas D. Greene, Samuel H. Howser, William Peers, Philip Trusil and William Dashiell.

CEDAR COOPERS.—At the head of this association was a Stage drawn by four horses, eighteen feet long and eight wide, tastefully ornamented with cedar bushes. A master workman and several journeymen were upon it, employed in making tubs, baskets, &c. Among the articles finished in the course of the procession was a Barrel Churn, in which was made a quantity of butter. The members wore white aprons, ornamented with a cedar tree, churn and tub; the motto, "*Every tub stands on its own bottom.*" This body was under the conduct of two sub-m Marshals, viz: William Hall and William Bayner. The workmen on the stage were, John T. Robertson, master; George Zimmerman, Jacob Barrickman, Leonard Waddle, and two boys; Captain S. H. Moore, churning. The Cedar Coopers made two churns, two tubs and two buckets—churned five gallons cream, ate the butter, drank the butter-milk, &c. &c.

COPPER-SMITHS, BRASS-FOUNDERS AND TIN-PLATE WORKERS.—A neat platform or stage nine feet wide and seventeen feet long, drawn by four horses, preceded this association. Upon it were seen two Copper-Smiths, each making a still; two Brass-Founders, one of whom was turning a pair of andirons, and the other finishing a set of stair-rods; and two Tin-Plate Workers, one employed in making wash-basins, and the other in making tin tumblers, which he threw to the spectators as the procession passed. In the centre of the association was borne a handsomely decorated white silk sanner, with a coat of arms emblematic of the three different branches. Upon the front the motto was, "*God is the only Founder.*" The apron worn by the Copper-Smiths was decorated with the representation of a still, and the badge with a hammer. The aprons of the Brass-Founders were distinguished by a bell, and their badges by a file. Upon the aprons of the Tin-Plate Workers, was the representation of an urn and two tumblers, and upon their badges, that of a mallet. This association numbered upwards of one hundred. Marshals: Joseph W. Stewart, John Potter, Ebenezer Hubball, — Wampler. The workmen on the stage were George Wilson, master, George Foss, Francis Elder, — Shinneman, Daniel Stall, William Ives, George Meyer, and a boy.

PRINTERS.—*The Printers* (for the following description of whose decorations we are indebted to the polite attention of Mr. Niles) had a highly finished and fully furnished car, sixteen feet long and nine wide, drawn by four very stout and handsome bay horses. The wheels were concealed by white cloth suspended from the car, relieved by rich festoons of glazed blue muslin. The posts and railing were tastefully ornamented with oak leaves, (devoted to civic purposes,) wreathed with flowers. In the front were portraits of *Washington* and *Franklin*; on the right side, of *Jefferson*, *Carrall* and *Howard*; on the left, of *Decatur*, *Perry* and *Armistead*—all good paintings, and kindly loaned for the occasion. The following mottoes were painted on the railing—in the front and rear, "*Printing*"—on the left, "*The Art preservative of all Arts*;"—on the right, "*Truth is a victor without violence*;"—on the front base, "*The standing place of Archimedes, from whence to move the moral world*;"—on the rear base, "*We appeal to reason.*" On the car was placed an improved iron *printing press*, (richly decorated and surmounted by an eagle,) with its *bank*, &c., two *stands* with *cases* and *type*, a half hogshhead of claret, labelled "*Summer ink*," and a hogshhead marked "*Washing water*," with specimens of type from the much improved foundry of Mr. Spalding, and the new and vigorous establishment of Mr. Carter, both of this city. The following persons were on the car: Hezekiah Niles, as *employer*; Thomas Murphy, *foreman*; Peter Edes, *proof-reader*; Robert Neilson, *compositor*; Abraham Lefever and John F. Cook, *pressmen*; E. Mosher, *fly*; and two fine youths, dressed as *Mercuries*, in tight flesh colored clothing, with winged helmets, with two small boys, grandsons of Messrs. Edes and Niles; and Thomas Barrett, *steward of the chapel*, to whose zeal and attention the association is much indebted. John D. Toy was *cashier* and *clerk*. The body of the craft was under charge of W. W. Moore, E. K. Deaver and John N. Milling-

ton, *Marshals*, and the great standard, placed in the centre, was borne alternately by Messrs. Holliday, Clayton and Abbot. The association, including the apprentices, amounted to about ninety persons. On the standard was painted a press—over which a spread eagle, bearing a scroll—“*Franklin our guide;*” near the bottom the regular motto, “*Printing, the art preservative of all arts.*” The *Mercuries* excited much attention. With long poles they distributed the Declaration of Independence, and an ode, *printed during the procession*, to ladies at the windows of the houses, or cast them among the mighty mass of population which filled the side-walks. After Mr. Morris had delivered the address on behalf of the Rail Road Company, they, escorted by two marshals, proceeded to the pavilion, and in the presence of the venerable and delighted CARROLL, having presented the compliments of Mr. Niles, on behalf of the Printers’ association, requested of Mr. Morris a copy of the address, that it might be *immediately published*, and spread among the people. It was politely handed to the *Mercuries*, and, in about an hour afterwards, the same messengers returned, and delivered to Mr. Carroll and Mr. Morris printed copies of the address, with the respects of the craft. One of the *Mercuries* was also despatched to the valued and venerable commander of the Union, *Admiral Gardner*, with a glass of wine, who received it, and drank with Mr. Niles, the head employer of the Printers, each standing in his place. Previous to the movement of the procession, when the Printers’ car was passing east, to take its station in line, Captain Kelly, *first officer* of the Union, hailed with “*Whence came you?*” Mr. Niles replied, “*From Port Public Spirit.*” “*Where bound?*” “*To Port Independence.*” “*What news?*” “*Carroll is about to lay another corner-stone.*” On which copies of the Declaration of Independence were thrown into the ship, and the officers and crew, with the whole body of Seamen, &c., gave three hearty cheers, which were cordially returned. As the whole happened without previous concert, the effect was highly interesting to the parties. And on the return of the procession to the city, the Printers would have accompanied their friends, the shipwrights, Boat-Builders, Riggers, Seamen, &c. to the Point, had not their car been *squabbled*, and shown indications of going into *pie*. It was therefore halted near the Centre Market, and the model of the frigate, the boat and the ship passed, the association being silent and uncovered—when three cheers being given by the craft, they were returned with great interest by the other party. It may be remarked that, on all occasions of this kind, the Seamen and Printers have been hearty friends; and, after the lapse of nineteen years, it is worthy of note, that, as in 1809, Captain Gardner commanded the ship—so Mr. Niles presided over the stage which the Printers exhibited.

O D E,

Written for the Fourth of July, 1828, at the request of the Typographical Association.

BY RUFUS DAWES.

LET the voice of the Nation go forth!
 Let the roar of your cannon proclaim
 From the East and the West, from the South and the North,
 The pride of Columbia’s name!
 The chain of Oppression was yours,
 And Tyranny marked you her slaves—
 But O! while an oak in the forest endures,
 Or a pine on the mountain-top waves,
 The birth-day of Freedom shall ring round the land,
 And millions of hearts shall for Liberty stand.

Let the trumpet awake with its breath,
 Where the star-spangled banner unfurled—
 ’Tis the voice that once summon’d your fathers to death,
 When the lightnings of vengeance were hurled:
 O ne’er let the war-cry, that burst
 From the brave, when they rush’d to the fight,
 Die away on the shore, where the thunderbolt first
 Broke the cloud of our Liberty’s light—
 When the Throne of Oppression was rent by the blast,
 As the hurricane-shout of our victory past.

Remember that ages unborn,
 Will look through the vista of time—
 And the spirit that welcomes this glorious morn,
 Shall never be tarnished with crime!
 While Commerce has wings for the sea,
 While Wealth opens channels for trade:
 While the heart of our country beats nobly and free,
 Not a star of its glory shall fade—
 Then swear to be just, while a Carroll remains
 To gaze on the giant that broke from his chains!

Ye are free!—let your gratitude rise—
 Ye are great!—be ye true to your trust;—
 Your greatness descended alone from the skies,
 Whence, the strength of your Liberty must!
 Then swear by your patriot sires,
 By the blood that was spilt for this day,
 That ne'er while your hearts burn with Liberty's fires,
 Will you barter your birth-rights away!
 That Washington's spirit may witness the deed,
 And smile that his children were fit to be freed.

BOOK-BINDERS.—In front of the Book-Binders, was borne by eight apprentices, a Stage, upon which were laid two books—one a beautiful bound ledger, and the other the Report of the Engineers of the Baltimore and Ohio Rail Road Company. The latter book was splendidly bound in morocco, and finished in a style which would do credit to any country. On one cover was the following inscription—"Presented by the Book-Binders of Baltimore to Charles Carroll, of Carrollton, on the 4th July, 1828,"—and on the other, the name—"Hon. Charles Carroll." After the procession arrived on the ground, the latter book was presented to Mr. Carroll by Mr. John J. Harrod, accompanied with an address, which will be found in another part of this description. While on parade, the Book-Binders resolved unanimously, that an apron and badge be presented to Mr. Skinner, for the purpose of being transmitted to General LaFayette.

WATCH-MAKERS, JEWELLERS, SILVER-SMITHS AND ENGRAVERS.—At the head of this association was Col. Standish Barry, as principal marshal. He was followed by Col. Peter Little, our representative in Congress, supported by Capt. John Lynch, and Mr. James Ninde. Then followed a banner used in the procession of 1809, borne by Andrew E. Warner. The device was a figure of Time, with this inscription: "*I transmit thee to posterity.*" Below this figure, on the right hand side, was seen a Gold Urn; on the left, one of Silver; in the centre of the whole was seen a Clock; above the figure of Time was this inscription: "*Carried by Captain Thomas Warner in 1809.*" The banner was supported by a member from each branch, viz: James C. Ninde, from the Watch-Makers; George Webb, from the Jewellers; John N. Green, from the Silver-Smiths; and William Bannerman, from the Engravers. Next came an Octagonal Pyramid, borne on the shoulders of assistants, in the front of which was placed a splendid clock. Around the base, and on the second tier of the pyramid, were placed superb specimens of richly chased silver-ware, such as tea and coffee pots, bowls, goblets, &c., all the production of the Silver-Smiths of Baltimore. On the upper tier were placed rich specimens of jewelry, as chains, seals, and a variety of valuable trinkets, so arranged as to display that branch of American manufacture to the best advantage. The pyramid was surmounted by a large silver urn, richly chased and burnished. This beautiful piece of workmanship weighed about 120 ounces, and we are pleased to say, was also made in Baltimore. The association followed in the following order: Watch-Makers, Jewellers, Silver-Smiths, Engravers. The sub-marshals were William G. Cook, Samuel Kirk, John M. Johannes, John Lynch and J. H. Warfield. The silver-ware was loaned for the occasion by the maker, Mr. Samuel Kirk; and the jewelry by Mr. Wm. G. Cook.

GLASS-CUTTERS.—This association, headed by Mr. Henry Tingle, numbered about fourteen members. Each of these bore in his hand a piece of Baltimore cut-glass, the beauty and richness of which elicited general admiration.

SHIP-CARPENTERS, SHIP-JOINERS, BLOCK AND PUMP-MAKERS.—Messrs. Wm. Price and George Gardner, two of the oldest Shipwrights, rode in a barouche at the head of this body of artisans. Immediately after came the large and elegant banner, representing a ship on the stocks, ready for launching. Above

was the American eagle with extended wings, bearing in a scroll the name of the ship, "*Charles Carroll, of Carrollton.*" Four platoons of Shipwrights with their assistant marshals followed; and after these, on a car drawn by six horses, an elegantly finished model representing the frame of a sixty-four gun ship, the *Baltimore*, decorated with flags. The remainder of the body brought up the rear. The members all wore blue sashes ornamented with the device of Noah's Ark, and the Rail Road. The whole was under the conduct of marshals James Beacham, Samuel Trimble, William Gardner and James Price.

BOAT-BUILDERS.—On a Stage drawn by two horses, was the model of a boat in frame, very handsomely finished; on her stern the name *Ohio* was inscribed. The dress of the members was uniformly a dark coat, white pantaloons and vest, and black cravat. The badge was formed by a white satin sash suspended from the neck, containing on one side a representation of the Rail Road, &c., and on the other, portraits of Washington and Carroll of Carrollton, and the arms of the Union. Appended to the badge was the representation of a boat in frame, with this motto—"A ship afloat, requires a boat."

ROPE-MAKERS.—In front of this trade was a Stage drawn by four horses, upon which was an apparatus for making rope, and five or six hands employed in its manufacture, which was performed with much dexterity. Master workman, James Neale.

THE RIGGERS, SAIL-MAKERS, AND PILOTS—came next in order, the former distinguished by their white frocks. Chief marshal, Mr. John Jillard.

SHIP-CAPTAINS, MATES AND SEAMEN.—This association of our fellow-citizens came next, preceded by the elegant "*Ship Union*," completely rigged and found for her voyage of discovery. Perhaps no single object in the whole of this novel and splendid procession, attracted more attention, or afforded greater satisfaction than this beautiful ship, with her sails set, colors flying, and crew bustling about at the orders of her officers, and the shrill whistle of her boatswain. The Union is about twenty-seven feet long, and six feet beam; her colors, as we have already mentioned, were of silk, and made for the occasion by the ladies of the Point. Besides these, the Union carried three flags with the following mottoes: at the fore "*Do't give up the ship;*" at the main, "*Free trade and sailor's rights;*" at the mizen, "*Success to the Rail Road.*" Her crew was composed entirely of masters of vessels, (with the exception of the steward, a boy,) and were as follows: Timothy Gardner, master; Matthew Kelly, 1st officer; William H. Conckling, 2d officer; George F. De La Roche, 3d officer; Wm. Baartscheer, boatswain; William Philips, Michael McDonald, John A. Conklin, Richard Edwards, James M'Guire, Ray S. Clarke, seamen; Edward Carrington, steward; E. W. R. Sink, pilot. The seamen were all dressed alike, in proper costume; and the jolly dogs seemed so happy in their voyage, that the smiles of the ladies, and the cheers of the men greeted them on all sides as they sailed along. After the ship came the Masters, Mates and Seamen on foot, and in their rear several carriages with aged Masters of the port.

At the commencement of the procession, when the venerable Carroll was passing along the line and had come opposite to the ship Union, riding at anchor in front of this office, he was saluted by all hands with three hearty cheers. After he had passed, the following dialogue took place between Mr. Henry Thompson, aid to the Grand Marshal, and Captain Gardner of the Union, which was listened to with much interest by a large concourse of people. *Aid.*—Ship ahoy! *Capt. G.*—Hollo! *Aid.*—What is the name of that ship, and by whom commanded? *Capt. G.*—The *Union*, Captain Gardner. *Aid.*—From whence came you, and where bound? *Capt. G.*—From Baltimore, bound to the Ohio. *Aid.*—How will you get over the mountains? *Capt. G.*—We've engaged a passage by the Rail Road. The question now came from the *Ship*:—What fleet is that ahead? *Aid.*—The Rail Road Pioneers, commanded by Admiral Carroll. *Ship.*—We'll try and overhaul them! *Aid.*—I wish you success—a good voyage to you? The Union was accordingly soon after got underway, and succeeded in overhauling the Pioneers on the Rail Road ground. [Want of room only prevents us from publishing to-day, a long and very interesting account of the voyage of the Union, taken from her log-book.]

The following *Song* was sung by the *Crew of the Union*, whilst Charles Carroll, of Carrollton, was breaking ground (on the Fourth of July, 1828.)

TUNE.—*Hail to the Chief.*

Hail to the road which triumphant commences,
 Still closer t' unite the East and the West;
 Hail to the hope in our vision that glances,
 With prosperous commerce again to be blest;
 Cheer, loudly cheer, the patriotic sage,
 Who first of all tugs in spite of his age;
 Then cheerily together our efforts uniting,
 Let's help this great work in advancing.
 O dear and glorious be the day,
 Which causes all this grand display:
 O long remember'd may it be,
 Through Baltimore's prosperity.

DRAYMEN.—This association was headed by Mr. John M'Allister, the oldest member. In front was a horse and dray—upon the latter a pipe, handsomely painted, upon each head of which was inscribed—“*Commerce, the supporter of all nations.*” The American flag, displayed from a staff planted in front of the pipe, surmounted the whole. The members were all in their shirt sleeves, with white vests, aprons and pantaloons; and each wore at his left breast, a beautiful blue silk badge, containing a representation of the Rail Road, and the following inscriptions:—“The ceremony of breaking the ground, performed by the venerable Charles Carroll, of Carrollton, in his 92d year—the only surviving Signer of the Declaration of Independence. In commemoration of laying the foundation stone of the Baltimore and Ohio Rail Road, July 4, 1828.”

Captain Walter's fine band of music now followed, and then came the JUVENILE ASSOCIATIONS, in the following order, under the conduct of Joseph Branson, chief marshal.

JEFFERSON ASSOCIATION.—L. C. M'Phail, principal marshal; deputy marshal and standard bearers in white, with blue sashes and appropriate badges. Members seventy in number, with blue coats, white vests and pantaloons, and blue sashes and appropriate badges. The first banner represented the Genius of Liberty, bearing in her hand a scroll on which was inscribed the works of Jefferson, viz: *The Declaration of Independence, Notes on Virginia, &c.* The whole festooned with the star spangled banner; motto, “*Great and Glorious Day.*” The second banner represented the tomb of Jefferson, surrounded by wreaths of laurel and cypress.

JUVENILE JACKSON ASSOCIATION.—Distinguished by a banner, with the title of the association, and containing also the representation of two cornucopiæ, with this motto, “*Industry the means, Plenty the result.*” David Lefevre, principal marshal. Standard bearer and marshals in white, with blue sashes and badges, emblematic of the Rail Road. Members about seventy in number, dressed in blue coats, white vest and pantaloons. Two other handsome banners were borne in the ranks of this association.

FRANKLIN ASSOCIATION.—William Kimmel, marshal; deputy marshals and standard bearers in white, with blue sashes, and white badges containing likenesses of Benjamin Franklin and Charles Carroll of Carrollton. Upon the banner was a portrait of Benjamin Franklin; on the reverse, an eagle with a scroll on which was inscribed—“*Franklin Association, July 4, 1828.*” Members in black jackets, white pantaloons and blue sashes, about seventy in number.

CARROLLTON ASSOCIATION.—Thomas J. Brown, marshal; deputy marshals and standard bearers in white, with white sashes, and badges bearing the likeness of Mr. Carroll. The members were sixty-five in number, dressed in black jackets, white pantaloons, blue sashes, and Carrollton badges. On their banner was the name of “*Carroll,*” surrounded by a wreath, and rays of glory.

SCHOOLS.—Associated under the charge of Mr. Denboer, decorated with badges and breast-knots. They were distinguished by a banner on which were displayed the letters of the Alphabet, and this motto—

“Large streams from little fountains flow,
 Tall oaks from little acorns grow.”

CLINTON ASSOCIATION.—J. R. Baxley, marshal; deputy marshals and standard bearers in white, with white sashes bearing the likeness of Carroll of Carrollton. Members sixty in number, dressed in black jackets, white vests and

pantaloon, and blue sashes. Their standard bore a wreath of cypress and laurel, surrounding the word "*Gratitude*." It was supported on one side by the secretary, bearing a spade, emblematic of Clinton's exertions in behalf of Canals, and on the other by the treasurer, bearing the Declaration of Independence, printed on white satin.

WASHINGTON ASSOCIATION.—James Law, marshal. This association was composed of a large number of young men between the ages of eighteen and twenty-three years, dressed in blue coats, white vests and pantaloons, blue sashes decorated with white badges on which were the portraits of Washington and Carroll. On the principal banner was depicted the portrait of him who was "*First in war, first in peace, and first in the hearts of his countrymen*," surrounded by rays of glory. The other banner was that borne on the occasion of the visit of La Fayette in 1824.

After the Juvenile Associations, came the Mayor and City Council, and the officers of the Corporation. To these succeeded citizens on horseback and in carriage, and Captain Kennedy's troop of horse closed this long and magnificent line of procession.

Thousands of persons, (continues the American,) and they not beyond middle age, who thus beheld an array of between five and six thousand artists exercising their respective trades within the limits of the city; who witnessed this display amidst a concourse of more than fifty, perhaps seventy thousand persons; and saw long lines of streets extending on every side; could remember a period little more than *thirty* years distant, when the "*Town of Baltimore*" and its environs offered a very different spectacle.

We have before us a plan of the town in 1792, when it contained about fourteen thousand people: the present population (1828) is probably seventy-three thousand. At that period, the intersection of Bond and East Baltimore streets, whence the procession started, was an open common. Between that point and Christ Church bridge, a distance of half a mile, there were but two small blocks of buildings on the south side of York, now East Baltimore street: on the north, the buildings extended to Green street, now Exeter. There were no buildings west of Eutaw street, and none south of Conway street; and in South Sharp street not more than half a dozen houses; so that those extensive districts of the city, the Western precincts and Federal Hill, had no existence. South Charles street bounded on the head of the Basin, to which it was open from Conway street, south, as Pratt street is now between Light and South. The site of Light street wharf was entirely covered by water. Water street was bounded easterly by Frederick street, between which and George street on the other side of Jones' Falls, it was continued by a causeway running along the line of high water. Marsh Market, immediately above, was what its name imports; Dugan's and McElderry's wharves were not commenced till the following year; and between Jones' Falls and Fell's Point there were perhaps four squares that had houses on them. North of Baltimore street, Calvert street ran no farther than the present site of the Baltimore Monument, where, till a much later period, stood the old Court House, on the brink of a precipice whose base was washed by a branch of Jones' Falls, which, as Hotspur says, "*came cranking in*," cutting from the ground plot of the town, "*a huge half moon, a monstrous cantle out*." We have since, like that hero, "*had the current in his place damm'd up*," so that it no longer "*winds with such a deep indent*." This is the Meadow, a name ill-descriptive of the ugliest and most ragged part of the city. But to go on with our topography. West of this meadow, and overhanging it, was a huge sandy hill, occupied by old St. Paul's Church and grave-yard, and by a grave-yard belonging to the Presbyterian congregation. This hill is now occupied by Courtland, St. Paul's and North Charles streets, with the cross streets, Church, Saratoga, Pleasant, Mulberry and Franklin. On North Charles street there were no buildings, except a cluster of houses at its north-west intersection with Baltimore street, and a few on its west side, between Conewago and Saratoga. There was a *haunted house* at the corner of the latter street, in which, however, many urchins have since been inducted into the mysteries of the alphabet.

