

PROCEEDINGS
OF
RAILWAY MEETINGS
HELD IN RELATION TO THE
BALTIMORE & OHIO RAILROAD
AND
ITS EXTENSIONS, BRANCHES AND CONNECTIONS,
AT
Pittsburg, Uniontown, Chicago, Louisville, and Elsewhere,
AND THE
Remarks of John W. Garrett, President,
AT THOSE POINTS.

D'02

PRINTED BY ORDER OF THE BOARD.
1870.

25-
Lacks map

PROCEEDINGS
OF
RAILWAY MEETINGS
HELD IN RELATION TO THE
BALTIMORE & OHIO RAILROAD
AND
ITS EXTENSIONS, BRANCHES AND CONNECTIONS,
AT
Pittsburg, Uniontown, Chicago, Louisville, and Elsewhere,
AND THE
Remarks of John W. Garrett, President,
AT THOSE POINTS.

D'02

PRINTED BY ORDER OF THE BOARD.
1870.

72827

RESOLUTION OF THE BOARD OF DIRECTORS.

Resolved, That the speeches delivered by our President, Hon. JOHN W. GARRETT, together with the proceedings of the meetings held in the various cities of the West visited by him during his late trip, be printed and bound, together with a map illustrating the various points referred to in the remarks of Mr. Garrett.

13th July, 1870.

RAILWAY MEETINGS.

[*From the Pittsburg Commercial, May 21, 1870.*]

CONNELLVILLE RAILROAD.

THE RECEPTION OF PRESIDENT GARRETT AT UNION-
TOWN—SPEECH OF HON. ANDREW STEWART
AND REPLY OF MR. GARRETT.

In yesterday's *Commercial* we gave an extended report of the excursion of John W. Garrett, Esq., President of the Baltimore and Ohio Railroad Company, over the line of the Connellsville Railroad to Uniontown, with such other matters in connection with the visit as were of public interest. To-day, through the courtesy of Mr. Edward Potts, Private Secretary of Mr. Garrett, we are enabled to give the address of welcome, which was delivered by Hon. Andrew Stewart, and the reply. They are as follows:

ADDRESS OF HON. ANDREW STEWART.

Mr. Garrett and Gentlemen: I am requested, on the spur of the moment, to welcome you on behalf of our citizens to Uniontown, and to congratulate you on the prospect

of an early completion of the Connellsville road, for which some of us have been laboring since 1823, when the first appropriation was made, and by which we will be soon able to reach the tides and the capital in about half the time it now takes. For these great benefits we feel, sir, that we are more indebted to you than to any other man, and I may truly say to all other men; for, controlling and voting a majority of the stock, as you do, you can go on or stop the work at pleasure.

Permit me, sir, to avail myself of the occasion to bear testimony, from personal knowledge, that from the time you took your seat as President of the Baltimore and Ohio Railroad, you have been the zealous and consistent friend of the Connellsville Railroad. You always assured me that, as soon as the charter was restored, you would lose no time in putting the work under contract, and prosecute it to completion as soon as possible. Soon after the Court had restored the charter, I called to see you on the subject, and you at once called a special meeting of your Board, which, in a few minutes after meeting, adopted a resolution subscribing a million of dollars; and you yourself, and Mr. Hopkins, (a member of your Board) gave, on your own account, about one hundred thousand dollars to the work—a copy of which proceedings you were so kind as to hand me, and which I took home and published at the time.

Sir, your partiality for and interest in this road you got legitimately. You inherited it from your venerated father, Robert Garrett, who was one of its earliest and most zealous and steadfast friends. I well remember, sir, that some thirty or forty years ago (when you were, I suppose, a small boy), at a meeting called by your Mayor, at my request, your father and five other gentlemen were appointed a committee to visit Pittsburg on behalf of this route, and I remember that it took us, in slow coaches, and over bad roads, nearly as many days as it will soon take us hours to reach Pittsburg, where a very able report was prepared and adopted in favor of this route, written by Mr. Carey,

a member of this committee, and then, I believe, editor of the *Baltimore American*.

Before concluding, permit me to express the hope that the day is not distant when, by extending this road some forty miles from this place to Fairmont, on the Baltimore and Ohio road, through one of the richest mineral and agricultural regions in the world, you will have two complete and continuous lines of railroad from Wheeling and Parkersburg on the Ohio, to Baltimore and Washington City on the tides of the Atlantic.

With renewed and hearty congratulations and expressions of sincere welcome, on this your first—but we trust not your last—visit, I will detain you no longer.

REMARKS OF MR. GARRETT.

