

nia, Virginia, and a large share of the produce of the vast plains of the West, and the elevators to be erected will constitute it the most accessible spot for the shipment of grain on the Atlantic seaboard—but it is as a manufacturing center that Canton will be especially useful to Baltimore. The number of factories already established is but an earnest of its future development in this regard and the inducements held out by the Company, the moderate rents, the cheapness of living in Baltimore, and the character of the men who comprise the Board of Directors, substantial, high-toned and able to accomplish what they promise, all point to Canton as the future manufacturing center of the seaboard.

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### BALTIMORE AND OHIO RAIL ROAD.

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**C**HARLES CARROLL of Carrollton, the last surviving signer of the Declaration of Independence, laid the corner-stone of the Baltimore and Ohio Rail Road on the 4th of July, 1828. The character of this illustrious man has shed its influence upon this great work from that hour. A long list of Presidents, whose judgments have been surpassed only by their integrity and successive Boards of Directors, with foresight and enterprise, tempered with prudence, have given tone to the Corporation in the past, and have brought the undertaking to a conclusion so eminently successful as to challenge the admiration of thinking men both at home and abroad. ♦

When we consider that the Baltimore and Ohio Rail Road was the first *road* of that nature projected in this country, it is easy to imagine the difficulties attending its construction. From the very novelty of the undertaking, many untried problems had necessarily to be solved or their impracticability demonstrated. During the first few years of its existence these efforts to discover the best and most economical modes of construction, without precedents, and with the comparatively limited scientific acquirements of those days, presented obstacles by the side of which the trials of modern engineering shrink into insignificance and the solution of which has facilitated the construction of many similar works in America. But the perplexities encountered in building the road were slight in comparison with the financial difficulties which beset the Company until the road was completed to the Ohio river on the 1st of January, 1853. The opening to Wheeling, a distance of 379 miles, was attended with special ceremonies and really marked an era in the history of railway enterprise. Vast mountains had been tunneled, valleys filled up, and rivers spanned to admit the passage of the locomotive, and vexed questions in engineering set at rest forever. A country abounding in

mineral wealth and fertile plains, which needed but the hand of the husbandman to "blossom as the rose," was opened up to civilization and made tributary to Baltimore; a traffic was begun in Coal which has since then developed into gigantic proportions—millions of tons passing over the road annually, and a line of intercourse established with the great West that gave an impetus to emigration, and has since added greatly to the trade and commerce of our City.

Mr. John W. Garrett, of the firm of Robert Garrett & Sons of this City, accepted the Presidency of this road in 1858. Financial difficulties had embarrassed its operations for some years prior to 1856. Mr. Garrett was first induced to interest himself in its affairs about 1857, and very soon thereafter the good influence of his wise counsels became apparent in its management, but an immediate and palpable change became manifest upon his accession to the Presidency. He surrendered to the Road his vigorous powers of mind, his vast financial experience and his great executive ability. His presence at its head acted like a spur upon the Corporation, and since that time the history of the road has been a series of uninterrupted successes.

The Baltimore and Ohio Rail Road Company have established permanent co-operative relations with the Marietta and Cincinnati and the Ohio and Mississippi Rail Roads, thus virtually extending the Baltimore and Ohio Rail Road to Cincinnati, and through that City to St. Louis, connecting by friendly Northern and Southern Roads with, and drawing business from the Southern half of the great States of Ohio, Indiana, and Illinois, also from Kentucky, having direct connection with Louisville, its chief city, and reaching Tennessee, Arkansas and other Southern States through other effective alliances.

Under the policy of President Garrett the Baltimore and Ohio has been extended to Columbus, Ohio, to Sandusky on Lake Erie and to Pittsburg by the extension of the Pittsburg and Connellsville Rail Road, now known as the Pittsburg, Washington and Baltimore Rail Road. The Winchester and Potomac Rail Road, the Winchester and Strasburg Rail Road, the Washington County Rail Road, and the Metropolitan or Point of Rocks Rail Road, have been established during this period. This Metropolitan Branch shortens the line between Washington and the great West 48 miles. By this route and the Connellsville Rail Road the distance from Pittsburg to Washington is but 300 miles; thence to Baltimore 38 miles; and only 10 miles further from Pittsburg to Baltimore *via* Washington than by the direct line; hence the name Pittsburg, Washington and Baltimore Rail Road. Under the auspices of the Baltimore and Ohio, a line of rail road is now being constructed through the Valley of Virginia, which will bring this wonderful agricultural region into direct communication with our City. By its connection with the Chesapeake and Ohio Rail Road at Staunton, the Coal, Iron and Salt territory of West Virginia is opened up to Baltimore, and by the extension of this Valley Rail Road to Salem, and connection with the Virginia and Tennessee Rail Road the salt and other minerals of Southwest

Virginia are reached, and also the products of East Tennessee, Georgia, Alabama and Mississippi. By the Orange, Alexandria and Manassas Rail Road, with its extensions under its new name, "Washington City, Virginia-Midland and Great Southern," the mineral regions of Virginia, the Carolinas and Georgia are reached, where gold, silver, lead, copper and iron are found, and where the climate and soil are favorable to agriculture, particularly so for fruits and vegetables.

