

Geography & Topography

The Monumental City [Baltimore]. Its past history and present resources.

George W. Howard



THE MONUMENTAL CITY.

adapted to it; the desks, tables, cases, &c., are arranged in the most convenient order, and there is no more complete Municipal Hall in the United States.

From this description, together with the engraving on page 33, our readers at a distance may form a correct impression of our great City Hall. We may be allowed to indulge a seemingly pride in this edifice, since it is pre-eminently the result of the genius and skill of our own workmen, built of stone hewn from our quarries and material wrought in our foundries and factories.

As it rears its lofty sides, white with the purest marble, and lifts its grand dome above the City which it represents, we feel that we have erected a monument which will stand for ages, commemorative of the dignity and strength, the culture and enterprise of the people of the Monumental City.

BALTIMORE AND OHIO RAIL ROAD.

OUR readers will find an accurate sketch of the rise and progress of the Baltimore and Ohio Rail Road on pages 235-290, which was prepared from the most authentic sources and with great care.

The magnitude of this Corporation and the importance of its relations to Baltimore justify us in devoting additional space to it as the great institution of the Monumental City.

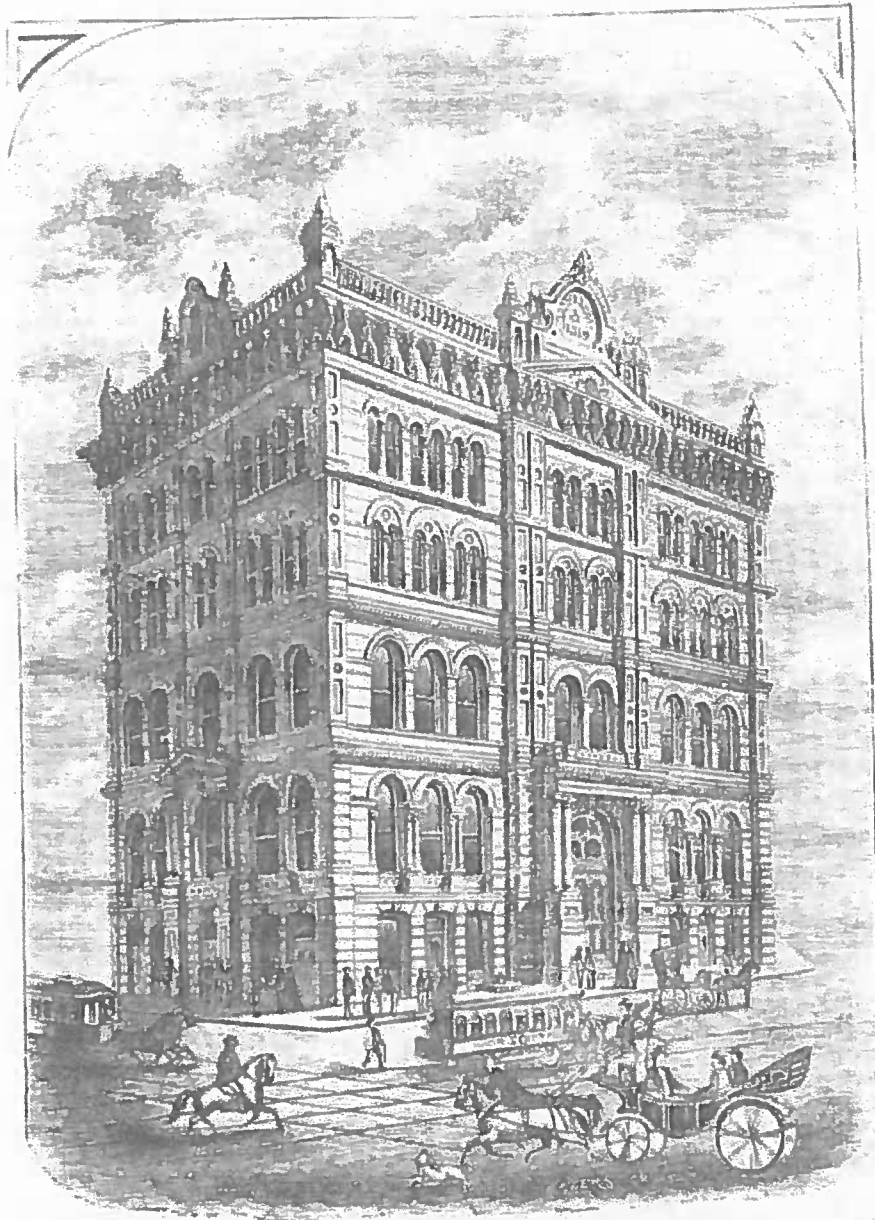
The citizens of Baltimore should thoroughly acquaint themselves with its history, and appreciate its significance to their City, for no other City in the world has such a Road sustaining to it the same or similar relations, those relations being of such a nature and so intimate, that the two are really identical. The Road may truly be regarded as a part of the corporate existence of the City. Thus the interests of the two can never be antagonistic; they are mutually dependent on each other. We hold it, however, to be especially incumbent upon the citizens of Baltimore to foster and encourage this Road, and to manifest an enlightened appreciation of its splendid achievements in the behalf of our City.