President Garrett, responding to Mr. Stewart, said:

I am much honored, as the representative of the Baltimore and Ohio Company, by receiving from you, sir, on behalf of your citizens, this very cordial reception. I recognize that your service, as an advocate of the construction of this great road, has extended through nearly half a century. I have been struck repeatedly with your expression of anxiety that you might be spared to see this grand natural line from the head of the Ohio to the head of the Chesapeake opened in the interests of your State and people. On my first visit by the railway to your rich and beautiful region, I appreciate the pleasure, from your historic connection with the work, of receiving from yourself especially congratulations upon the early completion of the work.

I trust that you and your venerable friends whom I see around me, may not only live to witness the road completed, but to enjoy the magic rapidity of development that will certainly follow the completion of the line.

You, sir, and our older friends remember that before railroads were built, this whole country, through the use of

the turnpikes of that period, transacted almost exclusively its commercial interchanges with Baltimore; and I find myself surrounded by many with whom my father, my brother and myself in my early business experience, held the most agreeable relations, and whose present cordial greetings recall those early days and valued friendships.

The completion of the road from Pittsburg to Cumberland restores and enlarges those bonds of mutual interest, and the present and the generations that will follow us will use this as their most advantageous route, and I have no doubt renew intercourse with the merchants of Baltimore that will result profitably and pleasantly to all, as in former times.

You referred to the interest my father always felt in this line. It was his view, sir, that originally this should have been, as the shortest and best, the first line constructed between Baltimore and the West.

The city of Baltimore and the Baltimore and Ohio Railroad Company have prospered, and great lines of railway extend in all directions, from Baltimore through Virginia to the South; through Parkersburg to Cincinnati; through Bellaire to Columbus and Sandusky, and now, in filling this last link through your region to Pittsburg and the great Northwest, she adds to her strength and insures continued progress and a commercial future greater and more brilliant than her most sanguine citizens formerly hoped.

I left Pittsburg this morning, and for the first time passed over the line, and witnessed the wonderful natural beauty of the intermediate region and its vast and varied resources. It is only necessary to complete this natural outlet to cause all your interests to advance and prosper. It has required all your influence and that of your friends in Pittsburg and on the whole route, who have labored with you for so long a period, to overcome the antagonisms of rival interests, and to enable you to achieve your rights to a road, the economy and necessity of which nature marked out.

The growth and extension of Baltimore have shown so

much vigor and strength that it is now universally recognized as a city of the first class. It possesses great commercial advantages. Its splendid steamships bring thousands of emigrants from Europe annually to our shores, and its foreign commerce is large and increasing rapidly. It has regular lines of steamers, also, to Richmond, Norfolk, Petersburg, Wilmington, Savannah, Charleston, Key West, Havana, New Orleans, Boston and New York. The commercial facilities and advantages of Baltimore will soon be at the service of your people. You will save the cost of more than one hundred miles of transportation by your new route, and through the economies of shipments at Baltimore, will add to the opulence of your farmers, your manufacturers and your merchants. The inexhaustible mineral wealth of your country will become more available, will attract capital, and be effectively developed.

I learn with pleasure that several important branch roads will soon be built to secure for neighboring towns and sections the advantages of this route, and I have little doubt the enterprise of those interested will cause the road to Fairmont, to which you referred, also to be built.

I trust that in eight months we may have the pleasure of inviting you and those you represent to pass over *your* Pittsburg and Connellsville Road to Baltimore, and that we may then have the privilege of renewing this pleasant intercourse and reciprocating your kindness and hospitalities, for which I again thank you most heartily. [Great Applause.]

[From the *Pittsburg Commercial*, May 21st, 1870.]

THE VISIT OF PRESIDENT GARRETT—CONFERENCE WITH OIL MERCHANTS.

There was a large meeting of oil merchants, held at the rooms of the Petroleum Association, yesterday afternoon, for the purpose of consulting with John W. Garrett, Esq.,

President of the Baltimore and Ohio Railroad Company, relative to shipment of oil to Baltimore. Mr. Garrett was unable to attend the meeting, but was represented by G. R. Blanchard, Esq., General Freight Agent of the road. He expressed, in behalf of the Baltimore and Ohio line, the deep interest which they felt in making Pittsburg the great central point for refining and shipping oil. He alluded to the very large pecuniary interest which the company had in the Pittsburg and Connellsville Road, and stated that they did not come here to solicit pecuniary aid, but to get assurance from our business men that they would coöperate in any efforts which might be made towards increasing our shipping facilities to the seaboard. He regarded the oil trade as one of paramount importance, and the company which he represented would do everything in their power to make it advantageous for Pittsburg producers and dealers to ship over their line. He thought the Connellsville line would be finished through to Baltimore in eight months, and when the road was opened for business he would expect large shipments of oil from this point to the seaboard. Baltimore would then be thirty miles nearer, by railroad, than either New York or Philadelphia, and would consequently be the natural point for export. Mr. B. also gave some interesting facts in regard to the wharfage facilities and tonnage of Baltimore, which were highly satisfactory to the trade.