The delineation of the limits of the town at that time, gives of course a feeble idea of the changes wrought since. A great part of our readers remember the straggling and unsightly edifices by which these restricted limits were occupied. The change in the style of building, and general comfort of the streets, is still greater than in their extent.* Of its foreign trade and domestic manufactures, we say nothing. The prodigious amount of human labor that has been expended in giving to our State emporium its present aspect, can be estimated only by those who remember the former appearance of its site, picturesque indeed, but rugged and unpropitious in a high degree, and presenting every obstacle of precipice and marsh, of shallow waters requiring wharves for the convenience of commerce, and winding estuaries that were to be filled up, for the purposes of health. Such as it is, we think we have some reason to be proud of it, as an example of what may be done by the enterprise of individuals, animated by an active and intelligent spirit. The undertaking just commenced, is of a magnitude and cost that, as the phrase runs, are worthy of emperors. *To speak in a language more appropriate and more just, they are worthy of the illumination, practical sense, and irresistible enterprise, of free States. That they should be fearlessly encountered by a single city, of so small a comparative size, unassisted, in the first instance, from any other quarter, is, as far as we know, unparalleled, and deserves success, if it does not command it. But it will command it;* and we take our leave of this subject so naturally interesting to use, by wishing, with all our heart, an indefatigable prosecution, and a triumphant completion, to the Baltimore and Ohio Rail Road.

* To afford an idea of the wonderful changes wrought among us since the period of 1828, it may be stated that the spot upon which the Eutaw House now stands, was then upon the western limits of the crowded part of the city, and that it was a sloping hill-side covered with grass. Upon the celebration day, it was occupied by a great number of persons, many of whom were seated upon rude benches erected for their accommodation, in witnessing the procession as it passed by.

1853.

Final Opening of the Road to Wheeling.

THE EXCURSION.

ON Christmas Eve, the 24th day of December, 1852, the last of the links of iron that bind the Cities of Baltimore and Wheeling was laid, and upon the first day of January, 1853, seven days thereafter, the first locomotive (with its train of cars,) that had yet crossed the Alleghenies from the shores of the Chesapeake, reached the Ohio River and entered the streets of Wheeling. Thus were the predictions of the President and his Engineers fully verified, and the long deferred hopes of the people of Baltimore finally realized.

The period of the completion of the Baltimore and Ohio Rail Road had been anxiously looked forward to, as a fit occasion for a marked demonstration of the public gratification, and the Company accordingly determined to celebrate it with due ceremonies. Relying upon the certainty of the readiness of the road for their journey over its entire length, and feeling a just pride in fulfilling to the strictest letter their previous assurances to that effect, they had completed their arrangements for the formal opening on the 1st day of January, 1853. At the instance of the authorities of Wheeling however—who were not yet prepared to extend the public reception to their guests which they had so cordially tendered,—the ceremonies of opening the road in form were delayed until the tenth of the same month.

The arrangements for this significant event—the inauguration of the road—were upon a scale of liberality in keeping with the importance of the occasion, and such as were calculated to afford the greatest satisfaction to the numerous and distinguished guests of the Company, who had been invited to unite with them in the celebration.

The Governors of Maryland and Virginia, and the Legislatures of both States; the Municipal Authorities of Baltimore; former Officers of the Company; the Maryland Representatives in Congress; the most prominent Stockholders of the Corporation, and a number of the representatives of the Maryland and Virginia press, were among those who were invited. The Legislature of Maryland, in order to give the highest evidence of their interest in the event, resolved to adjourn over from the 8th to the 17th of January, and to attend the opening in a body.

It was on Monday morning, the tenth of January, 1853, that the President, Directors and Chief Officers of the Company, with their invited guests, started from the New Station, (fronting on Camden Street, Baltimore,) for the Ohio River. Although mid-winter, the day was beautiful, the sky being clear and the atmosphere as balmy as in the heyday of spring. Perhaps there never was a company convened for an occasion of the same character that embraced four hundred more joyous men than those who left Baltimore upon this trip. The following copy of the circular of the Committee charged with the arrangements, will show the completeness with which every thing had been provided for the occasion.

Regulations adopted by the Committee of Arrangements on the Completion of the Baltimore and Ohio Rail Road to Wheeling, January 10, 1853.

The Excursion Party on the completion of the Road to Wheeling, 379 miles West of Baltimore, will be under the charge of the undersigned Committee of Arrangements of the Directors of the Rail Road Company; and to enable them to promote the comfort and safety of the party, it is respectfully requested that the following directions and arrangements may be promptly and implicitly complied with. The general management of the Excursion will be conducted through the special orders of the Committee, under the directions of the President of the Company. Gentlemen are requested to preserve their tickets of invitation, that they may be shown whenever required by the Conductor. They have been issued to all who are expected to join the party. It is *particularly* requested that no one will stand on the *platforms* of the cars, when they are in motion. On all occasions when the Company shall leave the cars, they are requested to return to their seats *immediately* on the signal being given by the Conductor. The company will dine in the cars going, and sup at Cumberland immediately on the arrival of the Train; and proceed with as little delay as possible. On the arrival of the Train at Wheeling, the company will be escorted to the quarters provided for them by the Committee of Wheeling, in procession, by the Mayor, City Council, Military, &c. The Governors and their Suites, Treasurer, Comptroller, Judges, Board of Public Works, and other Official Guests, will be under the immediate charge of the President of the Company. The Members of the Legislature of Virginia, under the special charge of Major Keyser. The Members of the Maryland Legislature and Band, under special charge of Mr. J. Vansant. The Mayor and City Council, old and new, under special charge of Mr. J. J. Turner. The Directors of the Baltimore and Ohio Rail Road, old and new, and their invited guests, under special charge of Mr. B. Deford. The President and Directors of the Baltimore and Ohio Rail Road Company, with their invited friends, on the arrival of the Train, will become the guests of the City of Wheeling, whose Committee of Arrangements will take charge of them. The Committee having every desire to render the Excursion comfortable and agreeable to the party, beg that gentlemen will call on them at all times, for whatever they may desire. The cars will leave the New Camden Street Station on Monday morning at 9 o'clock. Returning, will leave Wheeling on Thursday morning, the 13th.

JACOB G. DAVIES, <i>Chairman,</i>	C. M. KEYSER,
BENJ. DEFORD,	J. J. TURNER,
JOSHUA VANSANT,	<i>Committee of Arrangements.</i>

There were two trains of cars, one following the other at a short distance. They each consisted of six passenger cars, a refreshment car and a baggage car, under the management of Conductors Owens and Rawlings, with most efficient engineers and brakemen. The first train contained the Legislatures of Maryland and Virginia, the Governors of Virginia and Maryland, with Suites, Judges of the Courts, Members of the Press, and the Independent Blues' Band.

The second train contained the Members of the present and last City Council of Baltimore, the Directors (present and preceding,) of the Baltimore and Ohio Rail Road, the Directors and Officers of the Internal Improvement Companies of Maryland and Virginia, with the other invited guests. All the cars were decorated with flags which streamed gaily in the wind as they sped along.

The Virginia and Maryland Press, the fast friends of the Baltimore and Ohio Rail Road and other works of internal improvement, were fully represented.

Among the officers of the Company, the following were in the trains: JOHN H. B. LATROBE, Legal Counsellor; WM. PARKER, General Superintendent; J. I. ATKINSON, Treasurer; WILLIAM S. WOODSIDE, Pay Master; LOUIS M. COLE, Master of Transportation; SAMUEL J. HAYES, Master of Machinery; WENDEL BOLLMAN, Master of Road; DR. THOMAS C. ATKINSON, Assistant Master of Road; JOSEPH BROWN, Supervisor of Trains.

The Independent Blues' Band, under Professor Holland, occupied a prominent position in the front of the first train, and added much to the pleasure of the company by their excellent music.

The refreshment cars were each fitted up with tables running through the centre, with servants in attendance to supply the wants of the throng of visitors with the abundance of inner comforts, provided by the proprietors of the United States Hotel, to whose special care the commissary department of the whole excursion was entrusted. The cars were new, and of the most comfortable construction.

Amid the acclamations of thousands upon thousands of citizens who had assembled to witness their departure, and the spirit-stirring strains of the Band, the trains left the Station and proceeded on their Westward journey.

The sides of the road from the depôt as far around as the Locust Point junction, were crowded by spectators, and at the Mount Clare junction the workmen employed in the machine shops of the Rail Road Company turned out a thousand strong and greeted the departing trains with the waving of flags and enthusiastic cheers, which met a hearty response from the excursionists. At all the towns and stopping places on the route, large numbers of people had congregated about the track, and welcomed the company with cheers.

At six o'clock, P. M., the trains arrived at Cumberland, where a very large assemblage of the people awaited them. Some two or three hours were spent in viewing the town and in obtaining refreshments, when the whistles of the locomotives summoned the excursionists to the cars again. After a leisure trip, the cars arrived at Fairmont on the Monongahela (302 miles from Baltimore and 77 from Wheeling) at about nine o'clock, A. M., on Tuesday morning. Proceeding thence upon their journey, it was their expectation to have reached Wheeling at three or four o'clock in the afternoon. A slight accident however (the breaking of the axle of one of the tenders) occurred a few miles from Fairmont, which delayed them for five or six hours.

The greatest apparent difficulty of the trip was yet to be encountered before reaching their destination, and the detention caused by the accident rendered it necessary that it should be overcome by night, without the advantage of daylight to aid them. This was the crossing of the mountain over the Board-Tree, or "Pettibone" Tunnel, which is 340 miles from Baltimore, and 39 miles from Wheeling. One of the company thus describes the scene:

"Pettibone is the name of the first contractor to cut this famous tunnel. He gave his name to the place, and failed in his contract. Including the deep cut at each end, with the tunnel itself, it is little less than a mile through the body of the mountain. For the present, in order to pass the mountain barrier here, the Rail Road, a temporary structure, absolutely ascends the mountain on one side, attaining the elevation of 2,500 feet above tide-water, and descends on the other, the distance being nearly four miles by the zig-zag course of the road.

"We arrived at the tunnel a little after sun down, and in view of the lofty range to be surmounted, the necessary preparations were made, for the appalling enterprise of transporting five hundred human beings, fastened up in rail road cars, right over the summits of old Allegany.

"The train was divided into ten sections, each drawn and pushed by a huge black, unearthly looking machine, ten of which (besides the two with the trains) were found waiting for us with steam on, at the foot of the eastern slope.

"The ascent and descent of this mountain range, is accomplished by a most masterly piece of civil engineering. The Rail Road is laid in the form of the letter \succ , many times repeated on the sides of the mountain. Thus the cars ascend the main stem of the \succ , in an oblique direction along the mountain side, and running off into the tail of the \succ , change direction and ascend

the oblique arm of the letter; then taking the main stem of the second \surd , and proceeding in the same manner, ascending all the time on one side of the mountain, or descending all the time on the other. Never can I forget the scenes and circumstances of this memorable night. When crawling up the sides of the mountains, crossing the frightful gorges, mounted up on the highest summits amid the clouds, in a Rail Road car, I was so full of admiration, there was no room for fear. The laborers in the tunnel have fixed their rude huts in the dingles and ravines of the mountains, and as the cars were passing, each, with a phantom looking torch, stood out in the valleys and along the mountain sides, giving to the scene the appearance of magic."

Another writer thus alludes to the same event:—

"Yesterday was a day—and especially the night—of great excitement and interest, more particularly as connected with the passing of the Pettibone mountain. Here the great tunnel is being cut through the deep bowels of one of the most romantic of mountains. It will be (inclusive of the heavy end cuts) from seven-eighths to a mile long. The tunnel not being finished, the mountain is scaled to the very summit, in despite of its rugged frowning sides, by means of a track laid over it. This feature of the road is stupendous in its conception and wonderful in its execution. The summit is gained by a series of counter, or (as they are termed) \surd movements, from their resemblance to that letter. Of course the grades are steep, and requiring great locomotive power, one of the largest class of engines being required to carry up two of our cars. But the scene was grand. We were composed of nine or ten caravans, each attached to one of the most powerful engines. I was in the third, and night was settling on the broad landscape as we began the ascent. Before us were two parties slowly climbing their zig-zag way far above us, upon different elevations, and their panting iron horses, as if angry with their load, spit out volumes of black smoke and sparks against the blackened sky, as from the crater of a deep volcano. The summit gained, we halted for a short time, which gave us an opportunity of surveying the picture. What a magnificent scene! Around and beneath us were stupendous hills, far as the lurid shadows of evening could be pierced, while far down the mountain side, from terrace upon terrace, the upheaving locomotives glowed, and then away in the deep valley, a hundred torches gleamed from the hands of workmen leaving their allotted task in the depths of the tunnel below.

"We now descended the western slope of the mountain, which is more precipitous than the eastern. Below us gleamed the serpentine ways, and, in our turn, we looked up to those behind us. It seemed as if the children of Babel were winding down from the huge mountain pile. The locomotive screamed, to us, an unmeaning sound, while the deep dells below threw it back in echoing mockery. But skillful and careful were our pilots, as we seemed to swim along the mountain sides, and a few hours landed us without a scratch on a solid rail below. Many of our party were in ecstasies of delight and enjoyment, but others more fearful walked the crooked way; while some who remained on the cars trembled like the aspen leaf."

The delays at the accident, and the caution required in going over the mountain at the tunnel in the night, made it after midnight before the company entered the City of Wheeling. The rain was pouring down heavily at the time, and instead of meeting the public reception that had awaited them during the afternoon and evening, the tired visitors were escorted quietly to their comfortable quarters at the large new hotel called the M'Lure House, which had been reserved exclusively for their accommodation by the city authorities.

In anticipation of the trains from Baltimore, the people of Wheeling had made the most extensive preparations for a grand military and civic procession, in which they were aided by many visitors from Ohio and the surrounding parts of Virginia and Pennsylvania. An immense concourse of citizens and strangers, including the military from Steubenville, &c., were in waiting at the *dépôt*, and were much disappointed in having to forego the procession and other arrangements that they had planned for the reception. The more formal ceremonies of the reception were therefore postponed until the following day.

The Formal Reception at Wheeling.

AT 12 o'clock on Wednesday, January 12, 1853, a procession was formed in front of the M'Lure House, consisting of the invited guests and a large number of citizens, under the command of Col. J. S. Wheat, Chief Marshal, and his aids, which proceeded to the Court House, where they were met by the Mayor and Councils of Wheeling. The building was crowded to its utmost capacity, the galleries being thronged with ladies, whose bright eyes and beaming countenances greatly enhanced the pleasure of the occasion. The platform was occupied by the chief authorities of the City of Wheeling; by their Excellencies the Governors of Virginia and Maryland; Thomas Swann, Esq., President, and the Directors of the Baltimore and Ohio Rail Road Company; Benjamin H. Latrobe, Esq., Chief Engineer, John H. B. Latrobe, Esq., Counsellor of the Company, Hon. Thos. Yates Walsh, of Maryland, the Editors, proprietors and reporters of the Press, and others of the invited guests. After music by both the Baltimore and Wheeling Bands, his HONOR MORGAN NELSON, Mayor of the City, arose and addressed Mr. Swann, President of the Company, and through him the guests of the City as follows:

MAYOR NELSON'S SPEECH OF WELCOME.

On behalf of the City of Wheeling, and in their name, permit me to bid you and your respective guests welcome to our City, and to congratulate you on the auspicious consummation of the enterprise which you have carried forward with so much zeal, and with such signal ability. In ancient times a Carthagenian Captain immortalized his name, by successfully leading his army across the Alps, in the prosecution of his schemes of aggression and war; and within the memory of some now living, another soldier, perhaps the greatest of modern times, emulated the like renown, not, indeed, by conducting his army *across*, but *around* the Alps, for the like purposes of aggression and conquest.

You, Sir, and the Company over which you preside, without bringing in your train the calamities of carnage and war, have accomplished a work, which, although it strike not men's minds with such sudden surprise and admiration as deeds of arms, is to be esteemed more *glorious*, because more beneficial to our country, and to mankind. You have constructed, across a chain of mountains, which, to our fathers, seemed hardly less formidable than the Alps, a highway bringing your beautiful and growing City into close proximity to the Valley of the Ohio; whereby the products of our fields and of our workshops, which used to find their way to your City by a tedious and circuitous voyage, extending to the verge of the Torrid Zone, will now be transported thither in a single day. Goods from the East, too, will be received with despatch, instead of being subjected, as heretofore, to the delays and disappointments, incident to numerous transhipments. For most practical purposes we shall be brought nearer to your City, than were many places, a few years ago, which are situated thirty or forty miles from you.

But who, Sir, can estimate the social, moral and national advantages to be derived from this great highway? How largely the facilities for trade and travel thus opened are to contribute to the dissemination of knowledge, to the promotion of a more extensive, and better acquaintance between our fellow-citizens of the East and of the West? and above all, to strengthen the ties of good will and attachment between the East and the West, by furnishing the means of more speedy and convenient intercommunication, and of exchanges of whatever those of one section may desire to procure from another!

The opening of your road cannot fail to attract to it other similar works, as well as such new lines of steamboats, stages, wagons, &c., as the business of the surrounding country, stimulated as it will be by your work, shall require, thus largely increasing and extending the business of the country. As auxiliary to your great work, the line of new and beautiful steamers about being organized to ply between Wheeling and Louisville is deemed important. This enterprise is under the management of men of experience, skill and character,—and I trust will fulfill the expectations of the public.

It is right, Sir, that your city, which first projected and has chiefly contributed to the construction of the Baltimore and Ohio Rail Road, should most largely share the fruits and honors of the work. In this, I trust you are not to be disappointed. But, Sir, were you so selfish (which I am sure is not the case) as to desire to monopolize the fruits of the achievement, such monopoly would be found as impossible as it is for the rich and powerful of earth to monopolize the pleasures of vision, of hearing, of vital air, and of the bounties which a kind Providence bestows alike upon all men. As works of charity and benevolence confer happiness upon the *giver* as well as upon the recipient, so the growth and prosperity of your city must serve to enrich the country around it, and to benefit the West, by affording us a better market for our surplus products, as well as a more convenient one, in which to make our purchases.

I trust, Sir, that the increased intercourse which is to take place between your citizens and ours, will prove as mutually agreeable, as I am sure it must be favorable to their business and prosperity. We are happy in being honored with the attendance of so many distinguished guests from various parts of the country, and especially by that of the Governors of the States of Virginia and Maryland, and of so many of the members of the Legislatures of those States. It is most gratifying to us that they have consented to encounter the fatigues of so long a journey at this season, for the purpose of honoring us with their presence on this occasion.

Again, gentlemen, permit me to welcome you to our city.

His Honor the Mayor having concluded, cries for Mr. Swann arose from all parts of the house. After music by an excellent Brass Band belonging to Wheeling, Mr. SWANN advanced, and in his own effective manner responded.

MR. SWANN'S REPLY:

He scarcely knew how to thank his Honor for the very complimentary manner in which he had referred to his humble services. He claimed no credit that was not fully shared by those who had been associated with him in his management of this great work, whose opening they were there to celebrate.

On behalf of the Board of Directors of the Baltimore and Ohio Rail Road Company, and the distinguished guests who had done them the honor to be present on the occasion, he returned his most sincere thanks for the very cordial manner in which his Honor had extended to them the hospitalities of the City of Wheeling.

We are here, Mr. Mayor, [said President Swann,] to bring you glad tidings of great joy—we are here to announce to the City of Wheeling and to the great West beyond you, that the mountain barriers which have so long intervened between you and us, now no longer exist; and that an unbroken line of Railway communication stretches from the banks of the Ohio River where we are now standing, to the far off waters of the Chesapeake. (*Applause.*)

The accomplishment of this great enterprise is a subject for mutual congratulation. Nearly a quarter of a century ago the work was commenced: it has struggled on through difficulties and embarrassments which it might be deemed romance to attempt to enumerate, until we are now permitted to rejoice together in the ceremony of final completion. To your State and mine, Mr. Mayor, who shall undertake to form an estimate of the benefits it is destined to dispense in all future time?

[The President said that he was upon the soil of a State to which he owed his birth, and in which he had spent a large portion of his life, and it was a source of unmingled pleasure to him that in his untiring efforts for four years past, to serve his own State and her great commercial centre, the City of Baltimore, he had been enabled to make some contribution to that neglected portion of the State of Virginia lying west of the mountains, which for so long a time, had been retarded in its growth by the absence of facilities which he trusted would now be afforded in the line of communication which had just been opened.]

I reciprocate, [said Mr. Swann,] to the fullest extent, the kind feelings you have expressed for us. The impression of this visit will be long remembered; and I sincerely trust that the opening of this road may make Wheeling and Baltimore as one city, in the future. May it be the commencement of a new epoch in our social as well as commercial relations, and may your prosperity in the future, Mr. Mayor, be not surpassed by the generous hospitality which we are this day called to witness.

Mr. Swann sat down amidst the loud applause of the audience.