Whatever of commercial greatness Baltimore to-day possesses, must in the largest measure be accredited to the Baltimore and Ohio Rail Road. The genius of its entire conduct from its origin has been to enhance the growth and importance of Baltimore. This was the inspiration of the movement that resulted in its organization, which appears in the language of the invitation of Mr. Geo. Brown and Mr. Philip E. Thomas to certain citizens to meet in consultation at Mr. B.'s residence on Feb'y 12th, 1827, "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 and other causes."

At every step in its progress this has been the ruling purpose of its Officers and Directors, to make it subserve the interests of Baltimore, and to be the great tributary to her wealth and commercial grandeur; and at the cost of personal ease, against the opposition of inveterate enemies, under the most perplexing discouragements, and with the pledge of their private fortunes, they have executed that purpose to a degree far beyond their most sanguine hope.

The original purpose of the founders of the Road was to connect Baltimore directly with the great West in order to make her the entrepot of its vast and growing trade; and this has been steadily prosecuted by every administration; they have never lost sight of this, as the chief point of attainment. The earlier administrations, guided by the consummate wisdom and commercial sagacity, and sustained by the financial strength of

CENTRAL OFFICE BALTIMORE AND OHIO RAIL ROAD COMPANY.



N. W. CORNER BALTIMORE AND CALVERT STREETS.

E. F. BALDWIN ARCHITECT.

such men as the Brown's, Thomas', Carroll's, Oliver's, Patterson's, McKim's, Hoffman's, &c., surmounting obstacles that would have defeated ordinary men, completed the Road to Cumberland; at that time considered a marvellous achievement of financial and engineering skill. From this point it was vigorously pushed on by those who are still among us, the true representatives of the wisdom and commercial activity of Baltimore, under the most trying circumstances and in seasons of great financial depression, until it reached the Ohio River at Wheeling on January 1st, 1851.

The present administration, with a zeal not surpassed by their illustrious predecessors, and with a generous yet judicious spirit of enterprise, have adhered to the text of the original founders and enlarged upon it, carrying it out into relations which even their penetrating and expansive vision had not caught. The Baltimore and Ohio Rail Road has not only *reached* the Ohio River, as meditated in 1827, but it is advancing Westward with its mighty tread, touching lakes, crossing rivers, penetrating forests, enchaining Cities, and if we mistake not the profound intent of its present powers, destined to plant its stations on the Pacific Coast and bring the wealth of the Indies, the trade of China and the Isles of the Sea, into our waiting arms.

We have alluded in our former article to the extensions and connections of the Road in the West and South. These have been effected by uniting with and leasing other roads, and constructing new lines running through the richest sections of Virginia and the Western States; thus opening up and bringing into direct communication with Baltimore the whole West, with its illimitable resources.

The latest triumph of the enterprise of this Company is the CHICAGO EXTENSION. This extension begins at Lake Erie junction, 89 miles North of Newark, Ohio, and runs midway between the Lake Shore and Michigan Road on the North, and the Pittsburgh, Fort Wayne and Chicago on the South, passing through a series of flourishing towns; the entire distance from Lake Erie junction to Chicago being 268 miles—the road deviating as little as possible from an air line, having low gradients and favorable curvature.