Mr. Hutchinson made some remarks in which he stated that the shipments of oil east from this point averaged about five thousand barrels per day, while it should be about one-third greater.

Some informal conversation ensued in regard to rates, but Mr. Blanchard said that he could not state definitely what the rates would be. They now shipped oil from Parkersburg to Baltimore, thirty miles greater distance than from Pittsburg to Philadelphia, at twenty cents a barrel less; and when the Connellsville line was finished they

hoped to be able to carry oil at such rates as would not fail to command the great bulk of the carrying trade.

Our oil merchants gave assurances that they would cooperate in every way with the efforts which the Baltimore and Ohio Railroad Company were making to benefit the oil trade of Pittsburg, and make it, as it should be, the great distributing center for petroleum and its products.

The meeting was exceedingly encouraging and satisfactory to our oil dealers, and the visit of Mr. Garrett has been productive of the most beneficial results.

[From the Chicago Tribune, May 27.]

BALTIMORE—CHICAGO.

THE IMPORTANCE OF DIRECT RAILWAY CONNECTIONS BETWEEN THESE CITIES.

ADDRESS OF MR. JOHN W. GARRETT, PRESIDENT OF THE BALTIMORE AND OHIO RAILROAD.

The Board of Trade was called to order, at 1 P. M. yesterday, to listen to a statement by Mr. John W. Garrett, President of the Baltimore and Ohio Railroad, relative to the importance of more direct railroad communication between Chicago and Baltimore.

MR. GARRETT INTRODUCED.

Mr. McCrea, President of the Board, said: For the purpose of forming a new connection,—of building a new line, maturing new plans, at least, for opening a new con

nection from Chicago to the seaboard,—we appointed a committee to wait upon Mr. John W. Garrett, President of the Baltimore and Ohio Road,—one of the veteran railroad kings,—and ask him to be present with us to-day, to address you upon that subject, which he has kindly consented to do, and we now have him with us. I take pleasure in introducing Mr. Garrett.

REMARKS OF PRESIDENT GARRETT.

Mr. President and Gentlemen: I respond with pleasure to your invitation to address you upon a subject of great and equal importance to the city of Baltimore and to the city of Chicago. A few months since, a representative of your board visited the city of Baltimore, as a member of the Executive Committee of the National Board of Trade, and on an interesting occasion connected with that visit, he called attention to what he supposed was the fact, that, whilst Baltimore was enlarging in every direction its steamship and railway facilities and connections, it had failed, in his judgment, to appreciate the vast business and the importance of a more effective connection with your great city. Your representative, during that visit, was struck with the fact that Baltimore was advancing with wonderful rapidity in population and commerce, and that particularly since the close of the war, new lines of railway had been opened to the South, the Southwest, and the West; that it had regular lines of steamers to Petersburg, to Richmond, to Norfolk, to Wilmington, North Carolina, to Charleston, to Savannah, to Key West, to Havana, and to New Orleans; that it had lines of steamers in successful operation by canal and ocean to Philadelphia, New York, and Boston; that it had railway lines *via* Washington to Richmond, by Alexandria to Lynchburg, and thence to New Orleans, through an interior route; that it was engaged in building a line of railway through the Valley of Virginia (which has recently been opened to Harrison-

burg, 101 miles south of Harper's Ferry,) through which another great interior route to New Orleans is to be obtained; and that the Parkersburg Branch, by which a very short and direct road was opened to Cincinnati, had been completed. He learned that the Baltimore and Ohio Company now controls and works the line from Columbus, the capital of Ohio, to the city of Baltimore, and from Newark, on its Central Ohio division, to Sandusky, on Lake Erie. The response was then made to your representative that Baltimore *did* appreciate the vast trade of the Northwest, and had labored earnestly, under great difficulties, through a most protracted period, to secure an independent and direct line to your city. I have the pleasure of stating that the obstacles have been removed, and that I visited Pittsburgh within a few days in order to perfect arrangements in connection with the opening, in about eight months, of the great road through Connellsville from Baltimore to Pittsburgh. That line will be the shortest, cheapest, and most direct from the Northwest to tide-water. It is most important for Chicago to secure direct connection with this great line. At present there is no independent line to Baltimore. New York has been regarded as almost exclusively your objective point on the Atlantic; but you can have a first-class port for your commercial interchanges at Baltimore, *one hundred and fifty-two* miles nearer to Chicago by the line proposed than the average distances of the existing lines used to New York. By the New York Central Road, from Chicago to New York, it is 185 miles further than from Chicago to Baltimore; by the New York and Erie, 166 miles; and by the Allentown route, the distance is 104 miles greater to New York than by the route proposed from Chicago to Baltimore. Therefore, Chicago and the whole Northwest will have, by this line, a first-class route to the seaboard, with the economy of 152 miles of distance compared with the lines which are now in use for their commerce. The whole territory from Pittsburgh to Chicago is admirably adapted for railway construction. It has no