Gov. JOHNSON, of Virginia, was now loudly called for, and being introduced to the assembly by Mayor Nelson, was received with that cordiality to which his age and position richly entitle him. He spoke as follows:

GOV. JOHNSON'S SPEECH.

I do not rise for the purpose of making a speech, but to return thanks to you, Mr. Mayor, and this large concourse of your citizens and city's guests, for the courteous and cordial reception with which I have been greeted on this interesting occasion.

It has afforded me much pleasure to meet in the City of Wheeling, a number of gentlemen, whose acquaintance and friendship I enjoyed in former years; and when I contrast the scenes on the spot twenty years ago, with those in your city to-day, I cannot but share with you in the emotions of pride and exultation which you must feel on this, the commemoration of the great improvement which has to day been consummated within the borders of our old and beloved Commonwealth, already renowned for so many glorious achievements, and consecrated in our

hearts by so many endearing associations. Permit me to say, Mr. Mayor, that I shall bear to Richmond testimonials of the important position which your city now occupies in the State, and the immeasurable benefits which must flow from this great and mighty work—a work which is to link together the most productive portion of our country, and to pour a perpetual stream of commerce and wealth through its very heart—a work for all coming time—a work which is to benefit, and enrich and bless all! (*Applause.*)

We are a progressive people, and we live in a day of progress, when Rail Roads and the most gigantic projects spring up as by the hand of magic, and penetrate regions before thought inaccessible to the marches of science and art. But where, in all this broad land, is there a work that will surpass this in the grandeur of its conception, in the grandeur of its execution, and in the grandeur of its destiny? Who can contemplate the scenes through which we have passed on our journey from Baltimore to this city, without feelings of unutterable awe and amazement? Neither the snow-capped summits of the Alleghanies, the yawning abysses below, nor the frowning terrors of deep declivities, could for a moment impede the eagle flight of those cumbrous cars, nor arrest the tread of that mighty "Iron Horse;" nor did they falter in their speed till the shrill scream of the whistle announced their triumphant arrival at the placid waters of your beautiful Ohio. (*Cheers.*) When I contemplate the rugged mountains and the deep valleys over which, and through which I was passing with almost lightning speed, I might well inquire, was it not a scene of enchantment? To one of my age, accustomed to encounter such different scenes in the same mountains and valleys, it seemed more like enchantment than reality. But a few days ago, as it were, the same journey was a toilsome work of weeks. It was a journey anticipated by many days' preparation, and then the traveller in starting felt that he was entering on a dangerous and hazardous undertaking. When I contrast those by-gone scenes with the same journey now accomplished in fifteen hours, while the scenes of yesterday and the present moment are vividly before me, I feel indeed, that no eulogium, however highly wrought, has exaggerated the genius, the skill, the dauntless intrepidity and the indomitable energy of our people. I rejoice that I live in such an age and in such a country, and that I have the inestimable privilege of claiming birth-right and citizenship among a people who have stamped the age in which they live with a substantial greatness which pales the proudest glories of ancient times. I join heartily, with you, Mr. Mayor, and fellow-citizens, in the congratulations of the present hour, on the mighty achievement which we this day behold. I thank you, once again, for the cordial reception with which you have honored me, and shall carry with me, to my latest hour, the most grateful remembrances of your kindness and hospitality.

Governor Johnson sat down amidst the most hearty applause.

Governor LOWE of Maryland, was then loudly called for, and being introduced to the meeting by the Mayor of Wheeling, said:

GOVERNOR LOWE'S SPEECH.

He had come to Wheeling as a looker on and a listener, and had not intended to make a speech. He was not very old, but had long lost his taste for speech-making; and preferred to learn rather than to teach. He had left home, not only that he might enjoy a favorable opportunity to form the acquaintance of the hospitable and intelligent people of

Wheeling, and the distinguished Governor and Representatives of the State of Virginia, but that he might witness the wonderful triumph which the art and genius of man had achieved over rugged nature, in subduing the wild cliffs of the Alleghanies to the wants and purposes of civilization.

No flight of imagination was so daring, or fancy so bold as to conceive of such an undertaking when he was a boy. Then Rail Roads were regarded as suited only to level countries. Who then dreamed of the Cyclopean labor that could penetrate the earth, bridge the dizzy ravine, and conquer the mountain heights, which it wears the wing of the eagle to surmount. It was a brilliant conception—a sublime idea—a great design—thus to draw together by iron bands the wealth of the Ohio Valley and the enterprise of the East, between which a stern nature had seemed to interpose insurmountable barriers. It had been accomplished by the intelligent appreciation of Virginia, and the inflexible will of Maryland. It had been accomplished, too, without imposing upon the people of Maryland the slightest burden. The Baltimore and Ohio Rail Road Company had never failed to pay the interest on the loan made by the State to its use, and had therefore never been the cause of the levying of one dollar of taxation. That Company had asked only for the temporary use of the State's credit to a limited amount, for which it was now about to make, in substantial and lasting benefits, a most liberal return. The Company, alone but self-reliant, had borne its own burdens for twenty-five years, overcoming obstacles and averting dangers, of which the public have never had more than a very indistinct idea. At many critical junctures, it would have been fatal to the work, had the real difficulties, by which it was surrounded, been generally known to the community. Whilst often secretly struggling to maintain its ground, it never failed to hold fast to the confidence of its friends. When the other works of Maryland were enveloped in gloom, and when the voice of repudiation was heard in the State, this great Company did not compromise a jot of its honor, nor in the least abate the ardor of its early ambition. It is right and becoming that credit should be here publicly given to the distinguished President (Mr. Swann,) for his great services in the accomplishment of this enterprise. On this question we have known no partisan,—politics do not and cannot divide us, in our efforts to build up the power and wealth of Virginia and Maryland,—and, therefore, a Democratic Governor, representing seventy-five thousand votes, *feels justified in saying here to-day that the Whig President of a great Company has most faithfully discharged the difficult duties of his office, and merits the approbation of an enlightened public.*

[Gov. Lowe then referred to the brave efforts made in Baltimore City; and spoke with much pride of her rapid expansion in wealth and population.] She could now say to New York and Philadelphia, “I am preparing for the race, beat me if you can!” A new life was infused into, and a new era had commenced for Baltimore City! She now stretches out one arm to the Ohio, and shakes hands with Wheeling; and she will soon stretch the other through Pennsylvania, and offer a friendly grasp to the Lakes. She will become the sea-board terminus to a vast net-work of Railways; and, at no distant day, must be the Atlantic correspondent of the great emporium of the Pacific. Through Cincinnati and St. Louis her march to San Francisco may be traced by an air line on the map. Who can measure her destiny?

And yet, these results, vast as they are, bear but a small relation to the other consequences which must flow from this great system of Railways, of which Baltimore is to become the ruling spirit.

Such considerations as I have presented, however, after all are purely material, looking only to the chances of wealth and physical developements; which is, in the end, a question merely of food and raiment. But, there is a far more vital and controlling idea connected with these great enterprises. The hopes of this nation, and of unborn millions of men of every clime, are bound by mysterious links to these highways of commerce. Whilst the rushing car shall convey iron, coal or wheat, it shall also be the unconscious messenger of fraternal love and peace between the people and the States of this confederacy. The blows of fanaticism shall fall harmlessly upon a Union thus held together by the iron ties of interest, as well as by the more sacred bonds of affection and a common nationality. In this manner, Providence converts the weaknesses of men into elements of strength. Their rivalries originate great public enterprises; their self-interest produces the relations of commerce; and all unite to bind them fast together, and to induce their co-operation in the great cause of human progress.

[Gov. Lowe expressed the hope and belief that the Union of these States would be as indissoluble and permanent as the everlasting hills, over which many of his audience had just been wafted by the wings of steam. He hoped that commercial intercourse and mutual interchanges of civility would become daily more frequent, and that the remote sections of the country would be brought closer together by the Railway and the Telegraph, until there would be, in moral fact, "no North, no South, no East, no West," but only one vast and united empire of freedom, common to all, loved by all, and protecting all. The Governor concluded with a warm tribute to the memory of Jefferson and Washington, and a high eulogy upon the services and character of the statesmen and people of Virginia.]

Gov. Lowe was warmly applauded throughout his long and eloquent speech, and closed amid loud cheering. Between the speeches the Blues' Band played, with fine effect, some of their choicest selections.

When Gov. Lowe had concluded, the vast assemblage adjourned, and retired to their respective hotels, to prepare for the banquet in the evening.

THE BANQUET.

AT six o'clock upon Wednesday, (the 12th January, 1853,) the authorities of Wheeling and their invited guests, to the number of nearly one thousand, proceeded to Washington Hall, (a large new building at the corner of Monroe and Market streets,) to partake of a dinner provided by the city for the occasion.

The second and third stories of the building were just large enough to accommodate pleasantly the great number that were to participate in the festival,—and had been arranged and fitted up by the Committee, in a very appropriate style. The tables were spread with much elegance, richness and taste, under the charge of the Messrs. Guy, of Baltimore. There were five tables in each saloon, running the entire length of the building. A band of music was stationed in each room, and in the lower hall behind the raised platform on which the more distinguished guests were seated, the large flag of the new steamer (of the Union Line) "*Thomas Swann*" was hung, with her name upon it in bold letters. The dinner consisted of every delicacy that the palate could desire.

HIS HONOR, THE MAYOR OF WHEELING, presided at the table in the Hall below, (assisted by the following Vice-Presidents, Messrs. John Goshorn, M. C. Good, A. S. Todd, P. Yarnall, John M'Lure, S. Neil, W. Paxton, J. Knoté, A. Paull, J. R. Baker, S. P. Hullihen, Wm. F. Peterson, E. B. Swearingen, W. B. Buchanan, J. S. Shriver, T. Johnson, S. McClellan and J. H. Forsythe.) Upon the right of the chairman, THOMAS SWANN, the President of the Rail Road Company, was placed, as the chief guest of the city, and next to him BENJ. H. LATROBE, the Chief Engineer, and BENJ. DEFORD, one of the oldest of the Directors, and on the left was seated Governor JOHNSON of Virginia, GEORGE BROWN, Esq., one of the originators of the Baltimore and Ohio Rail Road,—and other distinguished guests.

At the table, in the upper hall, S. BRADY, Esq., Chairman of the Rail Road Committee, presided, (assisted by Messrs. D. Lamb, E. M. Norton, W. W. Jameson, T. Hornbrook, H. Echols, Geo. Hardman, Wm. Fleming, J. H. Stout, A. T. Laidly, Thos. Sweeney, J. W. Gill, James Bodly, J. K. Bottsford, Henry Hubbard, J. Osburn, A. Caldwell, W. W. Shriver, L. Steenrod, and A. Rogers.)

In this Saloon on the right of the President, the Governor of Maryland was seated, with J. H. B. Latrobe, Hon. Andrew Hunter of Va., Gen. Sullivan, President of the Ohio Central Road, and others of the City's most prominent guests. The Legislatures of the two States, and the Councils of Baltimore were equally divided in the two Saloons,—the company being apportioned or distributed with much judgment.

After due attention to the feast, the sentiments prepared for the occasion, were read by the MAYOR in the Lower Hall, assisted by Mr. WHARTON, and by Mr. BRADY in the Upper Hall, assisted by Mr. GALLY:

THE REGULAR TOASTS.

I. THE OCCASION OF OUR FESTIVITY AND REJOICINGS: *The completion of our great work, the consummation of a hope long deferred, the result of far-distant forecasting, skillful toil and wise councils. May its twenty-five years of preparation have a corresponding greatness of success,—an ever growing and unending prosperity.*

II. OUR GUESTS: *Welcome and honor to them, from hearts filled with joy and gratulation. They have eaten of our salt—so may our friendship be sacred, and our future intercourse be frequent and happy.*

III. THE UNION OF THE STATES: *Its true foundation consists in commercial intercourse, and a wide extended and well connected system of national improvements, stretching from ocean to ocean.*

IV. THE PRESIDENT OF THE UNITED STATES: *Our country's Chief Executive Magistrate; the only sovereign on earth whose subjects permit him to be their servant: all honor to the office and to him who is so faithful to its duties.*

V. THOMAS SWANN: *Standing upon the banks of the Ohio, and looking back upon the mighty peaks of the Alleghanies, surmounted by his efforts, he can proudly exclaim—"Veni, vidi, vici."*

The applause that followed the reading of this toast was very long continued and enthusiastic, amid which Mr. SWANN arose, and bowed his acknowledgments. After silence had been restored, he spoke as follows:—

MR. SWANN'S SPEECH.

[Mr. Swann commenced by saying, that he could scarcely find language to thank his friends for the distinguished compliment which had been paid him.]

In responding to the sentiment which had just been drank, he should do violence to his feelings, if he should attempt to disguise the embarrassment in which he had been placed on this most interesting occasion. In his connection with the great work, whose completion they were here to celebrate, he claimed no more of merit than was shared by those who had been associated with him in the administration of the affairs of the Company.

I am here, [said Mr. Swann,] upon the soil of the Old Dominion, a State to which I owe my birth, and with which I am connected by some of the most cherished associations of my early life; and I can truly say, that in those untiring efforts in which, for four years past, I have been engaged with the Directors of this Company, in endeavors to advance the prosperity of the State of Maryland and her great commercial centre, it is not among the least of the pleasures which the occasion affords, that I have been enabled to make some contribution to the State of Virginia, through whose territory this road has traversed a distance of more than two hundred and fifty miles in reaching the point where we now stand. Within the limits of this good Old Dominion—among Virginians—I can never feel that I am a stranger. (*Cheers from the Virginians.*)

The occasion is one in which I feel much pride. When I look back upon the stupendous line of road over which we have passed—a line three hundred and eighty miles in extent—binding together the waters of the Ohio and Chesapeake; when I reflect that it has involved an outlay of more than seventeen millions of capital; when I contemplate the difficulties with which it has had to contend at almost every stage of its progress—a work unsurpassed in its engineering features and the boldness of its original conception, by any similar work in this country—may I not add, in any country—I cannot conceal the proud satisfaction with which I stand before you, as the representative of that public-spirited State, by the zeal and energy of whose citizens, we have been enabled to accomplish these mighty results. (*Applause.*)

And why are we surrounded by the large and distinguished company who have done us the honor to unite with us in this jubilee? Why do I see here the representatives of States other than those immediately interested in the results of this work? Is there any thing *National* in the claims of this great enterprise? Does it bind together important extremes of our glorious Union—cementing in all future time the proud fabric on which our hopes, as a people, must always so mainly depend? Why are we honored on this occasion by the presence of his Excellency the Governor, and Legislature of the State of Maryland, and the Municipal authorities of the City of Baltimore? Has the prospect which it reveals in the tempting trade of the West brought them to unite with us in this common jubilee? Why, sir, do I see here his Excellency the Governor, and Legislature of your own State, and the Municipal body which you so ably represent? Does it give assurance of increased prosperity in the future to that neglected portion of Virginia which has been so long paralyzed by the absence of facilities, which you are now permitted to enjoy? I am almost forced to the conviction, from what I see here to-night, that in the completion of this important chain of communication, we have contributed something, not only to your State and to mine—to the State of Virginia and the State of Maryland, but to the *Whole Union.* (*Great applause.*)

The Baltimore and Ohio Rail Road was the pioneer work of this country. Before that expanded system of Internal Improvement which now encircles within its grasp, the length and breadth of the whole country, had given evidence of the results which we have been since called to witness, this mighty work had entered upon its westward progress. The idea of a connection between the Ohio and Chesapeake had been foreshadowed as far back as 1784. But the credit of the original charter under which this Company was organized, was due to citizens of the State of Maryland. In the active struggle which has since sprung up, other States have preceded us. New York has stretched her iron arms into the very heart of that productive region, to which our attention has been so long directed, and Pennsylvania is even now

exulting in the achievement of a similar triumph, in the completion of her Central Road, in the same noble race.

The State of Maryland comprises a population of little more than half a million of inhabitants. By the side of New York and Pennsylvania, she is a mere speck upon the map. But in the face of all the disadvantages under which she has labored from her limited capital and still more limited population, you find her standing foremost in the early development of that great system of Internal Improvement, which has since contributed so largely to the advancement and prosperity of the whole country. With the Baltimore and Ohio Rail Road complete, the State of Maryland will have invested in her works of Internal Improvement, within her limits and beyond her limits—more than forty millions of capital! It is with feelings of pride, as a Marylander, that I have it in my power to refer to a fact so creditable to her energy and public spirit. (*Applause.*)

The Baltimore and Ohio Rail Road was commenced on the fourth of July, 1828. There are those present who witnessed the enthusiasm which attended the laying of the first stone by the illustrious Charles Carroll, of Carrollton, *clarum et venerabile nomen*. [Mr. Swann here produced the trowel which had been used by Mr. Carroll and preserved by the Company, with this memorandum: "This trowel was used by Charles Carroll, of Carrollton, to lay the first stone of the Baltimore and Ohio Rail Road, July 4, 1828."] Mr. John B. Morris, who delivered the address of the President and Directors of the Company, took occasion to remark of Mr. Carroll in connection with this interesting event:

"In the full possession of his powers, with his feelings and affections still buoyant and warm, he now declares that the proudest act of his life, and the most important in its consequences to his country, was the signature of Independence; *the next, the laying of the first stone of the work which is to perpetuate the union of the American States: and to make the East and West as one household in the facilities of intercourse and the feelings of mutual affection.*"

The estimate which had been formed at that early day, of the character and results of the enterprise, may be gathered from the closing remarks of the editors of the American, in their report of the proceedings:

"The undertaking just commenced is of a magnitude and cost that, as the phrase runs, are worthy of an emperor. To speak in a language more appropriate and more just, they are worthy of the illumination, practical sense, and irresistible enterprise, of free States. That they should be fearlessly encountered by a single city, of so small a comparative size, unassisted in the first instance from any other quarter, is, as far as we know, unparalleled, and deserves success, if it does not command it, and we take our leave of this subject, so naturally interesting to us, by wishing with all our hearts, an indefatigable prosecution and a triumphant completion to the Baltimore and Ohio Rail Road."

How many of the distinguished men who participated in these ceremonies, have sunk into the grave! Of the Board of Directors, consisting of Philip E. Thomas, Charles Carroll of Carrollton, William Patterson, Robert Oliver, Alexander Brown, Isaac McKim, William Turner, George Hoffman, John B. Morris, Talbot Jones, William Steuart, Solomon Etting, and Patrick Macauley, but three only survive. The venerable President of the Company, Mr. Thomas, whom I had hoped to have greeted on this occasion; Mr. John B. Morris, who is also absent, and my venerable friend on the right, Mr. George Brown, who was the first Treasurer of the Company, and who has been its fast friend, through good and evil report, from that period down to the present. May we not forget on an occasion like the present, what is due to the memory of the early patrons and pioneers of the Internal Improvements of our country. (*Loud applause.*)

In 1842 this road was extended to the town of Cumberland in the State of Maryland, under the auspices of my immediate predecessor, (Hon. Louis McLane,) after a delay of many years, and under embarrassments which I shall not pause here to enumerate. I deem it due, however, to that eminent man to say, that he labored always with a single eye to the advancement of the important interests entrusted to his charge, and the ultimate success of an enterprise, which he deemed not unworthy the distinguished reputation which he brought into the administration of its affairs. In 1847, with that able officer and a committee of the Company, I visited the City of Wheeling to make arrangements for the commencement of the work. At that early period, I had had but a short acquaintance with the affairs of the Company, and had taken no part whatever in its former management. The opinions formed during that visit, are those which have governed the policy of the road down to the present moment. I have seen no occasion to vary to the right or the left.

The commencement of the work West of Cumberland was entered upon in 1849. My first visit to the line of the road was immediately succeeding the letting of about sixty miles from Cumberland Westward. In company with a few friends and the Chief Engineer, I traversed the narrow horse-path which had been constructed, to open a way for the inspection of the line. It would be impossible for me to describe to you now, the effect which this first impression left upon me. We had been charged in the City of Baltimore, with attempting impossibilities, and I was almost brought to the conviction, that our assailants were not without some ground of complaint. Such was my anxiety, in consequence of this visit, that I deemed it important to the credit of the Company, that the impressions made upon us should not be permitted to transpire. I sincerely believe that if the people of Baltimore could have availed themselves of the opportunities of witnessing what we were about to attempt, in the then feverish state of the public mind, the road would have been abandoned. Yes, Sir, the Chief Engineer might have been at this time, a

prisoner in some safe hands, for attempting to impose upon the public credulity, and as for me, it is difficult to say what disposition would have been deemed most appropriate for me. Instead of rejoicing with you in this great triumph of human labor, I might have been a shining mark in some lunatic asylum, and it may be, persuaded to acquiesce in the justice of their sentence. These are reminiscences to which I refer, as part of the history of this great work, now that the storm and the whirlwind have ceased to beat upon its path. (*Great applause.*)

The next most interesting epoch in the history of this road, was the working of the high grade of 116 feet. We were told the story of a man who had built a mill, without first ascertaining where he was to get the water to put it in motion. A road was being constructed at a cost of millions, and we were yet to satisfy the public that we could make it available for locomotive power.