The utmost caution was exercised in its construction, and it is unsurpassed by any other Road in the country. An important feature of this Road is the numerous connections which it makes with other Roads converging towards Lake Erie and Buffalo, thus draining all portions of the Northwest and shortening the distance between Chicago, Toledo and other important points. At the Junction with these Roads elevators are to be erected for the rapid and economical transfer of grain. Ten or more are now in the course of erection along the line, which, by the increased facilities they provide for the farmer and grain operator, will secure an immense trade to the Road. The Company has secured one of the most desirable and convenient locations in the City of Chicago for its passenger and freight stations, and has formed close and amicable relations with other lines terminating on the Lake Front, and has made arrangements for securing access to the immense stock and lumber yards, elevators and packing establishments of that enormous City. At South Chicago the Company has purchased 40 acres, upon which will be erected its water stations, machine and construction shops, &c. It has also secured ample Dock facilities, and is in every way thoroughly equipped to compete for and do the carrying trade of Chicago and the Northwest, and bring it to our doors.

By this extension Chicago is 152 miles nearer to Baltimore than to New York, over a road of the lowest grades, with a minimum tariff on freight and passenger travel.

The Map which accompanies this article gives a better and more complete view of this great Road, with all its extensions, than can a verbal description. From that appear not only the magnitude and extent of the relations of that Road, but the eminent wisdom with which the extensions have been laid out; penetrating in each direction the richest sections of the country, and binding to Baltimore by the shortest routes, the great cities of each section. In order to impress this fact upon the country we herewith give a table of comparative distances, which speaks more powerfully for Baltimore than the most eloquent appeal.

DISTANCES FROM BALTIMORE AND NEW YORK.

FROM CHICAGO.

To Baltimore via Baltimore and Ohio Rail Road	815 miles.
To New York via New York Central Rail Road.....	980 "
" via Erie Rail Road.....	961 "
" via Pennsylvania Rail Road.....	809 "
Less to Baltimore than the average distance to New York, 132 miles.	

FROM ST. LOUIS.

To Baltimore via Baltimore and Ohio Rail Road	929 miles.
To New York via New York Central Rail Road.....	1167 "
" via Erie Rail Road.....	1201 "
" via Pennsylvania Rail Road.....	1050 "
Less to Baltimore than the average distance to New York, 210 miles.	

FROM LOUISVILLE.

To Baltimore via Baltimore and Ohio Rail Road ..	696 miles.
To New York via New York Central Rail Road.....	989 "
" via Erie Rail Road.....	937 "
" via Pennsylvania Rail Road.....	851 "
Less to Baltimore than the average distance to New York, 246 miles.	

FROM CINCINNATI.

To Baltimore via Baltimore and Ohio Rail Road.....	589 miles.
To New York via New York Central Rail Road.....	882 "
" via Erie Rail Road.....	861 "
" via Pennsylvania Rail Road.....	744 "
Less to Baltimore than the average distance to New York, 240 miles.	
Less from Pittsburgh to Baltimore than to New York....	

104 "

From all points South of Baltimore the distance is in her favor is 200 miles. Thus the Baltimore and Ohio Rail Road has not only put in the power of Baltimore to compete with the other cities of the Atlantic Coast for the Western trade, but has made her to surpass them all in her facilities and advantages.

But the vision of this Company has not been confined to the West. Looking at the signally advantageous position of Baltimore at the head of our magnificent Bay—so far inland and yet with an admirable harbor—its attention was directed across the ocean to the ports of Europe, and it was determined to make it the entrepot of European trade. Mr. Garrett, as the present honored and efficient President of the Company, appreciating the advantages of our situation, inaugurated the enterprise of establishing a line of steamers between this Port and Europe, declaring that this would place Baltimore in the front rank of the commercial cities of the world, a prophecy rapidly approaching fulfillment.