mountain difficulties, no costly works, but presents a region remarkably level, through which the road can be built straight, and with very low grades. You have, combined with these advantages for a new competitive road, the significant fact that, irrespective of original expenditures, the existing lines represent enormous and exaggerated costs per mile.

This new road to so desirable a port and market on the seaboard, will also give you a marked advantage in your intercourse with the National Capital. The proposed lines of the Baltimore & Ohio Road, in connection with its Metropolitan Branch from the Point of Rocks, reduce the distance from Pittsburg to Washington, as compared with the route *via* Harrisburg, *seventy-five miles*. You also can thus open a vastly-increased business with the South, enabling you to meet your competitors by the shortest practicable route. You can thus avail of the steamships, the splendid and extensive piers, the facilities and the connections of Baltimore. Your city is great—full of commercial enterprise—full of energy—acting comprehensively to advance and assure its interests. I am impressed with the vigor, the thoroughness, and ability which characterize your movements. Your foresight and liberality will build up that which is already great, so that it shall become one of the grandest cities of the world. You have constructed a tunnel for two miles under the Lake, to secure supplies of pure and healthful water; and you have tunnelled under your river to afford convenient highways and rapid transit. For the future you have a Lake front on which piers and wharves can be erected to meet the requirements of the most extended commerce.

Baltimore is in a position of strength similar in many respects to that of Chicago; and Baltimore has evidenced a power and a progress commensurate with the rapid advance of Chicago. It has doubled in population in the same brief period, which illustrates your vast advantages and progress, and that city, with its suburbs, to-day is

estimated to number 360,000 inhabitants. Baltimore has commanded a large and rapidly increasing trade in cotton, tobacco, and every variety of product from the South, and Southwest and West; and it desires to effect further connections with the Northwest, which will add to its measure of commercial importance, and which will thus furnish so economical an *entrepôt* for your trade, that increased power and prosperity to your great city will be insured.

I found at Pittsburg an intense anxiety for the completion of the Pittsburg and Connellsville Road. That great city, in obtaining this road, will secure a most valuable competing line to the seaboard, and an advantageous market for its commercial interchanges and its large products. I found an equal anxiety and a vigorous determination on the part of the citizens upon the route from Pittsburg to Chicago to secure speedily the same competition for the intermediate country. The merchants, the manufacturers, and all interests of Pittsburg, join earnestly with all these vast intermediate interests and with Baltimore in desiring this independent road to Chicago.

Heretofore it has been supposed that no other port than New York could maintain lines of steamers to Europe. Within a brief period, Baltimore established a line to Bremen of two first-class steamships of 2,500 tons burthen. In less than twelve months the necessity was developed for doubling that line, and when the stock was offered for the additional capital required, the astute merchants of Bremen—understanding the facilities and advantages of the port of Baltimore—tendered subscriptions for *forty times* the sum desired, so that the apportionment of the stock made but two and a half per cent. upon the subscriptions offered.

Another line for Liverpool is being organized, and the city of Baltimore is planning her enterprises, in view of her grand geographical advantages and the comparative great economies of her port, for a fair and square competition with New York for the trade, not only of the South, South-

west and West, but for that, also, of the Northwest. Will Chicago avail herself of the extraordinary natural advantages and position of Baltimore for the distribution of her cereals, her provisions, and other traffic, and of the economies of that port for her import and export trade?

Among those economies, which will insure permanently low tariffs for transportation upon the Baltimore & Ohio Road, is the existence of the best bituminous coal for more than 200 miles upon its borders, and a supply of coal for steam purposes at Baltimore at \$2.50 per ton less than the price for similar coal in New York. This difference makes, in favor of Baltimore, as compared with New York, on each voyage of a steamship to Europe using 800 tons of coal, two thousand dollars of improved net result.