This road was opened to Piedmont in 1851, when it was thought expedient to test this great problem. There are those present who will not forget that interesting occasion. We left Baltimore with a large company of our municipal authorities, and the leading dignitaries of our City. Both the Chief Engineer and myself, thought it advisable, if we were doomed to fail in this last effort, that it should be in *good company*. The train having reached the foot of the heavy grade, it was agreed that the Chief Engineer should take his stand upon the engine, where, in the event of discomfiture, he might conceal his shame in the smoke, in which he would soon be enveloped, I, on the other hand, who was most likely to be held responsible, from the position which I occupied, deemed it convenient to take my stand at an *open door* of the car, with a view to a more *ready access to the woods*. (*Laughter and cheers.*)

In this situation we commenced the ascent of this heavy grade. It was a moment of intense anxiety—not as to the result, Mr. Mayor, for we knew full well what that result would be; but as to the effect of any casual mishap, from whatever cause, upon those who were so anxiously awaiting the issue. As good luck would have it, however, the iron horse did his duty without faltering—the summit was reached; and the hurras of the multitude proclaimed that this last triumph was complete. (*Great applause.*)

As to the power of overcoming high grades, Mr. Mayor, we claim to have taught a lesson to the world. During the whole of the past summer, this Company carried the United States Mail *over a grade of 530 feet to the mile, without the aid of assistant power*; and every bar of iron which was laid upon the track, between the Kingwood Tunnel and Fairmont—was passed over the same summit. The fact is, Mr. Mayor, I had serious intentions, at one time, of prensenting the Chief Engineer of this Company, for uselessly involving us in the construction of tunnels, miles in extent, when he has shown by actual experiment, that he could overcome grades with so little apparent inconvenience.

If time permitted, I would make some allusion to the financial department of our labors; but I have presumed already too long upon your indulgence. (*Cries of "go on," "go on."*) When the extension of this road was entered upon three years ago, it was often asked how it was expected to accomplish a capital of *seven millions* of dollars, in a community limited as the City of Baltimore was known to be and with the securities which the Company would have it in their power to hold out, as a temptation to capitalists from abroad. It was a difficult question to be answered. But when I looked, Mr. Mayor, upon the glittering spires of the noble City we have left behind us—marking the prosperity of a by-gone day, when by those natural avenues which the pack-horse had opened to her embrace, she had the control of the whole trade of the West, almost without a *rival*—when I saw her streets deserted—her warehouses vacant—her population disheartened;—when I saw her occupying a position upon the sea-board, second to none in commercial and manufacturing facilities, I could not persuade myself, that in the effort to redeem her from a ruin which was becoming every day more and more apparent, we should want for adequate support. At all events, there were those who were willing to take the *chances* of success, and as I had occasion to remark on the opening of the second division of this road, on a jubilee similar to the present, I would have run the risk of breaking down in those mountain ranges with which we have so successfully grappled, rather than I would have relaxed in my efforts, to give to the State of Maryland, aye Sir! and the State of Virginia, the benefit of this great *National Highway*, and here we are, Mr. Mayor, upon the banks of this beautiful river—redeeming to the fullest extent our pledges to the public—and pointing to a monument in which the State of Maryland has just cause to feel proud in all time to come. (*Tremendous applause.*)

The future, Mr. Mayor, is not without hope. There are three roads looking to the trade of the Great Valley, whose navigable waters may be said to head here at the City of Wheeling. New York, and Philadelphia and Baltimore are all striving for the mastery of this trade. I sincerely believe that there will be work enough—and more than enough—for all. We claim no exclusive advantage; but we do claim to hold out inducements, not surpassed by those of any other road. Baltimore is the most southern harbor upon the sea-board. Her advantages in this respect must always place her in advance of her more northern rivals at those periods of the year, when the rigors of a colder latitude, may be supposed to exercise some influence upon the movements of trade, Baltimore can no longer remain a mere place of *transit*; she must become an *original* market. For the cotton—the flour—the provisions, and the tobacco of the great region beyond you, she will offer in return, a choice of the markets of the world. This is the sort of sympathy which she expects to create in the South and West—a sympathy which shall grow out of a sound and

healthy condition of trade, and a direct appeal to the *pockets* of her customers.

Before taking my seat, Mr. Mayor, I will detain you but a moment longer. I have said that I claim no more of merit, than is shared by every member of this Board who have been associated with me in the management of this road. It is with pride, I say here, that during my whole connection with this Company, there has been no single occasion, where any division has taken place in our councils. In a Board of thirty gentlemen, differences of opinion might be expected to arise; but it has never been our misfortune to present a divided front, in any measure which it was our purpose to accomplish.

To the Chief Engineer, I should not feel that I had done my duty if I did not return my acknowledgements. At times when I would have sunk under the embarrassments with which I have been surrounded—when I could have sought the uttermost parts of the earth that I might be at rest,—that gentleman has sustained me by his support, and often furnished me with the weapons by which I have been enabled to successfully combat the fierce assailants by whom our path has been obstructed. I make this acknowledgement in justice to an officer whose unpretending modesty has been surpassed only by his purity as a man, and his skill and genius as a professional engineer. (*Great applause, followed by repeated cheers, and waving of handkerchiefs.*)

To the subordinate officers of the Company one and all, I feel under obligations which it gives me pleasure to recognize in this public manner.

Permit me in conclusion, Mr. Mayor, to congratulate you upon the glorious future which is soon to be revealed. To your State and to mine, who can estimate its results! May it prove the commencement of a new era in our social and commercial relations, and may it dispense its blessings in all future time.

Mr. Swann sat down amidst tremendous applause—and three times three cheers were called for and given him with a hearty will by the whole company.

The sixth regular toast was then read:

VI. THE DIRECTORY OF THE BALTIMORE AND OHIO RAIL ROAD COMPANY:
Their highest eulogy is written in the accomplishment of their great enterprise.

This was responded to by Mr. GEORGE BROWN, the oldest living Director, and one of the originators of the Company, in the following appropriate words:

MR. BROWN'S SPEECH.

MR. PRESIDENT:—I rise here to give you and the respectable company now assembled, some account of the circumstances under which was originated the great work, the completion of which we are this day met to celebrate. I deem the present a suitable occasion to make some reference to these circumstances while they are still within the memory of some of us.

Before the idea of opening a communication by a Rail Road between the Chesapeake Bay and the navigable rivers of the West, had been conceived, the proposed Chesapeake and Ohio Canal was looked to by the citizens of Baltimore as the only available means by which they could hope to draw back to their city a portion of their Western trade which had been abstracted from them by the public works of New York and Pennsylvania: and they naturally felt a deep interest in the success of that work. The anticipations they had formed of its benefits were dissipated upon the publication of Gen. Bernard's estimates of its cost; and his representations of the formidable difficulties that lay in its way in the scarcity of water and the high elevations which it must be unavoidably carried over: these satisfied the people of Baltimore that it could not be relied upon as affording any benefit to them.

Previous to this no Rail Road had been constructed either in Europe or in this country for the general conveyance of passengers or produce between distant points. A few Rail Roads had been constructed in England for local purposes, such as the conveyance of coal and other heavy articles from the mines or places of production to navigable water; and until the opening of the Liverpool and Manchester Rail Road in the year 1830, the utmost speed in travel attained by locomotives, did not exceed six miles an hour, while the question had not been decided, whether stationary steam engines, or horse power, would be preferable.

In the latter part of July, 1826, when the Chesapeake and Ohio Canal began to be considered a failure as an efficient means of connecting the trade of the Atlantic with the West, Philip E. Thomas, in connection with myself, with the assistance of William Brown, of Liverpool, (now M. P.,) and Evan Thomas, of the City of Baltimore, who was at that time in England, obtained much information as to the operation of the Rail Roads in that country. It was then concluded to invite twenty-five of the most influential Merchants and Capitalists of the City of Baltimore, with some other citizens, to meet at my house on the 12th of February, 1827. The information obtained by us was laid before this meeting, and, after much discussion, it was concluded to refer the facts thus communicated for further investigation, and Philip E. Thomas, Benjamin C. Howard, George Brown, Talbot Jones, Joseph W. Patterson, Evan Thomas and John V. L. McMahan, were appointed a committee to obtain all the information in their power and report as soon as practicable.

The report of the committee being submitted to a succeeding meeting, was unanimously adopted, and a large edition of it in pamphlet form, was published for distribution. The pamphlet was entitled: "Proceedings of sundry citizens of Baltimore, convened for the purpose of devising the most efficient means of improving the intercourse between the City and the Western States."

On mature consideration of the subject, it was resolved that measures be taken to construct a Rail Road, with double track, between the City of Baltimore and some suitable point on the Ohio River, by the most eligible route; and that a charter incorporating a company to execute the work, be obtained as early as possible. A feeling of general favor towards the measure was at once awakened, and an application to the Legislature of Maryland for a charter was drawn up by J. V. L. McMahan, Esq., and mainly through his exertions a charter was promptly granted. The proposed amount of stock having been taken, the Company was organized, and Engineers were engaged to examine the country over which the Road should pass. These Engineers having made the necessary surveys, reported a route which they represented to be the

best, and the grading and construction of the road were commenced on the 4th of July, 1828. And had it not been delayed by the obstacles thrown in its way by the Chesapeake and Ohio Canal Company, it would have been completed in less than ten years from the time of its commencement. (*Applause.*)

It should not be forgotten that to the citizens of Baltimore belongs the credit of being *the first in the Union to organize an association for the purpose of building a Rail Road adapted for general trade and transportation.* The Company being organized, and considering the undertaking in which they were about to embark as one of great national importance, applied to Congress for an appropriation to aid it in pressing the work forward. William Patterson, myself, and Ross Winans, (who had exhibited to the Board of Directors an important invention he had contrived for reducing the friction upon Rail Road cars, and to whom the country is also indebted for the invention and adaptation of the machinery applicable to the practicable use of eight wheel-cars :) were deputed to present a Memorial dated the 28th January, 1828, (which I now hold in my hand,) and give such explanations as were required. The scheme being considered by many of the members of Congress as visionary and impracticable, no aid was granted, and the Company soon discovered that if they proceeded with the work, it must be by their own resources and without any additional assistance, and this they determined to do.

In order to obtain every possible information that might be useful, Alexander Brown, Philip E. Thomas and Thomas Ellicott were appointed a committee to examine two short Railways that had been projected in Massachusetts and Pennsylvania for the transportation of Coal and Stone to the tide-water. On their return they reported that they had no doubt an efficient Rail Road could be constructed from Baltimore to the Ohio River; and they were confident that sufficient science and skill could be found in our country for its successful location and construction. And the American Engineer, Benjamin H. Latrobe, a native of Baltimore, is now present, under whose superintendence these anticipations have been realized. (*Loud applause.*)

Having completed the reconnoissance and surveys necessary, and ascertained the practicability of the undertaking, the Board proceeded to determine on its location as far as the Point of Rocks on the Potomac River, at which place they were stopped for several years by an Injunction obtained by the President and Directors of the Chesapeake and Ohio Canal Company.

The graduation of the Road was commenced on the 4th of July, 1828, when the corner-stone was laid on the South-Western line of the city by the venerable Charles Carroll, of Carrollton, then over ninety years of age. After he had performed this service, addressing himself to one of his friends,—he said: “I consider this among the most important acts of my life, second only to my signing the Declaration of Independence, if even it be second to that,” and to the end of his life he continued a firm unwavering friend of the work,—ready at all times, upon every emergency to sustain it. From this time the work proceeded with great energy and industry. It was, as respecting our country an untried undertaking, and many difficulties soon began to oppose its progress. Before we had passed four miles from the city we encountered a high dividing ridge which required to be cut down fifty-four feet through a hard indurated clay, and involved an expense far beyond the estimates furnished by our Engineers. The funds provided for its execution, consequently were wholly inadequate, and the further progress of the work

was about to be suspended, at a moment, when such a measure would have been fatal to it. To avoid such a calamity, the President and several of the Directors advanced \$20,000 each, making in all \$200,000—which met the difficulty, and the Road was completed to the Point of Rocks.

Arrested by an injunction at a point where this road could not be approached or have any communication beyond its actual termination, the Directors perceived the necessity, in order to prevent the discouragements that might follow, to open a Branch Railway between Baltimore and the City of Washington, which would form a connecting link in the great line of travel between the Eastern and Southern States, and afford a practical demonstration of the system and its profits. A charter was therefore obtained for that work, and it was as early as possible put under contract.

The funds for the making of this Branch Road were obtained, first, by an advance on the part of the State of its stock to the amount of \$500,000, bearing an interest of 5 per cent., and by authorizing the Company to borrow one million of dollars, making \$1,500,000, estimated to be sufficient for the purpose. The State stock was readily disposed of at par, but when it became necessary to negotiate the million loan, the condition of the money market had greatly changed, and it was found not practicable to dispose of it, except at a discount. In this emergency, the President and some of the Directors came forward and took the whole amount at par, and the matter was closed without further publicity. Five hundred thousand dollars were sent to Brown, Shipley & Co. in Liverpool, and they were *the first Rail Road securities sent from this side of the water to Europe.* (*Applause.*)

Mr. Thomas having been the President of the Company from the commencement of the undertaking up to the 30th of June, 1836, I deem it due to him to advert to the following circumstance. As I have already here stated, Mr. Thomas and myself were the originators of this work. Like all public benefactors, he has been much censured for some of his acts, and especially in reference to the location of the road along the valley of the Patapsco. But associated with him as I was most intimately, during the ten years he presided so ably over this arduous undertaking, and sensible of the great personal sacrifices he made, I can solemnly declare that a more faithful, devoted and upright person never discharged a public trust. He exercised no influence in the location of the road. That matter was committed to a Board of Engineers, and was decided on by the whole Board of Directors. As a further tribute to his worth and services, I will here read to this assembled multitude the proceedings of the Board of Directors upon his resignation:

“OFFICE OF THE BALTIMORE AND OHIO RAIL ROAD COMPANY,
June 30, 1836.

“At a meeting this day the following proceedings were had: Joseph W. Paterson, Esq., was appointed President pro tem. When the Committee appointed on the 7th inst. to confer with Philip E. Thomas, Esq., in regard to his resignation of the Presidency of this Company, tendered by him to the Board on that date, reported verbally, that they had held several interviews with Mr. Thomas on the subject, and that it had continued, against their remonstrances, to be his earnest wish to withdraw from his actual situation, and that he had only been prevented from taking the step sooner in condescension to the wishes of the Board. The Committee reluctantly, and with regret, were obliged to add, that in consideration of the impaired condition of Mr. Thomas' health, they believe it indispensable to its restoration, and to his comfort, that he should be relieved from the confinement and labor incident to the discharge of the duties of the office which has been so ably filled by him.

“Whereupon on motion of Mr. Hawkins it was resolved, that this Board accept the resignation of P. E. Thomas, Esq., of the Presidency of this Company with deep and profound regret.

“On motion of Mr. Brown, seconded by Mr. McKim, the following resolutions were unanimously adopted, viz: *Resolved*, that the most unfeigned and cordial thanks of this Board are due to Mr. Thomas for the long, faithful and valuable services rendered by him to this Company—services which none but those associated with him in the prosecution of this most arduous work are capable of appreciating, and rendered at an expense of private interest, which it is difficult to calculate, but which must be well understood by this community; and of health which has been sacrificed by close and continuous application to the business of the Company. On the commencement of this work, of which he has been in fact, the father and projector; every thing connected with its construction was new, crude and doubtful, with little to guide the way, and that derived from distant and uncertain sources; now such has been the increase of information and experience acquired under his auspices and direction, as to ensure the completion and success of the undertaking; if prosecuted with the same zeal, assiduity and integrity which have ever marked his course.

“Resolved further, That this Board in taking leave of Mr. Thomas as their President, cannot omit the opportunity of tendering to him their respectful acknowledgements of the uniform, correct, urbane and friendly conduct, which has characterized his deportment during the time of their official intercourse, and of expressing to him their best wishes for the speedy restoration of his health, and for his future prosperity.

“Resolved, That the President pro tem. convey to Mr. Thomas a copy of these proceedings, under his signature.”

Upon the resignation of Mr. Thomas the Hon. Louis M’Lane was appointed his successor, and it is but justice to say of him, that he discharged the duties of his office with strict fidelity; and when sent to England to negotiate the Maryland Bonds of the Company for the Western extension, he protected its interests by refusing to dispose of its securities when the credit of the State was under great depression. He can bear testimony to the fiscal aid he received from some of the Directors on various occasions, when the means of the Company were inadequate to its necessities.

As regards the official conduct of our present able and efficient President, who was elected in the year 1848, I need only say, that the universal approbation of his administration of the affairs of the Company, and the triumphant completion of the road through the many obstacles he has had to encounter, are sufficient proofs of his ability and services. He has justly earned the honor which is this day conferred upon him—a lasting monument more durable than marble.

Of the projectors of this great work only four now remain, and of these none are present except myself. My early colleague and friend Mr. Thomas would have been present, but he is prevented by indisposition. His absence is deeply regretted by me, as I am sure it must be by all. I have been identified with this work from its commencement, and without pecuniary compensation have acted as its Treasurer. I have been a Director near a quarter of a century,—and this I am proud to say, through all the fluctuations of party. I thank God that he has spared me to see this great work completed, as I have long looked forward to the pleasure, which no words can convey, of meeting our Western friends on the banks of the Ohio.

Before sitting down, I beg leave to read a note from my friend Evan Thomas presenting a flag which was used on a sailing car on the Rail Road, it as follows :

“*Esteemed Friend*—I present for your acceptance the original flag displayed on the sailing car *Æolus*, which was run on the Baltimore and Ohio Rail Road soon after it was opened. That car was constructed for me as an experiment; it bore the flag of the Union which I now present to you, and which I think will be a peculiarly appropriate emblem on the occasion of the completion of this great work, which will do more to sustain and perpetuate this Union than any circumstance since the foundation of the general government.

“Very respectfully, your friend,

EVAN THOMAS.”

“BALTIMORE, January 8th, 1853.”

(*The Flag was then held aloft, and the company viewed it with curiosity.*)

Mr. Brown's interesting remarks were listened to with deep attention, and were frequently applauded with warmth in the course of their delivery.

VII. THE STATE OF MARYLAND: *Ever faithful to the Union, she was the first to discover that Internal Improvements were the surest means of preserving and making it perpetual.*

Governor LOWE eloquently but briefly acknowledged this toast in the Upper Hall, while in the Lower Hall JOHN H. DONE, Esq., of the Maryland Senate, responded:

MR. DONE'S SPEECH.

MR. MAYOR AND GENTLEMEN:—On this occasion an humble individual like me might well be silent, but in obedience to the command of my fellows, I respond to the toast just announced.

“*The State of Maryland.*”—Most appropriately is she remembered on this joyous occasion—most meet the reference to her name. The great work whose completion this magnificent banquet consummates, is her work. It was planned by her sons; it has been by them prosecuted through obstacles the most disheartening; by them sustained through evil report, as well as good—in days of darkness, as well as of promise and hope. The corporation that has made this work, is the creation of her sovereignty, and to the aid of that corporation she has contributed her means by millions; under no circumstances has she forgotten or forsaken this her offspring.

But, Mr. Mayor, if Maryland be the parent, Virginia has been the foster-mother of this enterprise. With a generosity her greatness could well afford, your State has taken up and cherished it—has opened to it the way through her mountains and her valleys; and now that the goal is reached, the end attained, her sons are joined with those of her sister Maryland to celebrate the event. (*Applause.*)

The republics of old, Mr. Mayor, envious of each other's greatness, sought to impede or to destroy the means of each other's advancement. Unlike these, the Mother of Statesmen and of States has aided in the work of building up her neighbor. In this, no doubt, as in other cases, it will one day appear that the policy was far-seeing and true, that in contributing to build up a mart of commerce within her borders, she will have developed her resources and increased her strength in a greater ratio—that in this case, too, “blessing, you shall be blessed.”

But, Mr. Mayor, Virginia has done yet more. She has furnished to us the man by whose exertions has been brought about the event we this night celebrate. Mr. Swann, to whom you have referred in terms of well deserved praise, has informed you that he is a son of your Commonwealth. A son of Maryland projected and commenced this work—a son of Virginia has completed it. (*Loud applause.*)

I have spoken of days of darkness in the history of this work. Such there have been, long and deeply dark; but they are gone—their gloom

has vanished, and the sunshine has succeeded. This day on which we meet, in its earlier hours, gloomy and beset with cloud and storm, has issued here, in joy and splendor. Fit emblem of the history of this work. The man whom your Commonwealth produced, whom ours adopted, has led it on from darkness to the sunshine—from the gloom to the joy and splendor. By him is now

“the winter of our discontent
Made glorious sunshine.”

VIII. OUR OWN VIRGINIA: *Her name is history. In return for her beneficent protection we pay to her a loyal and affectionate allegiance.*

In the Lower Hall Gov. JOHNSON, of Virginia, briefly acknowledged this toast in appropriate remarks, at the conclusion of which he offered the following sentiment:

The Baltimore and Ohio Rail Road: Uniting by a strong and unbroken chain, the two points suggested by its name, it binds together more closely than ever, the two sister States of Maryland and Virginia.

In the Upper Hall Dr. GEORGE T. YERBY, of the Virginia House of Delegates, from Northampton County, responded to the eighth regular toast as follows:

DR. YERBY'S SPEECH.

MR. PRESIDENT: You can imagine my surprise, when a few moments since, I was informed that a call would be made upon me to respond to the sentiment you have just announced in compliment to Virginia. With no expectation of such a demand, and of course without previous preparation; unfitted too by nature or education for such a task, I must ask your indulgence, whilst I imperfectly perform the duty assigned me.

I can account for this unsought and unexpected honor in no other way, Mr. President, than in the rather extraordinary relation I hold to you, Sir, and the large and enlightened assembly I now address. Away off yonder in the East, on the shores of the Chesapeake and the Atlantic, is my home. Near it and around it, are many hallowed associations,—it was in that neighborhood the Indian's scalping knife and tomahawk first bathed itself in the white man's blood. It was there, Sir, that were enacted scenes, that gave immortality to the names of Powhatan and Pocahontas, and Smith and Rolfe. Here in the West, at this place, on the banks of the beautiful Ohio, at a later period of our history, similar scenes were re-enacted. Jamestown and Wheeling are associated in the history of Indian warfare. Near this spot and behind the lofty hills which overlook your city, were built the first fortresses of the North-Western emigrants. History and tradition tell a tale filled with kindred incidents of the dangers, difficulties and hardships which attended the first settlers of Eastern and Western Virginia. The achievements of Bacon in the East, (whose rebellion occurred in my neighborhood, and was the beginning of that resistance to British tyranny which resulted in American Independence,) and of McCulloch in the West, (one of whose miraculous feats in yonder mountain, startles even credulity itself,) are names associated in the Indian wars of Virginia which brighten the pages of her history.