Thus having provided every facility for bringing both the inland and oceanic trade to Baltimore, the Company has, at an enormous expense, made every accommodation for it in the City itself.

The terminal facilities which have become indispensable to the increasing trade of the country are vastly superior to those of any other City in the East. These consist of the TIDE WATER FREIGHT AND SHIPPING DEPOT AT LOCUST POINT.

LOCAL FREIGHT AND RECEIVING STATIONS ALONG THE CITY WATER FRONT.

CAMDEN STATION.

MOUNT CLARE STATION.

LOCUST POINT is the marine terminus of the Road. The Company owns about 80 acres, with a water front of 3000 feet. The Point derived its sole importance from the coal trade, until the establishment of the line of steamers, when the present extensive improvements were begun which appear in the engraving; these consist of large piers for

the ocean steamers, which are covered by iron sheds, into which the cars are run on double tracks.

The Docks alongside and between these piers are 100 feet wide and sufficient to accommodate 4 or 5 steamers at once. Freight can be transferred directly from the hold of the vessel to the cars, thus economizing in time and expense in the handling of cargoes.

The accommodations for emigrants are also very complete. There is an office of a German Banking House on the pier, next to which is a ticket office, and the emigrants can exchange their foreign notes for current money and purchase a ticket to any part of the country; and without any delay and extra expense can enter the cars of the Baltimore and Ohio Rail Road and proceed to their destination.

On Locust Point also the Company has erected two immense Grain Elevator Buildings, which occupy a conspicuous position in the engraving. Their capacity is over 2,000,000 bushels of grain. They contain 331 storage bins, 21 receiving and 11 shipping elevators, which are furnished with every facility for the rapid transfer of grain.

Between the Elevators is the Rail Road Ferry, for the transfer of freight to the Canton side, where connection is made with the Philadelphia, Wilmington and Baltimore Rail Road, which forms a continuous through freight line from New York and the East, to the South and West.

Between the Rail Road Ferry and the large Elevator, a Coffee Warehouse is building of immense dimensions, and a Sugar Warehouse is projected on a similar site. The effect of these extensive improvements, as it is the design of the Company, will be not only to increase importations at this port, but to enlarge the commerce of Baltimore by drawing hither additional steamers and sailing craft; attracting them by offering tonnage at the lowest rates, and making this the most profitable and convenient port of entry for the whole country, South, West and Northwest.

Our space does not permit us to particularize concerning the facilities provided along the water-front, at Mount Clare and Camden Station. It is only sufficient to note, that in the way of handling cars, transferring freight, and storage, the arrangements are most ample and complete, so that no City or Rail Road in the country can present better inducements or offer greater facilities to trade and commerce.

In its great desire to increase the commerce of the city, and the transportation of freights, the Company has not been unmindful of the comfort and convenience of the travelling public. Elegant and luxurious coaches are manufactured at the Company shops, provided with all possible conveniences for passengers. But a special feature of this Company, which indicates its superior wisdom and consideration, is the system of Rail Road Hotels which it has adopted. At Benwood, Parkersburg, Grafton, Cumberland, Martinsburg and Washington Junction, hotels have been established, where passengers are served with first class meals and accommodations. All of them are kept in the very best manner, and have already proved the practical wisdom of the Company in the great influence which they have exerted in determining passengers to this route.*

A slight review of the history of the trade of Baltimore will show the effect of the Baltimore and Ohio Rail Road upon it, and reveals the fact that the large increase of both inland and oceanic trade is immeasurably due to the facilities which it has regardless of expense provided. We select but two departments as illustrative of this, the Coal and Grain trade.

In 1843, when the Road was finished to Cumberland, the tonnage for the year was 4,964; in 1845, when the terminus was made at Locust Point, it suddenly increased to 109,000 tons; and since the additional facilities were provided there, it has multiplied steadily, and in 1873 amounted to 2,019,718 tons.

The benefit of the terminal facilities offered by the Road is even more apparent in its grain traffic. The opening of its first Elevator, Feb'y 23d, 1872, increased the receipts of that year to 6,019,430 bushels, and necessitated the erection of the new and larger Elevator of double its capacity. In 1873 the amount received was 7,510,557.