I find all your merchants with whom I have had the pleasure of meeting, full of appreciation of the fact that Baltimore has now risen to that position which makes it a matter of mutual interest for your city to join in securing this economical, independent, additional outlet. I trust, therefore, this important subject will be fully examined, and that it will command such approval and combined effort that in less than two years the National Capital, Baltimore, Pittsburg and Chicago, will be united by new and closer bonds and by mutual co-operative relations, which cannot fail to advance largely the convenience, interests, and prosperity of all the great communities which will be so sensibly affected. [Great cheering.]

Mr. Garrett was subsequently greeted by a number of the leading members of the board, and much interest was manifested on the subject.

[*Extract from Remarks of President Garrett.*]

ST. LOUIS.

THE SHORTEST ROUTE TO THE SEABOARD.

Passing from Chicago to St. Louis, Baltimore reaches its own parallel, and affords for that great and progressive city the shortest and most direct route to the seaboard. Through the Ohio and Mississippi Road to Cincinnati, and the Marietta and Cincinnati Road thence, the Baltimore and Ohio Road presents a line 210 miles less in distance to Baltimore than the average distance by the three trunk lines used from St. Louis to New York. That city, to maintain and increase her commerce, must avail of the vast advantages of this short route and of the economies of the port of Baltimore. St. Louis has suffered heavily from the large cost and difficulties of transfer over the Mississippi river, but it is believed the magnificent bridge now being constructed there will relieve this obstruction to her commerce and greatly advance her prosperity.

St. Louis appreciates the necessity of close, improved, and increased relations with Baltimore. Her leading and most thoughtful citizens express their anxiety to secure a cordial and effective alliance with Baltimore through its great highway, the Baltimore and Ohio Road.

[From the Louisville Courier-Journal, June 1.]

TRANSPORTATION.

AN INTERESTING REUNION OF RAILROAD MEN IN THE CITY YESTERDAY.

REMARKS OF PRESIDENT GARRETT.

The presence in our city of Mr. John W. Garrett, President of the Baltimore & Ohio Railroad Co., one of the ablest railroad financiers and managers in the United States, has already been noted. The presence of such a man is significant. It is another evidence of the attention that Louisville is attracting abroad. Within the past few weeks, agents of the Vanderbilts, the shrewdest financiers in the country, have quietly visited our city for the purpose of spying out the land, and now the fact that Mr. Garrett and other high officials of the Baltimore and Ohio Railroad, one of the wealthiest corporations in the country, follows so closely upon their heels, not merely on a visit of pleasure, is doubly significant. Mr. Garrett, by his bold and sagacious enterprises, has elevated Baltimore from a third-class city to a great and growing commercial metropolis. His visit here is not merely to gratify an idle curiosity, but is evidently the forerunner of a combination of railroad lines which will attract to Baltimore a large portion of the rich trade of the Southwest.

Yesterday morning a meeting was held at the office of the Directory of the Louisville and Nashville Railroad Com-

pany. Among those present were Mr. H. D. Newcomb, President of the Louisville and Nashville Railroad; Thos. J. Martin, G. W. Norton, R. A. Robinson, W. H. Smith, J. G. Baxter, B. F. Guthrie, F. J. Byrne, Warren Mitchell, C. J. Walton, J. M. Duncan, H. T. Jefferson, D. Ricketts, Horace Scott, W. B. Hamilton, Gen. I. M. St. John, and others.

At the earnest solicitation of many of those present, Mr. Garrett gave the following interesting information in regard to the benefits of railroads to cities and States, gained during a long and successful career :

PRESIDENT GARRETT'S REMARKS.

Gentlemen: I confer with you with pleasure upon subjects of mutual interest, as desired by the President of the Louisville and Nashville Railroad Company. As you are doubtless aware, the city of Baltimore has engaged vigorously in a number of great commercial enterprises, which have proved markedly successful. Her wealth and commerce have largely increased, and within the past few years her population has doubled. It is now estimated to number 360,000.

Prior to the war the commerce of Baltimore was much less developed. That city has now in operation regular lines of steamers to Petersburg, Norfolk, Richmond, Wilmington, N. C., Charleston, Savannah, Key West, Havana and New Orleans, and is about arranging a line to Galveston. It has also successful lines of steamers by canal and ocean to Philadelphia, New York and Boston. Its Railroad lines extend through Washington to Richmond, and through Alexandria to Lynchburg, and thence by interior lines to New Orleans.

The Baltimore and Ohio Company is engaged in opening a line through the Valley of Virginia. Of this line 101 miles are already in operation from Harper's Ferry

to Harrisonburg. It has excellent lines to Pennsylvania and the North.

On the 1st of January next, the great line from Baltimore to Pittsburg, via Cumberland, will be opened—a short, direct line, having the lowest grades—between the East and the West, and it is proposed to extend that line from Pittsburg to Chicago. The Baltimore and Ohio Company has now various connections with Chicago, but it proposes an additional line fully and directly connected with the interests of Baltimore.