This is the first time, Mr. President, I have stood on the Western slope of the Alleghanies. I had heard of your towering mountains and productive valleys—I had heard of your mineral, your agricultural and

your manufacturing resources, and had long desired to see them. That wish has been gratified in the important excursion I have taken. To say that I am pleased, would be but an imperfect expression of my feelings. Great as I had expected to find them, they have more than realized my anticipations. When I contemplate what *nature* has done for you, and see what art is perfecting,—I am filled with admiration at the bright destiny that inevitably awaits you. On one side of you is that magnificent stream, whose navigable waters empty into the Atlantic; on the other is a series of Rail Roads, whose Briarean arms reach to every portion of the country—through them is conveyed to the distant corners of the earth the exhaustless productions of the great Mississippi Valley, returning to you a wealth which human speculation is unable to calculate.

And here, Mr. President, I take occasion to express my unqualified admiration of *your* improvement. *Adverse* as I have ever been to that State Legislation which squanders the public money so indiscriminately, and too often so unprofitably; or taxes one portion of the State to construct improvements for the benefit of another;—I am yet not adverse to the system itself, conducted upon the principles on which was reared the improvement that connects you with Baltimore. The energy and skill every where displayed in its construction, is a proud monument to the genius of the Chief Engineer, (B. H. Latrobe, Esq.,) as to the energy and public spirit, and financial skill of the able President and Directors of the Company. I claim to be a sincere and fast friend of this great enterprise. Who does not foresee that this improvement must augment the wealth and population, and strengthen the union of the sections between which these visits are made?

And confidently do we anticipate this result in the relations of Maryland and Virginia. Identified in interest, one in geographical position, they should be one in sentiment and feeling. The iron trunk that connects the Ohio on one side with the Chesapeake on the other, will doubtless bind these States in an indissoluble social and commercial intercourse. When we add, too, the fact that Maryland capital has improved Virginia soil, and in return for which, Maryland commerce has been incalculably enhanced by Virginia legislation, thus enabling her to compete for the rich trade of the far West. These mutual benefits must create a common sympathy, which should unite us in a common destiny.

And, Sir, in our own domestic relations, we see in the future the rich fruits of this Rail Road connection. The local jealousies, the unkind feelings, and conflicting interests of the East and the West, which have so long distracted the harmony of Virginia, must yield to the intimate associations which will necessarily exist hereafter between the two extremes. A few more interviews like the one we now enjoy, which makes us familiar with your hospitality and your liberality, will excite, as a consequence, our affections and our regard;—we must become a *united*, as well as a prosperous people.

But, Mr. President, I have trespassed too long on your patience. I arose merely to acknowledge the honor due our beloved commonwealth in the toast just given. Permit me, Sir, in conclusion, to offer you the following sentiment:

The East and the West: May they be as united in sympathy and feeling, as they are in a common interest and a common destiny.

IX. VIRGINIA AND MARYLAND: *May their grand Commercial Union, which we this day celebrate, be as enduring as their interests and Institutions are identical.*

The HON. THOMAS YATES WALSH, in answer to the spontaneous call of the company, responded to this toast in the following language:

MR. WALSH'S SPEECH.

Mr. PRESIDENT:—The friends around me insist that I shall reply to the sentiment just uttered. I hardly know what it is. I believe it refers to the two great States of the confederacy, through whose domains, is extended the great national highway, the completion of which we this day celebrate. I say, Sir, I believe the reference is to these two great sovereignties, for I have been placed so far *below the salt*, that I cannot in this particular speak with any degree of accuracy. I find that as a member of the National Legislature I am here of no account. Those who have had the charge of the arrangements here, seem to have the same sort of sympathy that belonged to an old family servant of a distinguished member of that department, who regretted that his master had lost *caste*, by being compelled to *follow Congress* for a living. Sir, I am not sorry for this. Seven towns of ancient Greece contended for their respective localities as the birth-place of Homer, and it is said that each inhabitant of these conflicting villages, regarded it as a higher honor to be born on the same spot as Homer, than to have a share in the national military achievements of the ancient empire.

There can be no doubt, Mr. President, where the enterprise whose grand results we this day acknowledge had its illustrious origin. It was born, Sir, in the City which gives the lofty column to her defenders, and a soldier's grave even to her invaders. Deptford Hundred, Gallows Hill, Old Town and New Town, have all contributed in ample proportions to the realization of the mighty scheme. And, Sir, as these names are recalled, they wake up the music of old memories, and stir to their inmost depths the sources of human emotions. I thank you then, Sir, most heartily that there is no appreciation at this board of my position in the councils of the country. I gladly joined a Baltimore constituency, willing with them to forego a union in the general exultations and to sound aloud the glories of the *Town*, which is ready to repel the advances of an invading foe, or out of her own resources bind together in the bonds of peace and love, the members of the American confederacy.

Sir, if I ever cease to be national, there is honor enough under such auspices in claiming to be local.

But, Mr. President, there are things to be remembered beyond the sudden suggestions which I have thrown before you: Twenty-five years ago a statesman of signal genius and science, was making his way from the City of Washington to his home in Kentucky. He was a man familiar with sorrows, the object of assault from the hands of personal and political foes, but, yet beyond all mortals that time has ever known,—capable of suppressing all emotions which could interfere with devotion to the public good. His friends in Greenfield County, Virginia, offered him the assurances of their undiminished confidence in his personal and political loyalty. He thanked them for the cordiality of their affections, and gave this memorable sentiment.

“The Turnpike Road which passes through Lewistown, and success to the cause of Internal Improvement under all auspices.

Mr. President, the force of that sentiment has been felt every where throughout the wide limits of this republic. The blessing upon an

humble Turnpike Road has been indeed seed cast upon good ground' bringing forth more than a thousand fold. This is not the time, Sir, to set forth the triumphs of that system, which Henry Clay recommended to his countrymen in the toast just recited. The Government of the United States for a period withdrew its sanction from this mode of developing the vast resources of the nation. Sir, it is awakening from its lethargy, and is now applying itself to an enterprise which shall have more about it even than Venetian glory. It is that which is to consummate the nuptials between the Atlantic and the Pacific, by the erection of the Great Pacific Rail Road.

Sir, it has been said that peace has its triumphs as well as war; and it will be indeed a glorious triumph when peace takes from war its glories and appropriates them to herself. And yet such is to be the result when this great highway of human intercourse between the two oceans shall be completed.

The United States is bound by solemn treaties to guarantee the Mexican people from Indian excursions. Claims for enormous sums of money have been presented for damages to Mexican property in consequence of a disregard of these treaty stipulations. It is proposed now, instead of sending large masses of soldiery at an enormous expense into the wilderness, there to endure every hardship and to be maintained at an immense expense, to locate and erect a Rail Road, so that it shall extend from sea to sea. So that in its trail shall at once follow the advances of a high civilization—settlement after settlement of cultivated men and women shall be established along the line of the improvement. And the Gospel of peace and mercy shall take the place of the sabre and the cannon. Mr. President, it may not be presumptuous to say that God is still with his people, with this difference, that no *cloud* is to be over them in the wilderness, but the pillar of fire is to be their guide by night and by day. It needs not, Sir, the dreams of the visionary to anticipate these results. The future is pregnant with them. Sir, it may be said to the credit of the National Legislature, that these suggestions will furnish the fullest guarantee of the completion of that *electric chain*, which is to be more successful than that of the ancient monarch, who failed to subdue even one mighty ocean in its wealth, for it shall bind in silken cords the waves of the Atlantic and the Pacific. Mr. President, I think I said something at the commencement of my remarks, of only participating in the local exultation which I am entitled to as a citizen of Baltimore

“To claim kindred there, and have my claims allowed.”

But as I have progressed in spite of myself I find that these limited influences are forgotten:

I feel to the rising bosom's inmost core,
Its hopes awaken and its spirit soar.

Looking to the developments which are now before us, and to others which are in no remote future, when the wilderness shall be no longer the exclusive domain of the Savage, but shall be illuminated by the light of an expanding civilization, we may indeed indulge the liveliest and the loftiest hopes of the ultimate destiny of mankind. Sir, the wilderness shall indeed be made to blossom as the rose, but characterized by none of its fading and unsubstantial glories. It shall have about it no evanescent bloom. Its fragrance shall reach the skies and be intended for eternity. The school and the church shall rise in close proximity—and the dense forests for ages only disturbed by the yells of the Savage or the roar of wild beasts, shall at least be made “vocal with the

Maker's praise." Mr. President, I see at this table some old citizens of my native town, who know from actual observation what I only have as a matter of tradition.

Upon the extension of the National Road to Wheeling, the vast products of the mighty valleys of the West, were poured out in rich profusion into the lap of Baltimore. It is within my own memory, that from superior connections, opened with other marts upon the sea-board, this flow of riches has been stopped.

Grass has grown in the streets of Padua, was said by one who read her history on her pavement: and a similar record might be pronounced within a few years past upon the broad highways of the Monumental City. But thank God! it is now to be obliterated. The scenes of active business life and stirring manhood, shall every where within her broad limits take the place of idleness and despair. The waters of the Ohio have baptized her and she is indeed born *again*.

Mr. President, I should have claimed for the originators of the Baltimore and Ohio Rail Road the right to insist upon the glory of the extension to the Pacific. But I prefer for many reasons of a national character that this grand result should be achieved by the authorities of the General Government. I object to the thing being done under the auspices of that Company, because it has already authorized the bridal of the Chesapeake and the Ohio. They must not countenance polygamy, all further unions Westward properly belong to the Federal Head, and I trust will be perfected by Uncle Sam providing portions for the Husband and the Bride.

Mr. President, I have trespassed too far upon this festive occasion, and indeed as a *festive* occasion has it not lasted quite long enough.

The spirit of fierce debauchery is hardly consistent with a grateful sense of God's providence over the nation which is common to us all. I therefore give you, Mr. President, as perfectly pertinent to the occasion this sentiment:

"The Union of the Waters, and the Union of all Cold Water Men the Wide World over."

E. M. BRAXTON, Esq., (King and Queen County,) of the Virginia Senate, on behalf of his State, also responded to the ninth toast:

MR. BRAXTON'S SPEECH.

WE, Sir, members of the Virginia Legislature, are here, not in our legislative capacity, but as Virginians, feeling a deep interest in all that concerns her welfare, as well as in all that contributes to the prosperity of a sister State. We have accepted the generous invitation given us, to be present on an occasion so well deserving a celebration; and, Sir, after the SWAN(N)-like trip that has brought us from the falls of the James to the banks of the Ohio, passing through States and Cities, crossing plains, valleys and mountains; after the cordial and whole-souled welcome of the citizens of Wheeling, we were disposed to think that all that could be, had been done to please and gratify. But, Sir, the kind mention made of our venerable and much loved commonwealth, in the sentiment just proposed, has added a feeling of pride to those of gratification and delight. It is true, Mr. President, that Virginia has done but little for herself; it is true, Sir, that her political power has diminished, and that of late years she has contributed little to the renown and prosperity of our Republic; but, Sir, is it not equally true that in times gone by, Virginia acted the part of a wise and fond mother towards the infant

States of this Union, and, that much of the prosperity now enjoyed by many, may be attributed to her early teachings. I will not, however, Sir, recur to past deeds, the dazzling glory of which has too long blinded the sons of Virginia to the employment of the means necessary to promote her commercial advancement and thus to maintain her proper rank among the States of this confederacy. The event that has brought us together is one too recent, and a source of too much joy that I should mar the pleasure of any by reminding them of what Virginia was and what she ought to be. I will simply say, Sir, that Virginia has the means to regain her lost greatness, and that under her new political organization, her people will form new opinions, that will soon lead to the display of her immense treasures.

I congratulate you, Mr. President, I congratulate the citizens of Wheeling and of Baltimore, I congratulate my fellow-members that we have here assembled under circumstances so agreeable and auspicious. We have not come to the shores of the Ohio as did the unhappy Mrs. Blannerhassett, to weep over the treasure of an American citizen. We have not come in military attire to maintain the rights of a sovereign State by defending the magnificent structure that spans yon noble river, but as witnesses to testify to the truth of science, and to pay homage to the successful enterprise of a sister State. The happy results that are to flow from the completion of the Baltimore and Ohio Rail Road, I am disposed to think, Sir, will not be confined to the Company that projected and completed it, nor to the Cities of Wheeling and Baltimore; for unless I am greatly at fault, Eastern and Western Virginia by means of this mighty work, will be brought to a proper understanding of the true interests of their State, and the feelings of her citizens. I believe, Sir, sectional jealousies will be, by an interchange of sentiment, banished from her limits and her people will, with one voice, demand the position that her age, her wealth and her renown entitle her to. Sir, I am also inclined to the opinion that the improvement just finished will go far to bind Maryland to Virginia. Holding property alike, co-partners in the great Chesapeake Bay; with no conflicting interest, why, I ask, should not their prosperity depend upon the same causes, and their destiny be a common one? I believe, Sir, a union of feeling and of interest between the States of Maryland and Virginia will serve to strengthen our Federal Union. Maryland on the North, stands ready and willing to resist and stay the mad folly of the fanatic, while Virginia enjoying the confidence of the whole South, will be headed by the discreet, and the madcaps will receive nought but rebukes.

For these reasons, Mr. President, I rejoice at the completion of the Baltimore and Ohio Rail Road; but, Sir, I must confess that I have brought one regret along with me to this board of feasting and rejoicing. Sir, how came we of the East here? Did not the State of Maryland bring us? Did she not build the great work over which we have passed? Did she not blast our rocks, and bridge our rivers in order to reach this point? And where, I ask, is to be found a son of Virginia whose cheek does not tinge with the blush of shame when he remembers that Virginia's means were ample to the accomplishment of all that has been done by others, and that she by a different policy might have retained that which is now swelling the coffers of the State of Maryland!

Sir, I come from a district opposed to improvements, and knowing that fact, I shall continue to reflect the opinions of my constituents in the votes I may give in the Senate of Virginia. But, Sir, should those who have confided in me once, choose to do so again, it will be with a

perfect knowledge, that I am in favor of a speedy completion of the *leading* works in Virginia, and if elected will vote money for that purpose.

I will not trouble this large and respectable audience longer, but will conclude by offering the following sentiment :

Maryland and Virginia: Twin sisters by birth, in feeling and in interest. The blow that is aimed at the prosperity of one, will be resisted by both.

X. THE LEGISLATURES OF MARYLAND AND VIRGINIA: *Their united wisdom has ruled the destiny of the great work this day inaugurated; may they ever foster and protect it.*

In the Upper Saloon E. F. CROUT, Esq., member of the Maryland House of Delegates, from Carroll County, also responded to the tenth toast.

MR. CROUT'S SPEECH.

After thanks for the compliment he remarked, that he regarded the completion of the road as a great victory, achieved by the Company in the battle that humanity always has waged and is still waging with the earth to compel her to yield to man her hidden treasures. By it there would be poured into the great heart (Baltimore) of a little State, a stream of wealth as constant and enduring in its flow as are the waters of the noble river upon the banks of which we now celebrate this glorious triumph. All we can offer to send back will be the gathering of the stars and stripes from all waters of the earth.

He would feign speak of Virginia, but at the mention of her name the mind is overwhelmed with the magnitude of her noble deeds and nobler sons. She has not only given empire to the world, as has been said, but she has given liberty, civil and religious, to humanity. She has written the Declaration of Independence, and then maintained it by him whom "Providence had left childless that he might be the father of his country." Her sympathies and co-operation had sustained Maryland in the dark hours of her trials since this work had been commenced. Maryland is a small spot, [he continued,] but a green one, and now that she was watered by the Ohio, she would bloom with endless richness and beauty. It had been said that Maryland and Virginia were bound together with bars of iron, but they were bound together by a stronger tie. They were one in their love of country—one in their laws and institutions—one in their strong love for the American Union. The iron bars may be corroded, rusted, and worn away by time,—but their love for the Union, like the love of a noble family of sons for their mother,—age can but strengthen, and time but increase. It is the pledge of our immortality as a nation. It is *that* which is incorruptible and that fadeth not away.

It was a constant exclamation of the guests as they passed on their way under and over the mountains, how it was possible that the Company had ever found their way through such a desolate and rugged region. A factious friend remarked, however, that it was not very remarkable, *that a Swan(n) should find a way to the river.* Maryland had shown herself capable of great things, and strange to say she had completed her greatest work, when the head of *her Executive Department was Low(e).* In conclusion he could only offer to the Company, to Wheeling and Virginia, the best thanks of the true hearts of the sons of the Old Maryland Line.

XI. BALTIMORE: *The Monumental City; she has no nobler monument than the great work whose completion we now celebrate.*

XII. BALTIMORE AND WHEELING: *Their wooing has been rather coquettish—united now by the strongest bonds of reciprocal interests, may their union be life-long and fruitful.*

XIII. BENJAMIN H. LATROBE: *The Chief Engineer of the Baltimore and Ohio Rail Road Company: His professional skill is only rivalled by his fidelity to his professional duties.*

This toast called out a loud and enthusiastic burst of feeling; after it had subsided, Mr. B. H. LATROBE spoke substantially as follows:

BENJ. H. LATROBE'S SPEECH.

MR. PRESIDENT:—I might better have prepared myself to make a suitable acknowledgment of the compliment which has been paid to me, had I not been occupied to the last moment in preparing the road which has brought you here. I need not say that I am grateful for the praise I have received; for no professional man can be insensible to commendation: it is one of the proper fruits of his labors, and perhaps the most palatable of them all, especially if seasoned by a consciousness of desert. I wish I felt this more strongly—but let that pass—I could have done little of what you give me credit for, had I not been assisted and sustained by the liberal aid and generous confidence of the Board of Directors, and the eminent gentleman at their head, who has so handsomely referred to me in his eloquent address.

But the Baltimore and Ohio Rail Road is at length finished, and what has been the *hope* of my life for the twenty-two years I have spent in its service, has become a substantial *reality*, and its results will soon be an actual fruition. It is enough for me to have been partly instrumental in bringing this great event to pass; and if my professional life were now to end, I should have *accomplished a career* in my association with this one mighty work. I have been commended for the success of the grades, and for the tunnels and the bridges of this road; but there is a source of pride more grateful to me just now, in that I have been enabled to complete the line *at the precise time I had promised*. No days of grace, such as men grant each other in the commercial transactions of life, were allowed me, and none happily were wanted. The last rail was laid on Christmas eve—the tired men who laid it had their Christmas holiday unbroken (and it was to them a day of rest as well as of enjoyment) and on the first day of January, 1853, true to the time appointed two years before, the first passenger train from Baltimore arrived upon the bank of Wheeling Creek, in your city. There was no contrivance of mine in this; it was but the final consequence of a series of exertions with few parallels, perhaps, in the history of such works. We did our best to accomplish it a month earlier—a week earlier—a day earlier—all would not do—the Baltimore and Ohio Rail Road was, it seems, to be finished on the first of January, 1853, *as promised*; and it was so finished in fact. I have not, however, a right to call it finished. No Rail Road, indeed, is finished while the trade for which it was constructed continues to grow; and progress is the genius of our people. But this road is unfinished in a stricter sense. You have witnessed the expedients by which its incomplete parts have been

made temporarily to perform their intended purposes; and I am consoled for the necessity of their use by the development of the valuable principles of engineering science which they have been the means of illustrating, not only in the road which has been built, but in the noble machines which give it life. It only remains for me to replace them by the permanent works which are to succeed them; and then I shall feel that I have more fully performed my duty, and entitled myself to an honorable dismissal from a service which will need me no longer. I respectfully offer the following toast:

The Baltimore and Ohio Rail Road—begun in 1827—completed in 1852. Its infancy was feeble and prolonged; its youth vigorous, but struggling with adversity; its manhood will be powerful and glorious;—its age, may it be the perpetuation of its manhood.

XIV. J. V. L. M'MAHON, OF BALTIMORE: *Twenty-five years ago, he reported to the people of Baltimore, the inception of the project of connecting the Atlantic with the Ohio at Wheeling. We now report to him the completion of that mighty work.*

Mr. M'MAHON not being present, loud calls were made for NELSON POE, Esq., of Baltimore, who, after some hesitation, arose and returned thanks in Mr. M'Mahon's name.

MR. POE'S SPEECH.