This latter connection is formed by the Washington Branch of the Baltimore and Ohio, which leaves the Main Stem at the Relay House, about nine miles from Baltimore, and runs to the National Capital. Another short road is to be constructed from the Metropolitan Branch to a point in the neighborhood of the Annapolis Junction, by means of which passengers and freight from the West can be conveyed directly to our City by a much shorter route than that at present in use, while the line of rail road along the Patapsco and Monocacy, penetrating a region abounding in vegetable and mineral wealth, will still by its way-traffic add to the revenues of the Company.

At a point 90 miles above Newark, on the Lake Erie Division of the road, it is proposed to construct a line of Rail Road direct to Chicago, a distance of 260 miles. In addition to the trade directly from Chicago, and along the line of this road, it will have many important connections east of the Prairie City, which, in obedience to their interests, will be feeders to this Chicago extension. The Cincinnati, Sandusky and Cleveland Rail Road connects at Tiffin; the Dayton and Michigan Rail Road extending from Cincinnati through Toledo to Detroit, with connections penetrating the Michigan prairies, north and west of Saginaw, connects at Deshler, Henry County, Ohio, and the Toledo, Wabash and Western Railroad, connects at Defiance, Ohio. This road, with its branches, extends over Illinois and Missouri more than 1,200 miles. At Auburn, Indiana, it connects with the Fort Wayne, Jackson and Saginaw and the Eel River Roads, both extending south into Indiana, and north into Michigan. At Walkerton it crosses the Indianapolis, Peru and Chicago Rail Road, and by this route can reach Laporte and Michigan City, Indiana, the latter a port on Lake Michigan. Before entering Chicago a connection can be made with the Illinois Central Rail Road, which, with its branches, drain the greater portion of Illinois. This road can have no interest in opposition to the Baltimore and Ohio, but will seek over its line the port of Baltimore, as its best entrepot for the produce of the country, through which its main line of branches extend. Numerous branches are proposed to connect important towns in Ohio and Indiana, with this Chicago extension. The benefits that will accrue to our City from the completion of these great enterprises, are incalculable.

Already has the trade of Pittsburgh, the great manufacturing city west of the Alleghanies, begun to pour into Baltimore, and the time is not far distant when we shall compete successfully with the cities of Philadelphia and New York for the carrying trade of this great region of country. The Baltimore and Ohio, with its through connections South and West, has materially aided

the development of those sections, by opening up territory, rich in mineral and agricultural resources, susceptible of great improvement and to which the rapidly increasing population of the Atlantic seaboard, and the tide of emigration pouring into our City may resort with confident hopes of at least realizing many of their anticipations by frugality and industry. Towns and villages have sprung up along the line of railroad, and even those sections but remotely connected with the road have felt its wonderful influence.

A spirit of enterprise has grown up in neighboring districts; roads and turn-pikes have been opened, and vast stretches of country that might have remained primeval forests but for this great work of internal improvement, have become productive and the inhabitants cultivated and refined. The extension of the road from Centreton on the Lake Erie Division to Chicago, gives the Baltimore and Ohio one continuous line of rail road from Baltimore to the Lake City of the West, the granary where is received the exhaustless products of the fertile plains which stretch out through the northwest. Thus Baltimore is enabled to compete with the great cities of the East for a share of this immense trade. The extension of the road from Pittsburg to Centreton, a mere question of time, will give another direct route from Chicago to Baltimore.

The scenery along the line of the Baltimore and Ohio Railway is picturesque and beautiful, but portions of the road merit special notice. "Harper's Ferry," the point at which the peaceful waters of the Shenandoah become lost in the more boisterous Potomac, has been described by Jefferson as "one of the most stupendous scenes in nature, and well worth a voyage across the Atlantic to witness." Jefferson's Rock, named after that illustrious statesman, a great overhanging cliff which looks frowningly down as though it would topple headlong upon the unwary traveler, offers an exhaustive view of the wonderful passage of these two rivers through the very heart of the mountains. The road from this point to the Ohio River gives to the sight-seer a succession of views embracing nature in almost every attitude. Long ranges of mountains, beautiful valleys, level plains, changed by the magic of the husbandman into boundless gardens, lofty precipices, mountain torrents, and the endless phases in which nature fantastically arrays herself, pass before the vision like the ever changing views in some gigantic kaleidoscope. "Fort Frederick," whose hundred years have witnessed the downfall of one government and the uprearing of another, the vigorous growth of which has astonished the world, and with whose history the name of Washington will ever be connected, is located near the line of the road between Harper's Ferry and Cumberland. "The Glades" and "Cheat River Valley" are perhaps as rich in exquisite natural scenery as any portion of the world, and tourists at this early date have evinced their appreciation of what has been aptly styled "the American Switzerland."