The Baltimore and Ohio Company at this time controls and works, under a permanent lease, the Central Ohio road from Bellaire, on the Ohio river, to Columbus, the capital of Ohio. It has also a line which extends from Newark, on its Central Ohio division, to Sandusky, known as the Lake Erie division. It has that which is of peculiar interest to Louisville, an admirable line extending from its main stem at Grafton, 104 miles to Parkersburg, making a road 43 miles shorter to Cincinnati than any existing line. That line has been a very costly one, and the Baltimore and Ohio Company has been engaged many years in perfecting it. It has recently expended a million and a half dollars in permanently arching the twenty-three tunnels on the Parkersburg branch; and it has aided the Marietta and Cincinnati Company largely in improving that road.

In a short period Louisville can command this very improved, direct and economical route to the seaboard. The favorable comparative distances of which you can thus avail for your foreign and general commerce are very remarkable. To Baltimore the distance by this line through Cincinnati is 696 miles. To New York by the Ohio and Mississippi and New York and Erie it is 987 miles—291 miles further. By the New York Central 989 miles, making 293 miles greater distance; and by the Allentown route of the Pennsylvania road the distance is 155 miles greater.

Prior to the war, New York was assumed to be necessarily the objective point for foreign business. The question is, whether that state of things shall continue. Baltimore

has enlarged its facilities for commerce, and has acted in a very broad and comprehensive spirit on the whole subject. That city has done much to enable the Baltimore and Ohio Company to accomplish its great results. The Railway Company has constructed two piers, 650 feet in length and 100 feet in width, covered with fireproof warehouses. Upon these piers are double-tracked railways, so that the foreign steamers come into our port immediately alongside these piers, and the only expense of transfer is the movement from the ship to the railway car over a platform of forty feet. In New York, emigrants arriving by the North German Lloyd steamships are landed at Hoboken, then sent to Castle Garden, and, after serious delays, exposure and cost, are forwarded to the railroad stations, from which they take the cars for the West. At Baltimore, emigrants by the splendid new iron steamships of the same line, arrive at Locust Point, the marine terminus of the Baltimore and Ohio road, and, as soon as the custom-house officers pass their baggage, they take the cars on the pier at the side of the steamship, and are forwarded, without cost or delay, to such points in the West as they select.

These admirable and economical facilities have controlled much business. For illustration, the large business in oilcake, sent from the Miami Valley, which is shipped chiefly to London and Liverpool, has been transferred from Philadelphia and New York to Baltimore—a result arising entirely from these superior facilities. The oilcake, at the point of manufacture, is loaded into cars which are delivered upon this covered pier, and, without exposure to weather, it is transferred to vessels at the minimum cost of labor.

These arrangements, by which such great economies have been effected, have caused a very large amount of imports and exports to seek the port of Baltimore. We hope the fact that your city has this superior seaport, situated at the head of the Chesapeake, the boldest indentation of the Atlantic, with such advantages of distance and

arrangements, will attract the attention and action its importance demands. Why shall not that port be used? Why shall New York, which has become a point at which the cost of transferring and handling freights is so enormous, continue to be preferred? Your farmers, your merchants and manufacturers, are interested in *net* results. Why continue to use the more expensive port? These points have been investigated and are being understood and acted upon by many interests.

The revenues of the Baltimore and Ohio Company have swollen, under the influence of improved connections and business, from three hundred thousand to a million of dollars per month. The commerce of the city has increased and continues to increase. The New York importer, when he wishes to supply this very region with coffee, does not attempt to take his vessel from Brazil to New York. In order to meet the competition of business and obtain low rates of transportation, he orders his ship to Baltimore. The New York importer sends his vessels and coffee to Baltimore to avail of its lower Port charges and its superior and economical transportation facilities. Large and varied importations are now being made through Baltimore for the valleys of the Ohio and Mississippi.

In paying a very brief visit to your beautiful city I expected to confer only with the President of the Louisville and Nashville Road, and a few other railroad friends; but I am happy to meet also those who represent other important interests of your city.

It appears to the citizens of Baltimore that the time has arrived when the subject of our geographical and commercial relations should be examined as one of mutual interest. We have not pressed this subject upon the attention of our Western friends until we were prepared to say: Will you avail of advantages and commercial facilities which cannot fail to add to your wealth and strength?

I have no confidence in the permanence of business relations except such as are founded upon mutual interests—

such as produce improved and satisfactory financial results. The city of Baltimore desires that this subject shall be examined, and that the citizens of Louisville shall do that only which will promote their interests.