HE expressed his sincere regret that the eminent personage who had been honored by the special notice of the Committee was not himself present, that those who had seen the *éntrépôt* of his unrivalled powers might have an opportunity of appreciating that affluence of diction, that profound vigor and cogency of argumentation, that impetuous torrent of Demosthenean elocution, which, in the judgment of those who were familiar with the exhibition, place him first among the orators of his time. Mr. Poe proceeded to refer to some of the incidents in Mr. M'Mahon's life which were connected with the cause of Internal Improvement, and particularly in the State Convention which was held in Baltimore in the year 1825. He spoke particularly of the extraordinary character of that Convention for eminence of talent. Amongst its number were the present illustrious Chief Justice of the United States, and several persons who have been Governors of the State, several have been Cabinet Ministers; indeed, the present Secretary of the Navy and the late Attorney General, John Nelson, and others, conspicuous in various stations for their capacity and character. Charles Carroll, of Carrollton, *clarum et venerabile nomen*, indeed, was in the chair. He had attained far beyond the limit assigned by the Psalmist to the life of man. His eye was dim and his natural force all abated—all save the inextinguishable love of his country, which had led him, fifty years before, to peril his life and his princely fortune in the cause of liberty and human rights. There was a striking contrast between this relic of the past and the speaker upon the floor. A young man—so young indeed as to render it strange that he should be a recognized leader in that "muster of various talents," that assemblage of men of wisdom, experience and age—is addressing the chair. It is like the genius of Modern Prophecy speaking to Antiquity. It is like the Nineteenth Century holding converse with the Ages that are past. And the theme is worthy of the occasion, the orator and the men in whose immortal presence he speaks. No narrow discussion of the aggrandizement of a

State or a City—no local, sectional, partisan question. No topic less comprehensive than the commerce of the new empire that is rising beyond the mountains, and the political, local and commercial relations of a whole hemisphere. And there the trumpet tones of John V. L. M'Mahon, then nearly a third of a century ago, announced the prediction that within the lives of actors at that meeting, the waters of the Ohio, and the waters of the Chesapeake would be united in spite of mountains to be pierced and rivers to be crossed; they who heard him, however incredulous, felt that the prediction would prove true, as if they were stirred by the voice and inspiration of a prophet.

As further evidence of the value and importance of Mr. M'Mahon's services to the Baltimore and Ohio Rail Road Company, and the cause of Internal Improvement generally, Mr. Poe referred briefly to the facts that Mr. M'Mahon was the author of the Act passed in 1827, incorporating the Company; that in 1828, when a member of the House of Delegates, he made a report in favor of the State's subscription to the work—the first subscription in the United States by a State to a Rail Road—and that in 1836, he drafted the powerful report of the Committee of the House of Delegates, in favor of confirming the disposition made by the Commissioners of the Bonds of the State, issued in favor of the Company—a vital measure, essential to the success of the work.

Mr. Poe repeated his regret at Mr. M'Mahon's absence, and referring briefly to the Board of Directors of 1828, and expressing his belief that if Mr. M'Mahon were present, he would be foremost in acknowledging the obligations of the public to those members of that Board who are no longer living, concluded by offering the following sentiment.

The deceased members of the Board of 1828.—They are dead. But their works have rendered their names and their memories immortal.

XV. THE MARRIAGE OF THE ATLANTIC WITH THE OHIO: *May their first daughter be a "Lady of the Lake."*

JAMES A. BRIGGS, Esq., of Cleveland, Ohio, being called upon to respond, spoke as follows:

MR. BRIGGS' SPEECH.

MR. PRESIDENT:—This is an occasion of no common interest. The men of Maryland and Virginia, and Ohio, and Pennsylvania, have met here to commemorate the completion of one of the great lines of trade and travel between the Atlantic Ocean and the Ohio River. This line of Rail Road, Sir, is a great work. It was originated by men who had the capacity to conceive great designs and the courage to execute them. The work is finished. The iron horse has travelled on his iron pathway from the Monumental City over the Alleganias to this, not long since, frontier settlement, but now flourishing city on the Ohio River. Here, Sir, in this room, are men who have heard the war-whoop of the Indian on this very spot, and to-day they have heard the shrill whistle of the locomotive. How wonderful that such changes have come within the memory of those who still live. And this is a change which tells not of war and carnage—not of cities desolated, and villages ruined, and fields laid waste, but of the Progress of the Arts of Peace; of the advancement of a high order of civilization, and of the onward course of the car of Christianity, freighted with innumerable blessings for the whole world-wide family of man. And here, Sir, let me say, that without the redeeming and upbuilding influences of Christianity, all your vast lines of internal improvements—all your Rail Roads and Canals, will be of little worth to our country.

I do most cordially congratulate the people of Maryland and Virginia upon the completion of the Baltimore and Ohio Rail Road. It is one link in the chain which binds us together as a Nation. While I am now speaking, the Locomotive, who drinks and smokes, and is a "fast fellow," is thundering along on his iron track from the "Queen City" of Ohio, and from the far off prairies of Illinois, heading long trains freighted with men and the products of the rich fields of the West, to Eastern markets.

As I stood last evening on the bank of the Ohio, looking at the beautiful and magnificent Iron Bridge which spans the River like a bow, and gemmed and sparkling as it was with a thousand lights, I could but believe that the tall pipes of the majestic steamers would in all coming time bow as they passed, to the grand work of the Genius of man.

Last March, a goodly number of the people of Cleveland and the Reserve were here to celebrate the completion of the Rail Road from the Lake to Wellsville. We are here to-night to rejoice over the advent of the Iron Horse from Baltimore to Wheeling.—And, Sir, before this year shall have passed away, to be numbered with the years that have gone, we hope the last link in the line of Rail Road between Baltimore and Cleveland will be finished—and then in return for your energies and enterprise, and hospitality, we trust you may be invited to partake of true and genuine Yankee hospitality in the "Forest City," "the City upon the Lake Shore," and although the season may make it winter *without*, we can assure you, sir, and all, that the warmth of the heart shall make it summer *within*.

XVI. JOHN H. B. LATROBE: *The early advocate and friend of the Baltimore and Ohio Rail Road Company: His labors identify him with the success of the great work whose completion we now celebrate.*

Amid the lengthened applause that followed the reading of this toast, Mr. LATROBE arose, and after returning thanks for the honor that had been done to him, proceeded in his remarks as follows:

JOHN H. B. LATROBE'S SPEECH.

With your permission, Mr. President, I will read as a text for what I propose to say, the following extract from the Virginia Gazette, a work published in 1836.

"The Baltimore and Ohio Wagon Company, with a capital of \$200,000 (one-fourth of which is paid in) transport goods and produce between Wheeling and Baltimore. One wagon departs and arrives daily from each of these places with a load weighing from 2¼ to 2½ tons, and occupying eight days upon the road; and arrangements are in progress to increase the number of daily arrivals and departures from one to three wagons, and eventually to five."

Were a new edition now to be prepared of the work referred to, and the paragraphs relating to the intercourse of the two cities to be placed side by side, how modest would appear to have been the anticipations of the author only sixteen years ago!

The arrangements to which he refers, carried out by a different company, it is true, but still, the arrangements uniting Baltimore and Wheeling have resulted in the existence of a company, with a capital of \$12,000,000, all of which has been paid in, having in charge a work, which, when completed and stocked, as it is intended that it shall be, will represent a capital of about \$20,000,000; and whose preparations,

so soon as the delays attending the first use of all great public works shall have been surmounted, will ensure the daily transportation between the Ohio and Baltimore of 1,000 tons of goods and produce in the space of thirty-six hours, now—and who can tell how much faster, ere a few years have been added to the quarter of a century that has been more than once referred to.

Why, Mr. President, the weight of the tonnage engine alone, used by this Rail Road Company, almost equals the weight of the five loads that limited the hopes of the wagon company, teams, wagons, and all; and behind this engine there rolls at the uniform speed of twelve miles an hour, 300 tons of gross weight, one-half of which is the exchange which the Western valleys send to the cities of the Atlantic border. We talk, Mr. President, of the course of empire. Its type is the locomotive and its train, whose tread is the tread of a giant, from hill top to hill top. We speak of the array of a conqueror; where is there a conqueror like steam? Its panoply, too, is of iron; man has made it; not less than mortal, like the image of Frankenstein, but more than mortal, as it performs the work of one hundred thousand of men's hands, and as it as, impatient of delay, it rushes through and through the bosom of the hills, its white and feathery plume is the ensign of a daring, a courage, threads its way through the forest—as it climbs the side of the mountain, and a power, which, while it may find its comparative in the crest of Henry, at Ivry, is the precursor of the triumphs, not of war, but of peace, as they build up the fame, not of heroes but of the people. (*Applause.*)

It is almost too trite to repeat, that the age is one of progress; though place side by side the paragraphs of 1836 and 1853, already spoken of, and what a tale do they not tell. But, perhaps after all, Mr. President, that has been said about “a quarter of a century,” it may appear that any allusion to progress comes with an ill-grace from one who, during all this period, has been connected with the company that is honored by this day's festivities; and yet it must not be forgotten, that if we were the first to begin a connection between the Ohio and the Atlantic by a continuous line of Rail Road, we have also been the first to complete it. True it is, that for some brief time past, the journey from Philadelphia to Pittsburg has been made in the same Rail Road Cars, but the stationary power of the portage Rail Road has been made use of—a work existing of old, in connection with the Pennsylvania Canals, as part of an amphibious system, and facilitating, so far, the labors of our friends, in our sister and rival city. But on this day the Baltimore and Ohio Rail Road is the only road in the United States on which, without the aid of stationary engines, a locomotive can draw its own train of cars from one to the other slope of the Alleghanies. This is said in no spirit of boasting; but rather as showing that, where Philadelphia, with her great resources, wealth and energy, has failed to do the work which she, too, commenced nearly a quarter of a century ago, we may be held excusable, if it has taken us even this length of time to accomplish it. There have been difficulties in the way, Mr. President, which no diligence could overcome; and it was necessary to wait until there came around that fitness of time upon which the labors of Philadelphia and Baltimore were alike dependent.

But, Mr. President, the work is done at last; and recently, the only effect of age upon it seems to have been, that those who completed it lost sight of its commencement, overlooked the incidents of its progress, and determining that procrastination should have an end, absorbed all other dates in the first of January, 1853, and at last, realizing the hope of so many years, fixed the fleeting abatement (to use a Rail Road

technical) of the Rainbow's Arch at Wheeling, and grasping it firmly, are revelling here to-night in the brilliancy of expectations, differing, in their variety, from the rainbow's hues, only in this, that they may be seized and held. (*Loud Applause.*)

That the fruition of these hopes will disappoint no reasonable expectations, but surpass them all, which of us can doubt? The West built up Baltimore—first with the pack-saddle—then with the county road—then with the turnpike—and is now about to employ the greatest agent of modern times to realize for us the destiny appointed by Providence when the waters of the fountains of the Potomac are made to flow from the same hills that sent their tribute to the Ohio. (*Great applause.*) I offer, Mr. President, the following toast:

The Sister Cities of the Ohio—"The beautiful river" that unites them is "the silver cord" that will be "loosed," and the broad valley through which it flows, "the golden bowl" that never will be "broken."

XVII. THE BALTIMORE AND OHIO RAIL ROAD COMPANY AND THE CITY OF WHEELING: *A fair fight and an honorable peace; the alliance shall be as hearty, cordial and sincere, as the fight was manly and fearless.*

To this toast Mr. T. M. GALLY, of Wheeling, made a long and eloquent response, at the close of which he called up ANDREW HUNTER, Esq., of Jefferson Co., Va., who delivered a humorous speech.

LETTERS FROM INVITED GUESTS.

AMONG the many letters received by the Wheeling Authorities and the Rail Road Committee, were the following:

From the President of the United States.

WASHINGTON, D. C., January 4, 1853.

Sir,—I am in receipt of your favor of the 30th ult., inviting me to be present at the formal opening of the Baltimore and Ohio Rail Road on the 11th inst., and regret to say in reply that my official engagements in this city, are such as will necessarily deprive me of the pleasure of attending on that occasion.

With many thanks for this kind remembrance of me, I remain,

Very truly yours,

MILLARD FILLMORE

JAMES TANNER, *Wheeling, Va.*

From the First President of the Baltimore & Ohio R. R. Co.

TO THE PRESIDENT AND DIRECTORS OF THE B. & O. R. R.

Gentlemen,—I have received your friendly invitation to join the company, who on the 10th of this month will proceed formally to open a direct Rail Road communication between Baltimore and the Ohio River, by running a train of cars from this city to Wheeling, and regret that the state of my health renders it altogether out of my power to join the party on that interesting occasion.

The successful completion of this great national work, after the many unavoidable delays it has encountered, is to me, and must be to our citizens generally, a most gratifying triumph. It brings our city into immediate social and

commercial intercourse with the rich and populous South-Western and Western States, and promises advantages to both, that cannot now be estimated. To the citizens of Baltimore belongs the honor of being the first in the Union to organize an association, and obtain a charter, for the construction of a Rail Road adapted to general travel and transportation. At that time little was known, either as regarded the construction of railways, or the application of moving power upon them, and we had everything to learn, with but few lights to guide us. It was therefore foreseen at the very commencement of this work, that its progress would be retarded by many difficulties; these have however been overcome, and there is no doubt the most sanguine anticipations of its projectors will be more than realized. For its completion at this time the City of Baltimore is indebted to the energy and judicious management of the President and Directors.

Assuring you of my esteem,
I am, respectfully, your friend,

BALTIMORE.

P. E. THOMAS.

Hon. Louis M' Lane, late President of the Company.

MR. M'LANE acknowledges the note of the President and Directors of the Baltimore and Ohio Rail Road Company, requesting his presence on the occasion of running a train of cars through from Baltimore to Wheeling on the 11th inst.; and, sharing in the pleasure that all must feel at the extension of the road to the Ohio River, he regrets that he cannot accept the invitation the President and Directors have tendered him.

BALTIMORE, *January 1, 1853.*

From one of the early Directors of the Company.

AVONDALE, *December 29, 1852.*

TO THE PRESIDENT AND DIRECTORS OF THE B. & O. R. R.

Gentlemen,—Please accept my thanks for your invitation to accompany you, from Baltimore to Wheeling, on the 10th of January next. Having in some degree participated in the organization of your company, and in commencing the stupendous enterprise which, with so much prudence and energy, you have now completed to the Ohio River, it would have given me much satisfaction to participate in the ceremony of opening the road for the travel and commerce of the Valley of the Mississippi, an enterprise for which Baltimore, Maryland, and indeed the whole country will owe a lasting debt of gratitude to those citizens whose toil and treasure have been so abundantly poured out in its accomplishment.

The inclement season of the year precludes the hope of my joining you, on an occasion, which under other circumstances would have been highly gratifying.

Your sincere friend,

THOS. ELLICOTT.

TO THE PRESIDENT AND DIRECTORS OF THE B. & O. R. R.

Gentlemen,—I respectfully tender you thanks for your polite invitation to accompany the party who will open the Rail Road from Baltimore to Wheeling on the 10th inst., and regret that it will not be in my power to participate in the high gratification this most important occasion will afford.

Very respectfully, your friend,

EVAN THOMAS.

BALTIMORE, *January 7, 1853.*

*From the President of the Harper's Ferry and Winchester
Rail Road Company.*

WINCHESTER, VA., January 7, 1853.

TO THOS. SWANN, ESQ., PRES. B. & O. R. R. CO.

Dear Sir,—I regret I am compelled to decline the invitation of the President and Board of Directors, to attend the celebration of the completion of the Baltimore and Ohio Rail Road to the Ohio River. Sickness so severe that I can with difficulty walk across my room, is my apology, and I regret this the more not only on account of the honor of the invitation, but because of the kind terms in which it was pressed upon me by yourself, as well as other friends in your city. Permit me to congratulate you, Sir, upon the final triumph of this great undertaking. You have established a fame, the only fame that can endure, which rests upon utility, and your name must ever be associated with this great work, nor can the work ever be separated from the name. I congratulate every member of your Board, and especially such members as were present at the *conception* of this great undertaking, and now after the lapse of a quarter of a century witness its execution. I congratulate your engineer corps who have presented on the line of this road some of the proudest monuments which that department of science can boast of; and I congratulate the City of Wheeling, who like Ellen in the Lady of the Lake, beholds a chain of golden links o'er Malcolm's neck, and holds the clasp in her own hand. With sentiments of kind regard,

Your friend and servant,

W. L. CLARKE.

From a Member of the Virginia Legislature.

HOUSE OF DELEGATES,
RICHMOND, January 8, 1853.

M. NELSON, ESQ., Mayor of Wheeling:

Dear Sir,—As my duties here will prevent me from joining in the festivities which will attend the opening of the Rail Road between Baltimore and Wheeling, I desire through you to congratulate our fellow-citizens upon an event so auspicious for them. Unless the bright hopes of prosperity which they have cherished through so many years and so many discouragements, have been delusive, they are now to be realized.

No one can contemplate the stupendous work which has just been completed, without admiration and even wonder. Its grandeur, the obstacles surmounted, the enterprise and skill displayed in its construction and its prospective effects, all mark it as one of the marvellous achievements of this age. Let me congratulate you, too, that it lies chiefly within our own State, and entirely within it and a sister State, bound to us by a similarity of institutions and many friendly ties. But even your Maryland guests would not blame me for the expression of a regret that it is not *wholly* Virginian. I am confident, however, that by the energy and intelligence of the citizens of Wheeling, this road will be made the instrument of creating a great store of wealth within the State, and that their loyalty will cheerfully devote it at all times to the promotion of her prosperity. I subjoin a sentiment, which I beg you to offer for me on the occasion of your celebration.

I am, dear Sir, very truly yours,

CHARLES W. RUSSELL.

Virginia: With prudent progress she advances in wealth and power, without leaving behind her the virtues of her Golden Age. May she flourish forever.

Mr. ELLET, the distinguished Engineer, made the following remark in his letter:

“I regret that I cannot attend your festival and witness the triumph of Mr. Latrobe. He has well deserved his honors; long may he live to enjoy them.”

J. A. WOODWARD, Esq., of Washington, D. C., an invited guest, sent the following sentiment:

"The Cities of Baltimore and Wheeling: The first city, with characteristic enterprise and energy, has opened a new line of commerce and intercourse with the great West; the second, by her magnificent Wire Bridge across the Ohio, has afforded the people west of that river, the means of *Wheeling* into line."

S. M. FELTON, *President of the Philadelphia, Wilmington and Baltimore Rail Road*, who was prevented from attending, sent a letter with the following toast:

"The Baltimore and Ohio Rail Road and the City of Baltimore: May the former be to the latter a great highway to increased wealth, prosperity and happiness; and may the latter embrace, in good will and affection as well as in its Iron Arms, not only the West, but the East, the North and the South, and thus bind together by mutual ties, stronger than iron bars, all the parts of our glorious Union."

A telegraphic despatch was received during the evening from a Committee at Louisville, inviting the company there; but it was necessarily declined by the Directors of the Company.

VOLUNTEER TOASTS AND RESPONSES.

AMONG the interesting proceedings of the banquet should be embraced the volunteer toasts, and the excellent speeches which some of them elicited. All the sentiments offered that could be obtained are presented, with the remarks of several of the gentlemen who were called upon to respond.

By Mr. CALLOW of Baltimore:—*Fielding Lucas, Esq., Chairman of the Committee on Transportation of the Baltimore and Ohio Rail Road.* The energy, devotion and intelligence with which he performs his office, entitle him to our remembrance.

In the absence of Mr. LUCAS, BENJAMIN DEFORD, Esq., of the Board of Directors, and a member of the Committee on Transportation, was loudly called upon to acknowledge the toast.

MR. DEFORD'S SPEECH.

In obedience (said Mr. D.) to what seemed the universal wish, he arose to answer the call made upon him. He made no pretensions to public speaking, and preferred rather to be regarded as a plain matter of fact man of business and of figures, than to shine as a man of words, and a mere dealer in the figures of rhetoric. He had been much gratified at the kind manner in which the name of his friend, Fielding Lucas, had been received by the large and intelligent company. It was but a proper tribute to his efficient services in the Board of Directors. Mr. Lucas had always shown an enlarged capacity for the varied and complex requirements of his position at the head of this Committee, and as one of the members of that body, he (Mr. Deford) was glad to have an opportunity to bear this willing testimony to his worth and abilities.

In connection with the matter of transportation, he might be pardoned for alluding to the new toll sheet recently put forth by the Company. That tariff of rates had been objected to by some persons, but time, he thought, would show the wisdom that led to its adoption. He had heard a great many eloquent speeches in his life upon Internal Improvements and business affairs generally, and none perhaps were more beautiful than some of those which the present occasion had called forth. Much was said about building great roads, and binding all sections of the Union in one universal embrace; this was very fine, (continued Mr. D.) but there is a plain little question connected with the subject that must not be lost sight of while sojourning in the pleasant regions of eloquence and imagination. It was the question, *whether or not they will pay.* Unless these roads were so conducted as to pay the Stockholders a fair return for their investments, they could not be long conducted at all, and they would not pay, particularly where there was direct rivalry, unless they offered inducements for travel and freight to pass over them. In order to induce the people to patronize the Baltimore and Ohio Rail Road, the Company should make *it their interest* to do so. Unless it was *to their interest* to become the friends of the road, business men were not likely to favor it—mere admiration of the greatness that has been developed in constructing it, was not sufficient to induce people to do business with it without it was to their advantage. This principle was of universal application, and it was recognized by the Committee in arranging the toll alluded to—they wished to make it the interest of the producers and merchants of the great West to come direct to Baltimore with their goods, and they determined to make them the friends of Baltimore through that governing and controlling power—self-interest.

Mr. Deford dwelt upon this topic at some length, and gave a familiar and telling illustration of the doctrine so forcibly advocated by him. He made a decided impression upon his audience by the sound reasoning and practical sense that pervaded his appropriate speech, which was received with the most lively marks of approbation.

Mr E. M. NORRIS gave the following sentiment :

*The President and Directors of the Central Ohio Rail Road Company:—*The rapid progress of their work is an evidence of their ability and faithfulness. May their hopes of an early completion of the Road to the city of Wheeling be realized—when we may join with the East and the West in hearty congratulations on the completion of a continuous Rail Road connection between the Atlantic and Pacific.

To which Col. J. H. SULLIVAN, President of the Central Ohio Rail Road Company, responded in the following beautiful remarks :

COL. SULLIVAN'S SPEECH.