Among those features on the line of the Baltimore and Ohio well worthy of inspection by sight-seers and travelers, are the immense rolling-mills or



machine-shops of the Company, located at Cumberland, and the magnificent Hotel, recently erected by the corporation for the accommodation of travel over their roads.

The affairs of the Baltimore and Ohio Rail Road under the present administration have been conducted with prudence and economy, and yet, when the end appeared to justify the means, the Company has not hesitated to venture its capital in behalf of the boldest enterprises. Shortly after the war, a pioneer line of Steamers was established between this port and Liverpool under the auspices of this corporation, which, though not entirely successful, because of the very limited carrying capacity of the vessels employed, clearly demonstrated that as a port of entry, Baltimore was destined to become one of the leading Cities in America. This line was succeeded by what is known as the "North German Lloyd," or "Baltimore and Bremen" line of Steamships. Four first-class steam-ships have already been placed on this route (and two more are in process of construction) to ply between Baltimore, Southampton and Bremen.

The property of the Baltimore and Ohio Rail Road at Locust Point has been greatly improved to meet the requirements of these Steamers. The funds necessary for improving the harbor and channel having been provided by the Government of the United States and the City of Baltimore, this work, which has been in progress for some time, is rapidly approaching completion. When finished, the depth of water will be sufficient for the largest sea-going vessels,—all that is necessary to make Baltimore equal to any seaport in the country and without drawback from the advantages she possesses over all others in geographical position. Piers have been constructed at Locust Point, spacious and substantial warehouses built, and a grain elevator erected with a capacity for 600,000 bushels of grain. In addition, the Company proposes to erect immediately two more grain elevators with a capacity of 1,000,000 bushels each.

The success of the Bremen Steamships has led to the establishment of another Transatlantic Steamship Company, the Allan Line, which connects this port with Halifax and Liverpool. The cheapness of fuel in Baltimore gives these Steamers a great advantage over other cities. They are enabled to coal here at a reduction in cost of \$2,000, for each voyage, and the port charges in comparison with other cities along the Atlantic Coast, are insignificant.

The great Workshops of the Company at Mount Clare, on the Western suburbs of our City, in which are employed more than sixteen hundred hands, form an especial feature of Baltimore. Here all varieties of work required by the necessities of a mammoth rail road are manufactured. Great Iron Bridges, Locomotives, Pullman Palace Cars and the most elegant Passenger Coaches, with all their polished veneering and rich upholstery, Stationary Engines, Boilers, Car Wheels, Axles, Bar Iron, Rail Fixtures, Springs, &c., are produced with a neatness of finish and skillfulness, and with

## THE MONUMENTAL CITY,

strong and durable qualities not exceeded anywhere in the world. At various points along the line of road, similar workshops of very ample capacity for the repair and manufacture of machinery, are established.

The benefits which our City has reaped from this great road are simply inestimable. The impetus given to manufactures and the employment furnished to citizens would alone abundantly compensate the City for the assistance she gave the road in the early stages of its construction, but the vast amount of wealth, mineral and agricultural, poured into our City through this main artery can only be measured by her rapid increase in all the elements which make a great metropolis.

The financial condition of the City has been very strikingly affected by her relations to the Baltimore and Ohio Rail Road. Being a proprietor of \$3,250,000 of the stock of the Company, she receives ten per cent. upon her investment, and, paying but six per cent. upon the debt created to aid this work, she realizes a profit of \$130,000 annually for the benefit of the taxpayers.

It may be noted here as a remarkable fact that the assessed value of the real estate in Baltimore at the time the Baltimore and Ohio Rail Road was commenced, in 1827, was but \$27,000,000, a sum less by \$29,000,000 than the amount since absorbed in this great work.

The vast proportions to which this organization has grown, are shown by the fact that its control already extends over railway properties in many States, the cost of which exceeds \$100,000,000. It possesses more than 500 locomotives, over 10,000 passenger and freight cars, and employs above 20,000 men in its working departments; its disbursements for labor, material and supplies exceeding \$1,000,000 per month.

As the Baltimore and Ohio Rail Road, together with the vast net-work of railways co-operating with it, is used in making Baltimore a great manufacturing and commercial centre, and the most economical and desirable entrepot for the constantly expanding business of large portions of our extensive country, it requires but the concurrent energy and enterprise of our citizens to make the progress and greatness of the City unlimited in extent and thoroughly substantial in character.

The following is a list of the prominent officers of the Baltimore and Ohio Rail Road:

President—John W. Garrett; 1st Vice President—John King, Jr.; 2d Vice President—Wm. Keyser; Master of Transportation—Thomas R. Sharp; Master of Machinery—John O. Davis; Master of Road—John L. Wilson; General Freight Agent—N. Guilford; General Ticket Agent—L. M. Cole; General Passenger Agent—Sydney B. Jones, (Cincinnati); Auditor—Wm. T. Thelin; Assistant Auditor—A. D. Smith, (Columbus, Ohio); Treasurer—Wm. H. Ijams; Superintendent of Telegraph—A. G. Davis; General Superintendent Ohio Division, (Columbus, O.)—W. C. Quincy; Edward Potts, Secretary to the President.