In addition to eight millions of expenditure on the Parkersburg Road, the Baltimore and Ohio Company is investing one million dollars in constructing a first-class iron bridge across the Ohio river to connect that Branch with the Marietta and Cincinnati road. In a few months this will be a perfect line—short, direct and most desirable as a passenger as well as a freight route. Large additions are being made, too, of first-class palace cars for the passenger service. Two hundred and thirty miles of the road have been double-tracked.

The line to Washington will also be much improved. The Baltimore and Ohio Company is building an additional line from the Point of Rocks to Washington, which will reduce the distance to the national capital, as compared with its present route, forty-nine miles.

These important changes are creating a new condition of things. If our mutual, geographical and transportation advantages be fully availed of, cannot a large additional traffic be controlled to and through your city?

Allow me to say, in this connection, that I think there has been a serious obstacle to the commerce and progress of your city in the large cost of the transfer at your river. For example, the Baltimore and Ohio Company has coal for its fuel for 200 miles upon its line. It can afford to work at very low rates, and can transport an immense tonnage. Its proportion for 383 miles of service is frequently twenty cents per 100 pounds. It is a striking fact that whilst the Baltimore and Ohio road can thus serve Louisville, by charging *twenty cents* per 100 pounds for *three hundred and eighty-three miles*, your charge is *eight cents* per 100 pounds for *one mile* across the Ohio River! What is the practical result? Throw obstacles into the channel of a river and you cause diversions and new cur-

rents; and so, if the interests of trade are not protected, it can be forced through other routes and different channels. A large proportion of Eastern business for the Southwest now passes by the Norfolk and other lines, which should pass through your city.

Build up a great business upon your railways by the most liberal and economical arrangements, and the reflex upon the interests of your city cannot fail to be great and valuable. Examine the results in Baltimore. The whole wealth of that city in 1826 was but \$25,000,000. The Baltimore and Ohio Company has grown under the fostering care of the city. The city has furnished facilities to enable the road to work at low rates. The city gave the Company additional riparian rights in the harbor, by which the company was enabled to build its great wharves and piers. The company and the city of Baltimore now furnish, without cost to European steamers, their admirable facilities, and by this policy the wealth of Baltimore has increased many millions. It has made Baltimore the best objective point for foreign commerce of this and other great regions. It has developed the port to such dimensions and usefulness as to be worthy of the attention of the great West and Northwest.

The great ocean steamship companies of New York are supplied with coal carried by the Baltimore and Ohio Road and shipped from Baltimore. The cost of transportation and charges from Baltimore to New York is \$2.50 per ton. The steamships from Baltimore to European ports, using 800 tons, thus save, as compared with New York, \$2,000 on each voyage.

The importance of such an economy is readily comprehended. Every advantage has been lavishly but most successfully furnished to command and increase trade, and such liberality for any great city is indeed but enlightened selfishness. Such influences have built up every interest of Baltimore—the value of property, rents, the taxable basis—all have rapidly increased under the impetus.

I understand some of the representatives of your city now present are about to visit Chicago. The system of that city, in connection with railways and transportation, is full of wisdom and comprehensiveness. You will find no obstacles there to prevent, but every economy and inducement to invite a great business. You will find the locomotive there largely in use upon its business streets. Every facility necessary for the receipt and rapid distribution of freight has been accorded. Many millions of capital have been attracted there by the liberality of the city and arrangements for the accommodation of shippers and railways.

St. Louis suffers in the same manner as this city. Three miles of water front at East St. Louis are owned by a transfer company, and six cents per 100 pounds must be paid for the transfer. The railroads leading from St. Louis and that city have suffered seriously from this onerous drawback on commerce. Every railroad company forwarding freight avoids these heavy charges by using other routes whenever practicable. Each company looks into its divisions and earnings. Chicago has avoided this error, and gains corresponding benefit. No other leading city has increased so rapidly as Chicago but Baltimore. These cities have doubled their population in about the same length of time. This is attributable, in a large degree, to the liberality and comprehensiveness of their railway organizations and connections, and to the vigor of the respective municipal governments in assisting their development and usefulness. The refusal of proper and ample facilities damages railroads less than it retards and injures the interests of great communities. The necessary use of streets for railway purposes is granted in the interests of the public. The railways are the instruments of general progress and prosperity.

Chicago has tunnelled its river, and is otherwise adding to its business facilities at enormous expense; yet its property-holders really obtain benefits far greater than the

cost, by the advance of real estate, by the increase of rents, and by the varied developments of a great and successful community.

Much progress has been achieved here by the construction of your great Bridge. This structure, properly used, will greatly benefit the interests of your city. It should afford an economical transit for trade *by all roads, from all parts of the country*. It will thus furnish a most needed facility, not merely for the railways, but for your people, for your merchants, and in the interests of your property owners.