The effect of these accommodations is seen in the exportation from this port. In 1870 the amount was not worth recording. In 1871, 3,004,863 bushels. In 1872, 5,232,163. In 1873, 7,251,717. At this rate of increase alone we will soon compete with New York, as we are now second only to that city in grain exportation.

Having presented in a general way such facts as we deemed important in showing the magnitude of this Road, and its incalculable importance to our city, it will afford an additional element to our pride and satisfaction in it, to know its financial standing. It is established upon the soundest financial basis, having no watered stock, no large nominal capital upon which it must earn dividends—but with an actual capital sufficient for all practical purposes, with economy of distances, at reasonably low rates to attract and retain the growing business of the West, the Road has steadily prospered until it enjoys the confidence of the world, as evinced by a loan of \$15,000,000 at the lowest rate of interest, negotiated by Mr. Garrett during his recent visit to Europe, at the time our country was passing through a fearful financial crisis; and when the New York Central and Erie Companies found it hard to meet their current obligations, the Baltimore and Ohio Rail Road paid two dividends of 5 per cent. each and increased its surplus fund \$2,880,861 82.

The Company has uniformly pursued the policy of making moderate dividends and applying the surplus earnings in the construction of new works and securing valuable connections, until with a nominal capital of \$16,711,100 has, by investing its undivided earnings, a surplus fund of nearly \$30,000,000. By this policy it has been enabled, by cash contracts, to have many of its most important enterprises affected at the lowest cost, as, for instance, its Chicago Extension, which was built at the extremely low rate of \$23,000 per mile. When the history of the Baltimore and Ohio Rail Road shall be written, as it ought to be by a competent hand, it will present one of the most interesting volumes of American enterprise and skill, and will signalize the men by whom it was originated, and those through whose genius and resolute will it has been carried on to its present colossal proportions.

The Presidents of the Company, with order of their succession:

Philip E. Thomas, Esq., Hon. Louis McLain, Hon. Thomas Swann, W. G. Harrison, Esq., Chauncey Brooks, Esq., John W. Garrett, Esq.

The Hon. J. H. B. Latrobe, now the Company's senior counsel, has been in the service of the Company uninterruptedly from the commencement of the earliest surveys.

The first Board of Directors was composed as follows:

Charles Carroll of Carrollton, Wm. Patterson, Robert Oliver, Alexander Brown, Isaac McKim, William Lorman, George Hoffman, Philip E. Thomas, Thomas Ellicott, Talbot Jones, William Stewart, Solomon Etting, Patrick McCaulay and John B. Morris, the only surviving member.

CENTRAL OFFICE OF THE BALTIMORE AND OHIO RAIL ROAD CO.

THE vast expansion of the Freight and Passenger Traffic of the Road demanded greater accommodations, and a centrally located Office, both for the convenience of the Road and the travelling public. In consideration of this the Company purchased the most eligible site in the City, on the north-west corner of Calvert and Baltimore Streets, upon which the old Baltimore Museum stood, and are now erecting one of the finest structures for this purpose in the United States. One which will be an ornament to the City, and worthy of the Road.

As seen in the Engraving, it will be five stories high with an attic, in the style of the Renaissance. The walls to be of fine cut granite, with red Scotch granite columns to the porticos and windows, surmounted with elegant carved capitals.

THE MONUMENTAL CITY,

The main entrance is to be on Calvert Street, and consists of a handsome portico thirty-six feet high, with red Scotch granite columns. Over the doorway the spandrel panels are to be enriched with carved cornucopias of grain and fruit.

The whole building will be surmounted with a heavy balustrade, and over the pediment on Calvert Street will be a pannel fifteen feet high, with the name "Baltimore and Ohio," in raised letters.

The interior will be arranged in the most convenient manner, and elegantly furnished.

The Building is the design of Mr. E. F. Baldwin, in charge of the Architectural Department of the Road, upon whose skill it reflects great credit, and our citizens will not only take a pride in it as a splendid contribution to the beauty of Baltimore, but find it a great convenience.

UNION ELEVATOR.