MR. PRESIDENT:—The sentiment embodied in the toast just read, compels a response from one who makes no pretensions of ability to interest you. The road which I have the honor to represent, is partly in successful operation, and the remainder in rapid progress of construction. By next week we shall have an unbroken line of Railway between the Cities of Zanesville and Columbus, a distance of fifty-eight miles. At the latter place we connect with the whole Railway system of the West—having outlet by Railway to Cleveland, Sandusky, Chicago, Dayton, Cincinnati, Indianapolis and Terre Haute. East of Zanesville the whole line to the Ohio in the vicinity of this city, and in sight of the Baltimore and Ohio Rail Road, is in the hands of contractors—some of

the sections already graded, and the balance in a position for a completion of the entire line within eighteen months. By the 4th of July, 1854, at farthest—we hope earlier, we expect to ask you to rejoice with us over the completion of another chain that shall bind the interests of extremes together, and add another assurance to the already secured prosperity of our city. (*Applause.*)

Permit me, Sirs, in this connection to suggest that notwithstanding the interest in the Central Ohio Rail Road which has just been expressed, the citizens of Wheeling have not fully appreciated the importance of this Road to their welfare. Whilst I most cheerfully concede to the Road that is how engaging your enthusiasm, and to the several other Railways which the Baltimore Road is attracting to your borders, all the value as great commercial avenues which their friends claim for them, I hope I shall not be charged with arrogance in assuming that the Central Ohio Road is more essential to the prosperity of your city than either—perhaps, than *all* of the others. With *them* your relation will be principally as *the medium of transfer*; with *this* your business relations have been and still are intimate—complete—I had almost said, dependent. The region of country bordering upon and penetrated by the Central Ohio Road has done more to build up and sustain your manufactures than all of the balance of the country together. You have heretofore had the control of this trade. How will you continue to control it? Only through the Central Ohio Road. There is a significance in this prospect which I fear the people of Wheeling, generally, have not realized.

How is this to be accounted for? Delicacy, perhaps, forbids referring to a misunderstanding which occurred between your Rail Road Committee and our Directory, but the gentlemen who composed that Committee will forgive a slight remind, if what I say in all kindness shall be productive of a better understanding and a better feeling hereafter.

In their conclusion, in the case, we think these gentlemen mistook the true interests of the city; but we must concede them the ability to judge of that better than ourselves. We know however, that they not only misconceived our motives, but wholly misapprehended our position. Had we been the representatives of a close corporation which it was admissible to use for the promotion of special or local interests, we could have made the question of route one of negotiation and contract; but such powers were not entrusted to us. We were the agents of State for the promotion of a great public utility. Through our Charter we are endowed with one of the highest and most sacred attributes of Sovereignty, the Right of Eminent Domain, which would never have been conceded except as a sacred trust to be used for great public ends, and for such purposes only. The geographical position of our line—its relation to the commerce of the great central belt, stretching from Wheeling to St. Louis, through which that artery of the West, the National Road, had throbbled the pulsations of travel for the last twenty years—its position as a great trunk line—all inspired a consciousness of our responsibility from which we dared not shrink.

The line of our location brings us into the ravine of the Ohio about three miles below your city; but as since the final adoption of the present route of the Baltimore and Ohio Road, our Company have not faltered for a moment in their desire or design to make their terminus at Wheeling, we have paused at the mouth of M'Mahon's Creek for the purpose of selecting the best line and mode of approach to the accomplishment of that object. Between the place of our entrance into the ravine of the river and this city, two or three sites available for the passage of the stream by a Rail Road bridge at an ample elevation to avoid interference to na-

vigation, give unmistakable indication of what mode of transit would be best both for our Road and this city. But to accomplish this we had no legislation from your State recognizing our corporate powers, and giving the necessary authority. This might be done with such guards as shall protect from any imaginable unfavorable result, and in asking our concurrence. You can have the terminus of our Road in the heart of your city if you will. Do you so wish it?

But gentlemen, although I had more to say, I am conscious of having already exhausted your patience, and I will close. I cannot, however, do it without joining in congratulations upon the event which has brought this great crowd of people together. Not yet taught what continuous effort could do, when the people of the West were told, a quarter of a century since, that Baltimore had determined to unite herself with the Great Valley, by an unbroken Railway, the matter was looked upon as a chimera, about which, pleasant speculations might be indulged, but from which could flow no substantial results. The then theory of Railways was, that lines nearly level and straight, were indispensable to success. That such lines could be obtained through the narrow and precipitous defiles of even the approaches to the Alleghanies, was known to be impossible; and how those lofty ranges themselves, were to be surmounted, was a difficulty from which even speculation fatigued with vagaries, turned away listlessly. But with an unflagging purpose—through years of gloom, of sacrifice, of labor, of patient effort, the sublime conception moved on to its accomplishment. Valleys were filled up—hills were laid low—rivers spanned—precipices scaled—mountains mined through, and here at last—afar from its starting place at the tide water sweeps the mystic train into this fair Valley of the West. (*Cheers.*)

When we view the vast expenditure of treasure, of physical labor, and of mental toil upon the mighty work, the completion of which we have met this day to celebrate, and when we speculate upon the inestimable benefits which it is to confer through all coming time, we cannot but admire that boldness of conception which originated it, and the unconquerable will, which for the last three years has moved steadily towards its completion, through every difficulty. It was given as an explanation of the character of one of our public men, who had the reputation of great firmness of purpose, that he *could hear more distinctly than other men, the footsteps of coming generations*. To this foreshadowing of responsibility to posterity, may doubtless be attributed that disregard of ease and present fame which distinguish all great achievements. *The man who has pushed this enterprise to completion, heard through the streets of his beautiful city, and along the slopes of the Alleghanies, the tramp of coming generations.* (*Great Cheering.*)

Mr. SULLIVAN concluded his highly eloquent and beautiful remarks, by offering the following sentiment :

The City of Wheeling: With one great Railway resting its terminus in her lap, and four others moving with iron steps towards her, she may rest herself in the consciousness of a secured destiny.

By L. W. GOSNELL: The twenty-five years travail has this day, by the magic power of the "*Iron Horse*," brought forth twin sisters—Baltimore and Wheeling. On the 4th of July next, the West will marry one and the South the other, and join together, in bands of steel, their future destiny.

By A. S. TODD: *The B. & O. R. Road*—The jugular vein between the Chesapeake and Ohio.

By H. N. GALLAHER, of the "Virginia Free Press:" *The people of Wheeling*—Patience and perseverance—their steadiness of purpose has ensured them a glorious triumph. They well deserve success.

By W. B. BUCHANAN: *Baltimore and Wheeling*—Linked together as they now are, by bonds of iron, may their motto, and their experience ever lie, "*Juncta Juvant.*"

By a BACHELOR: *The Ladies of Wheeling and Baltimore.*

By H. N. GALLAHER: *Virginia*—Our good old mother has shown her skill in housewifery, by taking a strong hold upon the "*Pan Handle.*"

By Col. M. I. COHEN: *The Cities of Wheeling and Baltimore*—May the Lake shores of the North-West, the Pacific shores of the West, and the Gulf shores of the South-West, throw an uninterrupted stream of commerce over the first Rail Road connecting the Ohio River with the Atlantic Ocean.

By J. W. GILL: The speedy connection of Wheeling with the Rail Roads of North-Western Ohio by way of Bridgeport, Cadiz and Uricksville.

By Major W. BRADSHAW: Inasmuch as Maryland, Virginia and Ohio have this day published to the world a bond of union, feeling and interest, for the sake of the Union, let no unhallowed tongue forbid the bans.

By JOHN M'LURE: Philip E. Thomas, the 1st President, and Jonathan Knight, the 1st Chief Engineer; Thomas Swann, the present President, and B. H. Latrobe, the present Chief Engineer of the Baltimore and Ohio Rail Road Company—May they long live and receive the just reward for their perseverance in the commencement, and their determination to complete the work to the Ohio River, where the cars have successfully passed over the entire road from Baltimore to Wheeling.

By E. B. SWEARINGEN: *The memory of Henry Clay*—The patriot and statesman, the unrivalled advocate of Internal Improvements, alike the friend of Rail Roads, as he was of Turnpikes and Canals; the man this city loved to honor, while living, and whose memory she reveres when no more.

By T. SWEENEY: *Kentucky*—The Pioneer in the settlement and civilization of the West, she was also first and foremost in the great work of constructing Turnpikes and Rail Roads. Her position and relations midway between all the great sections of the country, point to her as a Rail Road State, in the future, for connections with which every other quarter will honorably struggle.

[Col. STEVENSON, President of the Maysville and Big Sandy Rail Road Company, eloquently acknowledged this toast.]

By a STRANGER: *Mr. Roseby Carr*—The man who laid the rails and his army of sappers and miners: The latter assisted at the courtship, and the former acted as parson at the nuptials of the Ohio and the Chesapeake.

Mr. CARR responded in the following characteristic speech:

"Mr. President, I am no speaker. Let the long link of road I have laid in so short a time, and under so many difficulties, speak for me. But let me say, three cheers for Benjamin H. Latrobe, Esq."

Three cheers were given him as he concluded, and three for Mr. Latrobe.

By OLIVER I. TAYLOR: *Baltimore and Wheeling*—Having spent twenty-five years in courting, may their vigorous offspring show that marriages are “better late than never.”

By Col. ANTHONY KIMMEL, of Linganore, Maryland: *The Plough and the Rail Road*—“The ‘*Subduers*’ of the Earth.”

In reply to toasts, and in response to the calls of the company, eloquent and interesting speeches were made by Col. Tickles, of Ohio, Mr. Forde, of Ohio, Mr. Moran, of Philadelphia, Z. Collins Lee, Esq., of Baltimore, Mr. Miller, of Virginia, Capt. J. C. Marriott, and others.

The company dispersed at a late hour, long to remember the celebration of the opening of the Baltimore and Ohio Rail Road at Wheeling.

A PARODY.

THE following appropriate impromptu verses, read at the Banquet, are attributed to a distinguished lawyer of Baltimore, and we present them as worthy the occasion:

AIR—“*Young Lochenvar*.”

OH! proud was the day when out of the North,
On her swift *Iron* steed came Young Lochenvar forth;
He crossed the Cheat River, tho’ ford it had none,
With no watchword but *Union*—no herald but *Swann*.

So faithful in love for his far *Western* bride,
There never was Knight who could ride by his side;
He staid not for mountain, or torrent, or glen,
But onward and *Westward* he cheered on his men.

And brightly his Star Spangled Banners did fly,*
And the breath of his proud steed now brightens the sky
’Mid the darkness of night, his trumpet blasts shrill,
Re-echoes his triumph o’er valley and hill.

So boldly he entered his bride’s stately hall
Among bridesmen, and kinsmen, and brothers and all,
That none could his title or valor dispute,
But rejoicing in wonder, stood startled and mute.

Till proclaiming his triumph of love, not of war,
They all hailed and welcomed the Young Lochenvar;
Love swells like the Ohio, and ebbs like its tide,
But ne’er shall his *charge* towards his beautiful bride.

To lead but one measure, drink one glass of wine,
Then around her *forever* his strong arms entwine,
So daring in love, so dauntless in war,
When heard ye of one like this young Lochenvar.

Now sweetly with garlands of peace on her brow,
Forth stepp’d the far *West*, looking lovelier now,
Gave her heart and her hand with a kiss of delight
In token of love for this gallant Young Knight.

*The cars were decorated with innumerable flags and the engines blazed with fire.

THE RAIL ROAD CHIEF.

A PARODY.

Respectfully Dedicated to the Guests at the Banquet.

Oh! the great Rail Road Chief has come from the East,
 To Wheeling's proud bridal—her gay marriage feast—
 But, save his fierce road-steed, all peaceful his train,
 His object is union—his weapon, champagne—
 For never was chieftain so bent to unite
 The East with the West, as this spruce, gallant knight.

He stopped not for mountain, he stayed not for stream;
 His pathway was iron—his impulse was steam;
 He crossed the broad rivers, where bridge was unknown,
 Till he bade them be spanned, and lo! it was done;
 But when he alighted at Wheeling's wide gate,
 The bride was still doubting—the Hempfield came late—
 For a laggard in action, a craven in schemes,
 Had been wooing the belle of our western streams.

So boldly he entered the city's great hall,
 Where guests were assembled—mayor, council and all—
 Then spake the bride's guardian, the town's civil lord,
 For the poor, timid suitor, said never a word—
 "Oh! come you in mirth here, or come you to rue
 The loss of the maiden we destined for you?"

"Once pledged to your daughter—my suit not denied—
 I dallied so long, others claim her for bride;
 And now, am I come, with this first love of mine,
 To partake of her feast—drink deep of her wine;
 There are belles of the river, and one, not afar,
 Now waiting the whistle of my iron car."

The bride spread the banquet, the knight ate his fill,
 He drank off the wine, and he drank with a will—
 She led to her bridge, and, blushing, began
 To tell of her boat she had christened "Tom Swann;"
 He took her fair hand, ere his rival could bar,
 "Let us show them a trick, *a la* young Lochenvar."

So wily his accents, so tempting her dower;
 One glance was enough, and the contract secure;
 While the neighbors did fret, and the suitors turned pale,
 And the poor would-be bridegroom did nothing but quail;
 And the brides-maidens whispered each other aside,
 "'Tis plain this bold stranger will lead off the bride."

One speech to the mayor—one toast, at the feast—
 He has ordered his car, and is off the East,
 But the bride had no fears, as she bade him adieu,
 For she knew his embrace, not more ardent than true,
 And she holds him, besides, in a strong iron chain,
 And has high pressure steam, to restore him again.

There was wonder and sadness on more than one brow;
 Pennsylvania, Ohio, oh! where are ye now?
 Poor Pittsburg is flung—for her steamboats no more
 Can whistle, in scorn, as they pass Wheeling's shore.

No chimneys to lower—no action to bring—
 For a flat-boat, she'll find, will soon be the thing;
 She may war on all bridges—save one, for herself,
 But her trade, with the river, is laid on the shelf.
 So daring in effort, so prompt with the fair,
 Have ye e'er heard of knight who with this may compare?

W. B. B.

THE RETURN FROM WHEELING.

The Rail Road excursion party from Baltimore spent the day at Wheeling, on Thursday, in examining the many objects of interest about the city, such as the great Suspension Bridge, the Boats of the Union Line, Commercial and Forwarding Houses, Iron and Glass Manufactories, &c. At night many of them attended the splendid Ball at Washington Hall, where the beauty and fashion of Wheeling had congregated; and on the following morning, with many regrets of having to leave behind so many newly made friends, but with a high sense of their warm hospitality and kind treatment, they prepared to take their departure in the cars for their homes, in the "City of Monuments." The correspondent of the Baltimore papers thus describes their departure, the trip back, and the arrival home on Sunday morning, January 16.

"At half past eight o'clock we were comfortably seated in the cars, which were, as on the outward passage, divided into two trains, of six cars each; the first train in charge of the conductor, Captain Owens, contained Gov. Johnson, of Virginia; Gov. Lowe, of Maryland, and suite; the members of the Legislatures of both States—President Swann and the Directors of the Road. The second train, in charge of Captain Rawlings, contained other invited guests, as well as Messrs. Parker, Cole, and other officers of the Company.

"Our number had been reduced by the formation and secession of two parties. The first, desirous of seeing the country, had gone, to the number of twenty or thirty, to Pittsburg, and thence home by Harrisburg, in Pennsylvania—and the other, amounting to thirty or forty, had left the night before, on an excursion to Cincinnati, to return next week, and still others had tarried behind with friends.

"The farewell scene was most exciting and enthusiastic. Crowds lined the road between the inner and outer depôts. Cheer after cheer mingled with hearty shouts of 'good by, Baltimoreans,' went up to the welkin, from the multitude. Hats waved high, and some who had in hurry come to the ground without that appendage of comfort, pulled off their coats, and whirled them in the air. The ladies, too, peered out of casements, from piazzas, and even the sidewalks, waving their handkerchiefs as we moved slowly on our way.

"It was night, deep black night, as we thundered on amidst the sublimity of the Alleghenies. The world of wondrous grandeur around us was shut out. We could not gaze upon the works of the Almighty, as, like 'Alp on Alp,' the upheaved mountain mass loomed up to heaven. We could not see the work of man, in cleaving or boring the mountain, filling up and bridging the chasm, and making a highway where, erewhile, the bird of Jove sat on the storm-beat rock, or the forest beast had his unmolested lair. But we had good fellowship and good cheer within our moving world. Hearing the strains of music as Morpheus was beginning to 'steep my senses in forgetfulness,' I repaired into one of the other cars, and the fleet hours of night went by amidst 'mirth, and song, and glee.' There were many prominent men, of both the legislatures of Virginia and Maryland. Speeches expressive of fraternal union between the two States were made, and amusing anecdotes related, sentimental songs sung, till beyond 'the witching hour of night.'

"The journey was full of exciting and pleasurable incident. But it is passed, and we separate to meet no more in festive hall, or amid scenes of cheerful in-

tercourse along the way. But ties of friendship have been knit, and chords of sympathy attuned to chime responsively in future life. Every thing was done on the part of the President, Directors, and other officers to make us happy, and the journey safe and agreeable, and I am sure there was not a man regretted having undertaken it. Mr. Swann was every where dispensing information relative to the road, and by his easy, agreeable manners, and intelligent conversation won the esteem of all. Messrs. Parker and Cole were watchful as the lynx, to guard us safely on, while the engineers, Berry and Becket, skilled and careful men, discharged their duties well, and deserve a mention in this report.

“But among the number of gentlemen connected with the excursion, it was the universal sentiment that none contributed more largely to our stock of enjoyment than Mr. Joshua Vansant, one of the Directors, who, by his unremitting care for their comfort, seemed only desirous that all should be gratified.”

TRIBUTES TO THE RAIL ROAD COMPANY AND OFFICERS.

A MEETING of the guests invited by the Baltimore and Ohio Rail Road Company to be present at the opening of the road to Wheeling, was held on Saturday evening, in the cars, when the Hon. John Lee, of Frederick county, was appointed chairman, and Moor N. Falls, Esq., of Baltimore, secretary. On motion of the Hon. Mr. Roberts, of Queen Anne's county, the chair was directed to select a committee of five persons, who were instructed to prepare and publish a suitable acknowledgment to the city and inhabitants of Wheeling, the officers of the Baltimore and Ohio Rail Road Company, and others who had contributed by their kind and hospitable treatment, to enhance the pleasures of the occasion.

The following gentlemen were accordingly named by the chair: Hon. Mr. Roberts, of Queen Anne's; Mr. Davis, Mr. Webb, Mr. Ridgely and Mr. Poe, of Baltimore; who reported the following card, which was unanimously adopted and ordered to be published.

A CARD.

The Committee, speaking on behalf of the guests of the Baltimore and Ohio Rail Road Company and the City of Wheeling, beg leave to acknowledge the uniform kindness and munificent hospitality with which they were treated.

The corporate authorities and the citizens of Wheeling had prepared for the reception of their visitors all the eclat which could be imparted to the occasion by military display, illuminations, public banquets, and private entertainments. The unfortunate and unexpected accident which delayed the arrival of the cars, frustrated some of these arrangements, but nothing was left undone which the most refined sense of hospitality could suggest. Where all strove to please, it would be unjust and invidious to discriminate, and the Committee, therefore, content themselves with the expression of the unfeigned thanks of all their constituents to the corporate authorities and the individual citizens of that city, which, now united to Baltimore by iron bands, has so unequivocally manifested its desire to cultivate the closest social and commercial relations. The efforts of the City Authorities were ably seconded by Mr. Carroll, the host of the M'Lure House, who has ensured the return to his Hotel of every one of us who may ever again visit Wheeling.

This acknowledgment would be incomplete if we were to omit to return our thanks to Mr. Swann, the President of the Company, and to Col. Davies, Mr. Deford, Mr. Vansant and Mr. Turner, of the Committee of Arrangements, who, with constant assiduity and the most perfect success, supplied and strove to anticipate every want of their guests. The various officers having the extensive trains in charge, acquitted themselves of their arduous trusts in the most meritorious manner, and are nobly entitled to the thanks of those whom they carried, with safety and comfort, over nearly eight hundred miles of road, much of it new to them, and, of course, requiring the exercise of unusual skill and caution.

Saturday evening, Jan. 15, 1853.

AT A MEETING of the invited guests from the State of Virginia, attending the recent celebration of the completion of the Baltimore and Ohio Rail Road Company, held on their return from Wheeling, the company was called to order by Dr. Yerby, of Northampton, and, on his motion, Gov. Johnson was requested to take the Chair, and Mr. H. Robertson, of Norfolk, to act as Secretary. The Chair having stated the object of the meeting, on the motion of Mr. Semple, of Fredericksburg, after eloquent and fitting addresses from several gentlemen,

Resolved, That a Committee of five be appointed by the Chair to prepare resolutions expressive of the sense entertained by this meeting, of the hospitalities received from the Baltimore and Ohio Rail Road Company, and the City of Wheeling; also of the courtesy of the Richmond, Fredericksburg and Potomac Rail Road Company in extending to the Virginia delegation, a free passage over their line.

The Chair appointed the following gentlemen to compose the committee, viz: Messrs. Miller, of Botetourt; Tabb, of Norfolk; Semple, of Fredericksburg; Braxton, of Richmond County; and W. F. Ritchie, of Richmond City.

On motion, the Committee was enlarged by the addition of Gov. Johnson and Mr. Andrew Hunter, of Jefferson, to their number.

After some time, the Committee reported the following resolutions, which were unanimously adopted, viz:

Resolved, That we, the delegation from Virginia, have experienced the highest gratification in the excursion to the City of Wheeling, on the occasion of the opening of the Baltimore and Ohio Rail Road.

Resolved, That we tender our warmest acknowledgments to the President and Directors of the Baltimore and Ohio Rail Road Company, their Committee of arrangements and officers who were present on the excursion; to the city authorities and citizens of Wheeling—and to Mr. J. Carroll, of the M'Lure House, at Wheeling, for the generous and uniform kindness and hospitality which we have received at their hands.

Resolved, That we return our sincere thanks to the President and Directors of the Richmond, Fredericksburg and Potomac Rail Road Company, for their liberal invitation to use the facilities of their line in making the excursion to Wheeling.

On motion, it was further Resolved, That the Secretary of this meeting be requested to forward copies of its proceedings to the President and Directors of the Baltimore and Ohio Rail Road, and of the Richmond, Fredericksburg and Potomac Rail Road; and to the authorities of the City of Wheeling, and to such other persons as the Committee on Resolutions may direct.

And the meeting then adjourned *sine die*.

(Signed,)

JOSEPH JOHNSON, *Chairman*.

HARRISON ROBERTSON, *Secretary*.

THE following is from the RICHMOND ENQUIRER, edited by William F. Ritchie, Esq., who was one of the guests of the Rail Road Company and the City of Wheeling:

“Among the many objects of great interest at Wheeling is the ‘Thomas Swann,’ a splendid boat of the new ‘Union Line’ between Wheeling and Louisville, very nearly completed. It has a cabin of 270 feet in length, with pure white and gilt Gothic state-rooms and every possible convenience. We are here reminded of the gentleman whose name this boat so worthily bears—we refer to Thomas Swann, Esq., the President of the Baltimore and Ohio Rail Road Company. He is one of the most elegant gentlemen we have ever known—intelligent, courteous, far-seeing, indomitable. With a princely private fortune, he has devoted all his time and energies to the success of this great work—and he has won undying honor and lasting fame. His speeches are always in fine taste, full of information, and happy in every respect. But his proudest merit in our eyes is that Mr. Swann, amidst all his distinction, ever remembers that he is a son of Virginia, and does justice to his native State.”

S U P P L E M E N T .

Retirement of MR. SWANN from the Presidency of the Company—His closing statement of the condition and prospects of the Road.—Election of WILLIAM G. HARRISON as his Successor.

IT was generally understood when Mr. Swann accepted the Presidency of the Road in 1848, that his object was mainly to *build it* from Cumberland, (where it had languished since 1842,) to Wheeling—that is, to *finish it* for its entire length, and to thus permanently connect the Ohio and the Chesapeake. Although the impression thus rested upon the public mind, that upon its completion, he would retire from his honorable and arduous labors,—yet, it was with universal regret that the community learned, on the 12th April, that he adhered to his intention, and was still determined to resign. The following article from the Baltimore Sun, of that date, shows the state of the general feeling upon the subject:

“It was currently reported through the city yesterday, that Mr. Swann would, at the meeting of the Board of Directors on Wednesday, resign his position as President of the Baltimore and Ohio Rail Road Company. Mr. S. has made a good officer, and although the reported resignation was not unexpected, it will be regretted by his numerous friends. A number of gentlemen have already been mentioned as candidates to succeed Mr. Swann, among whom we have heard the names of Messrs. Vansant, Harrison and Tiffany.* The completion of our great road is an achievement accomplished under Mr. Swann’s auspices, and having stood up to the discharge of the important duties devolving upon him in that connection, until all the main difficulties incident to so great an enterprise are finally overcome, he will retire only when its rich fruits have been fully secured to the Company and the community that he has so long served.”

At the monthly meeting of the Board of Directors of the Company, held on the 13th April, Mr. SWANN presented the following statement of the excellent and promising condition in which his energy, intelligence, and skillful management had placed the concerns of Company:

*Thomas Winans and James Murray, Esqs., were also among those who were named for the Presidency.

GENTLEMEN: As it has not been the habit of this Company heretofore to present to the Stockholders a semi-annual Report of their proceedings, I must claim the privilege of so far deviating from this rule as to ask your indulgence in a few remarks, which the report of the Committee on Finance, and my past relations with the Company would seem to call for on the present occasion.

The total receipts from passengers, mails and merchandise, for the six months ending on the 31st of March, have been \$814,584 84. The expense of the road during the same period, \$534,940 07.

The interest on the capital invested in the construction of the road, West of Cumberland, has been charged to capital, the road not having been reported as in a state for active business until the opening of the "Board Tree" Tunnel on the first of April.

The Board have declared a dividend in stock of three per cent., in accordance with the plan heretofore detailed, payable on and after the 31st ult.

The earnings of the Washington Branch have been \$201,473 79, and the net revenue, after deducting the State's bonus (say \$32,891 55) for the half year, amounted to \$117,723 49. A dividend of five per cent. has been declared on the Washington Branch, and a surplus of \$54,128 49 carried to the account of the next half year,

The total expenses of the Branch have been \$50,858 75.

The aggregate receipts for the month of March, from both roads, amounted to the large sum of \$270,420 39—a more satisfactory result than has ever been realized since the road went into operation.

I cannot too strongly invite the attention of the Board to the importance of urging upon the Legislature to make some relaxation in the heavy bonus charged on passengers, which would enable the Company to reduce the fare on the Washington Branch. I am assured that every disposition exists, and has always existed in the Board, to meet the public expectation in this particular. At present the whole odium of the high rates charged upon that road, falls upon the Company.

The road was opened to Wheeling, as the Board are aware, on the 10th of January last, under embarrassments which it may be unnecessary to refer to in this place. The Chief Engineer announced his readiness to receive the trains on that day, and the Board deemed it best to make the attempt at the earliest practicable moment. The primary object which they had in view, was to prepare for the spring trade, and it was evident that without some effort this could not be accomplished. A road requires to be worked for a few months before it can be brought into successful use; and if the opening had been delayed to the first of April, and no trains permitted to pass over it, the same contingencies with which we have been contending for two months past, and which are now in the main subdued, would have been still obstructing our path.

These obstacles, however, including the "Board Tree" Tunnel, have not been greater, if indeed as great, as those of the Erie or Pennsylvania roads during the first months of their operations. The Chief Engineer estimated that five hundred tons per day could be passed over the "Board Tree" Tunnel from the period of the opening; but the General Superintendent did not deem it expedient to transport freight at all until some six weeks had elapsed after the passenger trains had been run through. Had the Board awaited the opening of the tunnel before the laying down of the rails between that point and Wheeling, the road would have been still unfinished.

Great allowance is to be made for a new road, traversing such a country as that through which this road passes. The permanent adjustment of the track is a work of time. An increased force is indispensable to be kept constantly on hand to remove slips and clear the way for the daily passage of the trains. Those who may be disposed to cast censure upon the officers of the Company for a failure to meet the public expectation in all particulars, must recollect that there is a limit to human power in these matters.

The preparation of the ground for the passenger and tonnage operations of the road, between Howard and Eutaw streets, has been attended with considerable expense. This, it is hoped, will cease in the course of the present month, as it would not be advisable for the Company to do any thing towards the new station on Camden street until the receipts of the road justify a further expenditure. What has been done already could not well have been dispensed with.

At the Wheeling station some expenditure is also being incurred.

While these outlays have been large, no more it is believed has been undertaken than was absolutely indispensable for the convenience of the road. The track in Cecil alley has been a source of vexatious expenditure, owing to the impracticable spirit evinced by persons binding on said alley. The bed of Howard street, it was early discovered, would have failed to answer the purposes of the road, from liability to ice and inundations, and the necessity for more than one track to meet the pressing wants of the service.

Expenditures will have to be incurred, without delay, for temporary buildings at various points along the extended line of the road.

In the Annual Report of the Chief Engineer, the third revised estimate of the total cost of the road was stated by him in detail at \$8,075,277. Up to this time the expenditures chargeable to construction, as reported by the Treasurer, have exceeded this last amount by \$239,303. The final report of this officer has been promised at an early day. My habit has been, as the Annual Reports will show, to invite the Chief Engineer to make his own statement of matters over which the Board can exercise but a partial control, and that only in checking wasteful expenditure, which it is believed are nowhere chargeable upon the line of this road. Additional cost may have been sometimes incurred in giving to their bridge masonry and other structures a permanent and durable character; but the experience of the road East of Cumberland shows that the policy which has been adopted is one of true economy in the end. No road in this country has been more securely or substantially built.

The irregularities which prevailed for some time in the working departments of this road, owing to causes over which the President of this Company could exercise no control, are now happily removed, and the trains are running with a regularity which may be said to compare favorably with any former period in the history of this work. A system has been adopted for running the engines *daily*, which will add greatly to the capacity of the road to accommodate the trade during the deficiency of power at present complained of.

It is much to be regretted that the effect of the late "strike" has been to suspend the contracts heretofore made for the supply of the machinery and cars for the increased demands of the road on the opening of the tunnel. On the 1st of April the deficiency of power was severely felt, and this must continue to be the case for some time to come. The Board found themselves in such a situation that they could do nothing to protect the Company against these unlooked for delays; and they were compelled to await a re-commencement of the work in the various shops having contracts to fill.

The pecuniary loss entailed upon the Company by the effect of the late "strike," has been more serious than the Board might be led to believe. But for this a dividend of at least $3\frac{1}{2}$ per cent. might have been declared.

The machinery heretofore contracted for is now in a state of advancement. Large additions have been made since my estimate of October, to that already ordered. The road is now well supplied with cars, and with the engines still to be delivered, will present a power as great, it is believed, as that of any other road in the country, and must be competent to do a large business.

The Treasurer's exhibit, herewith annexed, marked A, after deducting pay rolls for the month of March, the July interest on the sterling bonds, payable in England, say \$100,400, and the dividend due on the Washington branch, will leave a balance in the treasury of \$573,175 05.

The floating debt applicable to construction, falling due from the 1st of May to the 31st of December, for which the notes of the Company have been given, is \$366,353 44. Of this amount \$221,311 27 was incurred for the purchase of iron for sidings, including the five miles near Ellicott's Mills now being finished, renewal of old rails, &c. &c., much of which still remains upon the line of the road to be laid down hereafter.

The cost of the iron which has been recently purchased for second track, three thousand tons of which are stipulated to be paid for in the coupon bonds of the Company, as well as the cost of laying down the track, will be a tax upon the bonds authorized to be issued for that purpose.

The committee on "construction and repairs" have also contracted for seven hundred cars applicable to the Coal Trade, in addition to their present supply, two hundred of which will be appropriated to the Cumberland Coal and Iron Company, under the agreement with them. Two hundred of these cars are to be paid for in cash on delivery, and the balance in November next—allowing full time for the negotiation of the bonds.

The engines yet to be provided, with a view to the Coal Trade, say thirty of the first class, should be contracted for at an early day, now that the shops are again in operation. These it was intended to pay for in the Bonds of the Company. The situation of the Company will stand thus:

Amount on hand after deducting July interest in sterling bonds, say \$573,175 05
 Bonds on hand applicable to construction, second track, and coal
 trade, now selling at a limit of 91 per cent. 1,250,000 00

Total available funds \$1,823,175 05

The disposition to be made of the above is as follows:

Floating debt on construction account, for which notes have been given, due from the 1st of May to the 31st December.	\$366,353 44
Amount due on last purchase of iron, payable monthly at the rate of about 500 tons, \$250,000 in bonds, and the balance in cash,	400,000 00
Cost of laying second track, including cross-ties, ballast, &c. &c.	150,000 00
Seven hundred cars for coal trade, 200 to be paid for in cash on delivery, and the balance in November.	350,000 00
Additional engines not yet contracted for, applicable to coal trade, say 30.	300,000 00
	<hr/>
	\$1,566,353 44

Deduct this amount from available funds, will leave a surplus of \$256,821 61.

The notes outstanding for engines and cars, falling due in one, two and three years, from the 1st of January, 1853, may be funded as they severally mature, having been classed among the debts of the Company, to be so disposed of, in case the revenues of the road should be inadequate to meet them.

During the progress of the road heretofore, I have endeavored to mature its financial plans, without too much dependence on the receipts from revenue. If we are to be guided by the flattering exhibit of the past month, this caution may not be found to be necessary. All estimates based upon revenue must be more or less speculative; but having the past before us as a standard, it is now reasonable to presume that the aggregate receipts from the Main Stem cannot fall short of \$2,400,000; it is also more than probable that they will exceed \$3,000,000; and it is by no means extravagant to suppose that they will touch, if not go beyond, the limits assumed by the General Superintendent in his calculation of \$4,000,000.

With such a basis of credit, then, and the ordinary financial tact that must always be supposed to attach to the head of such a corporation as this, the power cannot be wanting, with the confidence which this road every where inspires, to accomplish all the aid that may be needed from time to time to supply the casual wants of the Company, and to place the road in the most advantageous position for the accommodation of the largest amount of trade.

If the wants of the road should be great, as they no doubt will be, its revenues will be correspondingly large, and the increase of capital from time to time should be met with a liberal hand, whenever it may be necessary to augment the capacity or extend the profits of the road. The increase of capital, however, while it should be sanctioned with a view to greater capacity and usefulness, should not be permitted, at any time, to interfere with or in any manner control the net revenue which may be earned, and which of right belongs to the stockholders.

The President then submitted the following exhibit of the Treasurer:

A.

Statement of the Affairs of the Baltimore and Ohio Rail Road Co., April 12th, 1853.

Cost of road West of Cumberland, exclusive of interest, machinery, &c., to the above date inclusive,.....	\$6,969,620 71	
Add for outstanding bills payable on account of contractors,.....	\$71,883 00	
Bridge Superstructures,.....	14,919 17	
Right of Way,.....	3,240 00	
C. P. Manning, Division Engineer,.....	55,000 00	
		145,042 17
		\$7,114,662 88
Due for Coupon Bonds of 1885,.....	\$363,009 93	
Due by cash on special deposit at interest,.....	120,000 00	
Due by Merchants' Bank,.....	138,077 49	
Due by revenue in Wheeling, including outstanding debts there,...	49,620 09	
Due by outstanding revenue due by Post Office Department and individuals in Baltimore,.....	59,467 55	
		\$730,175 05
Deduct dividend on Washington Branch Rail Road, \$56,600 00		
Due for interest to be remitted to England on Maryland Sterling Bonds,.....	100,400 00	
		157,000 00
		\$573,175,05

April 12, 1853.

J. I. ATKINSON, Treasurer.

The foregoing lucid and satisfactory papers having been read, Mr. Swann called Mr. GEORGE BROWN to the chair, and, after handing to the Secretary the following letter, retired:

OFFICE OF THE BALTIMORE AND OHIO RAIL ROAD COMPANY,
April 13, 1853.

To the Board of Directors of the Balt. & Ohio R. R. Co.:

GENTLEMEN,—In accepting the office of President of this Company, more than four years ago, I announced to the Board, that my services could not be extended beyond the period when an uninterrupted line of communication would be opened from the Chesapeake to the Ohio.

From that time to the present, I have been discharging the duties which have devolved upon me, as your presiding officer, to the almost total neglect of every other claim upon my time. Stimulated by the magnitude and importance of the undertaking, and its anticipated results to the City of Baltimore, and the State at large, I have been encouraged to encounter the many sacrifices, both of a domestic and pecuniary character, which the situation has imposed.

While there was occasion for sacrifices on my part, I was willing to forego every other consideration in the effort to make myself useful to the public. The period has now arrived when these influences have ceased to operate, having remained with you until the last obstacle has been removed, towards placing the whole line of your great work from Baltimore to Wheeling in successful operation.

The duty of re-organizing and working the road must now devolve upon other and more competent hands, and I have deemed it due to myself, that I should tender to you my resignation of this office.

In thus severing a connection which has existed since my appointment to this place—a connection which has been marked by a unanimity seldom witnessed in transactions of so complicated and varied a character—I cannot permit the opportunity to pass, without expressing my most sincere and grateful acknowledgments for the uniform kindness and forbearance with which I have been supported by every member of the Board, in all the leading measures of my administration; and I would farther add, that without that cordial and united support, I should, on more than one occasion, have sunk under the embarrassments with which I have often found myself surrounded.

Assuring you, gentlemen, of my interest now, and at all times, in the success of the great enterprise entrusted to your charge, and thanking you for your uniform kindness, I remain, with the highest regard,

Your obedient servant, THOMAS SWANN.

The letter having been read, and the resignation accepted by the Board, the following resolutions were unanimously adopted:

Resolved, That the Board have learned with deep regret, by the communication of the President just read, his determination to resign the Presidency of this Company, but as they feel they have no right to require of him any further services, after the faithful manner in which he has already devoted himself to the Company, when it is his desire to be relieved from the duties and labors of

the office, they cannot refuse his request, and therefore respectfully accept his resignation.

Resolved, That a Committee of three be appointed to communicate to Mr. Swann, in behalf of this Board, their deep-felt thanks for the able, faithful, energetic, and devoted manner in which he has administered the affairs of this Company for the last four years, and accomplished the great enterprise in which they have so long labored—and express to him the sentiments of high respect, regard and esteem entertained toward him by the members of this Board, and their sincere wishes for his continued prosperity and happiness.

The Committee appointed in pursuance of the above resolution were Gen. B. C. Howard, Gen. C. O'Donnell, and H. S. Garrett, Esq. They subsequently waited on Mr. Swann, and presented to him a copy of the resolutions together with the following letter:

BALTIMORE, *April 13, 1853.*

THOMAS SWANN, Esq.:

Sir,—The enclosed resolutions express so fully the feelings of the Directors of the Baltimore and Ohio Rail Road Company upon the subject of your resignation as President, that it may appear superfluous for the undersigned to say any thing in addition.

Nevertheless, the Committee would but imperfectly discharge their duty, if they did not add their individual and personal testimony to the great value of the services which you have rendered to the Company, whilst surrounded by every species of difficulty,—physical, political and pecuniary. At length the great object is accomplished. Man has triumphed over the mountains whose lofty summits and deep chasms appeared to forbid every species of transit. The little streams which meandered through the deep gorges of the Allegany, seemed to be the only moving things allowed by nature to interrupt her profound silence, until human skill and boldness, under your decisive management, pierced the hills and spanned the ravines.

Of all the monuments which the ancient Romans erected, those only remain which led, by durable roads, from the capital to the circumference; showing that the wisdom of making such lasting structures was fully appreciated at an early day, and has received the commendations of twenty successive centuries. How long is the road to last, which you have had such an active participation in building? Will twenty centuries continue to praise the sagacity which planned, and the firmness of purpose which executed it?

Whatever may be the answer to these questions, it is quite certain, that this road rises into an object of national importance, knitting together States and districts of country by imperishable ties. In looking back upon the history of the past four years, we find in every part of it, abundant evidences of your intelligence and firmness, and repeat the expression made by the Directors, of the profound regret with which our official connection has ceased to exist. Wishing you health and happiness,

We are, respectfully,

BENJ. C. HOWARD,	}	<i>Committee.</i>
COLUMBUS O'DONNELL,		
HENRY S. GARRETT,		

Much as Mr. Swann's resignation is to be regretted, it must be admitted that he has left the Company at the moment of its great success, and greater prospective prosperity,—and after its almost insurmountable difficulties and embarrassments had been grappled with and overcome.

The official returns of the business of the road for the past month, (March, 1853,) as communicated to the Board, confirm the gratifying prospects held out by Mr. Swann. As compared with the month of March, 1852, these returns show the following results:

<i>Main Stem.</i>	1853.	1852.
Passengers.....	\$46,372 58	\$25,489 54
Freight.....	169,894 79	93,608 72
	<hr/>	<hr/>
	\$216,265 37	\$110,098 26

This gives an increase for March, 1853, over March of 1852, of \$76,286 07 for freights, and \$20,883 04 for passengers, making the total increase of receipts on the Main Stem of \$97,169 11.

<i>Washington Branch.</i>	1853.	1852.
Passengers.....	\$45,711 61	\$23,939 97
Freight.....	8,441 41	7,198 35
	<hr/>	<hr/>
	\$54,153 02	\$31,138 32

This shows that the increase on the Washington Branch was \$21,771 64 for passengers, \$1,243 06 for freight—making a total of \$22,014 70.

The total receipts on the two roads (the Main Stem and the Washington Branch) were as follows:—March, 1853, \$270,420 39: March, 1852, \$150,236 58;—Making a total increase of \$120,183 81.

The transportation Eastwardly over the road into the City of Baltimore, on some of the principal staples, during the month of March, was as follows:

Bark, 36 tons; 314 bales cotton; 13,151 tons coal; 212 tons fire brick; 60,122 bbls. flour; 907 tons grain; 580 do. granite; 500 do. iron; 631 do. iron-ore and manganese; 160 do. lard and butter; 133 do. leather. Live stock, viz: 4,409 hogs—354 tons; 1,890 sheep—128 tons; 650 horses and mules—315 tons; 1,405 horned cattle—712 tons; meal and shorts, 202 tons; pork and bacon, 524 do.; tobacco, 167 hhd.; whiskey, 627 bbls.; wool, 66 bales; lime, 51 tons; miscellaneous, 301 tons. *Washington Br^h*—Flour received during March, 2,292 bbls.

After accepting Mr. SWANN's resignation, the Board held an election for his successor, when WILLIAM G. HARRISON was unanimously chosen for the Presidency of the Company, the other candidates severally withdrawing their names.

Mr. Harrison has been for many years a prominent merchant of Baltimore. He is a man of clear and quick perception, with an active and inquiring mind, and is greatly respected for his integrity and uprightness of character. He has a thorough familiarity with the details of business, and exercises great energy and firmness of purpose in his application to whatever claims his attention. With these valuable qualifications, to fit him for the arduous labors before him, it may not be going too far to say, that in William G. Harrison, Mr. Swann has a worthy and excellent successor. May his administration, which opens so flattering to himself and the Company, redound both to his own credit, and to its continued success!