IN our article upon CANTON, to which we call special attention as a complete description of that valuable and enterprising adjunct to our City, we indicated on pages 283 and 294 certain enterprises which had been recently undertaken, and were then proposed; among which were the construction of Elevators for the handling of grain. We are enabled to record the completion of at least one of these, which together with those already and about to be erected will constitute Baltimore the best grain entrepot on the Atlantic coast.

Mr. John Gardner, of great enterprise and large experience in the construction and use of Elevators, having thoroughly identified himself with the interests of our City, and in spite of herculean difficulties has triumphantly succeeded in the erection of one of the best appointed Elevators in the country, which will be seen in the Engraving is ornamental as well as an immense advantage to Baltimore.

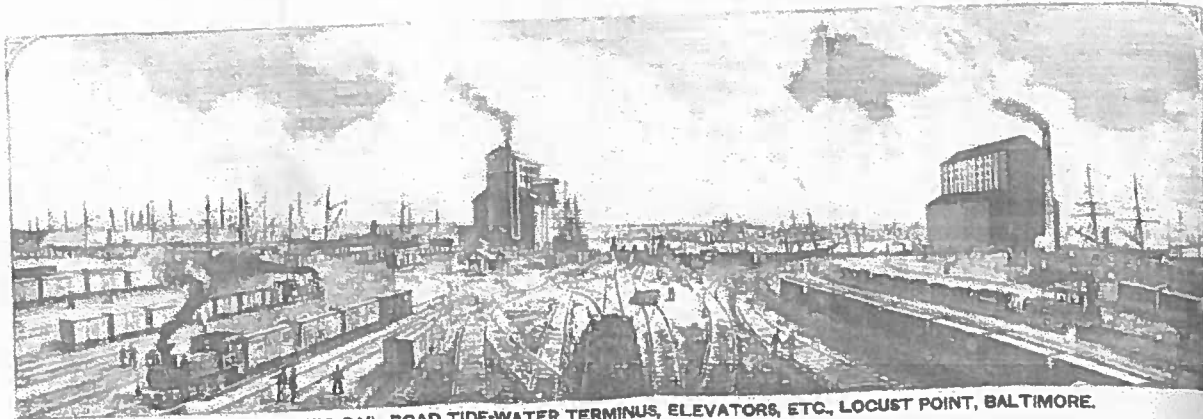
In April, 1873, he obtained permission of the Canton Company to erect an Elevator and Warehouse at the foot of Fifth Avenue, and the Company, with its usual promptitude in advancing all true interests and encouraging enterprise, placed at his disposal nine hundred feet of tide-water front, including Fifth to Sixth Avenues. It further advanced him a most liberal sum to enable him to prosecute the work. He immediately improved the opportunity thus generously offered, and was ready at the beginning of 1874 to transfer grain.

The building consists of an Elevator of large capacity, and storage floors. The important feature of this Elevator is its great capacity for the transfer of grain, &c., and in this respect exceeds that of other Elevators.

The arrangements for passing grain from cars to vessel lying along side of the piers are most complete. The piers are so arranged that vessels can discharge cargoes on one floor and receive from the other at the same time, thus economizing both time and labor.

Steam power is used, and so employed that freights can be moved from one floor to the other and hoisted from vessels simultaneously, and thus with a depth of water to accommodate vessels drawing twenty-two and twenty-four feet, Baltimore possesses the perfection of terminal facilities. There is in addition an outside berth where bulk grain can be transferred from barges or vessels to ships by means of a ship-leg. The grain can also be thoroughly cleaned by means of a powerful improved cleaner. Every precaution against fire has been taken. A tank containing 2,500 gallons of water is placed at either end, with connecting and distributing hose at proper points.

An Artesian well, in connection with the Elevator, has been bored, whose flow of water is very strong and abundant. It is sixteen inches in diameter, and furnishes not only the



BALTIMORE AND OHIO RAIL ROAD TIDE-WATER TERMINUS, ELEVATORS, ETC., LOCUST POINT, BALTIMORE.



THE GRAND HOTEL, PHOENIX, ARIZONA.



THE GRAND HOTEL, PHOENIX, ARIZONA.