Doubtless your city authorities will authorize all requisite facilities for the full and effective use of your bridge, and with its advantages extended to all railroads your only drawback in competition with other cities will be removed, and with the vigorous use of your geographical advantages, the continued progress and brilliant future of your beautiful city will be assured.

[Extract from Remarks of President Garrett.]

CINCINNATI AND HER FUTURE.

For Cincinnati the advantages are most palpable. The average distance in favor of Cincinnati, in communication with Baltimore, as compared with New York by the great lines, is two hundred and forty miles. Can it be possible that with such immense advantages, with unequalled piers and fire-proof warehouses, furnished without charge for foreign steamships, with the cheapest and enormous facilities for transportation to and from the West—can it be possible that if Baltimore will but continue her vigor and enterprise—will furnish additional lines of steamships to Europe, that the business of all these vast regions will not be attracted, through *their* interests, to Baltimore, instead of to New York? Can it be possible that, when more than two hundred miles of land transportation can be saved in the interests of the farmer and the consumer in the West, that this great advantage will not be availed of?

The Queen City will yet reach its highest prosperity, and command enlarged trade through the use of its *shortest and cheapest outlet to the ocean*. It could thus compete boldly and successfully with any Western city, and its situation in relation to the trade of great territories would be superior and impregnable. We said to her citizens that Baltimore had long recognized the strength of Cincinnati; that the preceding administration, and for nearly twelve years the present administration of the Baltimore and Ohio Company had continued to spend its capital, in all that period without net result, in constructing the shortest line between the cities, until upwards of ten millions have been invested in the line from Grafton to Cincinnati. Eight millions of dollars have been expended in building

the Parkersburg Branch ; a million for the bridge at Parkersburg, to connect the Marietta and Cincinnati with the Baltimore and Ohio Road, and a million of aid has been extended to the Marietta and Cincinnati Company. Our conviction has been that this line must be perfected—the tunnels permanently arched, the bridge erected, and the entire line made first-class. Thus our millions have been expended. We still believe our faith has not been misplaced, and that soon this splendid and shortest line will be adopted as *the* great highway for commerce and travel, and prove *the* source of the greatest fruitions to the communities interested. We called the attention of our friends in Cincinnati to the fact that the city of Baltimore, the largest proprietor in the Baltimore and Ohio Road, had aided the Company by granting it increased riparian rights at its marine terminus, Locust Point, and that the Company had built great piers, with double-tracked railways thereon, covered with fire-proof warehouses, extending six hundred and fifty feet into the river, having a depth of water sufficient for the largest steamers ; that the Baltimore and Ohio Company tendered these grand and costly piers to all foreign steamship enterprises without charge ; that these great facilities, finer than any on the American continent, were offered by the Baltimore and Ohio Company to attract emigration and trade to Baltimore, and the result is that every foreigner who visits our city is struck with their magnitude and character, and leaves Baltimore convinced that its future is simply a matter depending upon the enterprise of its citizens, and that the greatest commercial prosperity awaits it, if the present liberal and enlarged policy continues to be pursued.

COMMENTS OF THE PRESS.

[From the *Chicago Tribune*, May 27th, 1870.]

NEW RAILWAY LINE TO BALTIMORE.

Our readers are aware that, previous to 1861, a large and profitable direct trade had grown up between Chicago and Baltimore. The merchants of Baltimore supplied Virginia and most of the Southern seaboard States and cities with provisions, as well as merchandise, and drew upon our market for large quantities of hams, cut meats, and other articles, and it was hoped that she would, ere long, rival New York as a customer for several of our most important staples. The war stopped the intercourse of Baltimore with the South, and broke the connection of that city with the West, by rendering transit and travel on the Baltimore & Ohio Railway unsafe, and, most of the time, impossible. For these reasons, the commerce of Baltimore was virtually dead during the war, and her people were obliged to live on the results of previous years of prosperity and peace.

The last few years have given a wonderful stimulus to the commerce and prosperity of Baltimore. She has a regular line of iron steamers, built on the Clyde, to Bremen, which command full cargoes of freight and passengers. She has regular lines of steamers running to all the Southern ports, and several lines of railways, some of them

rapidly approaching completion, do now, or will very soon, give her direct communication with all the most productive and populous districts of the Southern States. To enable her merchants to supply her customers from the cheapest sources, the Baltimore & Ohio Railroad has been securing branch lines to the leading centres of the Ohio and Mississippi Valleys. It now has control of lines to Sandusky, Columbus, and Cincinnati, and it is proposed to open a new road direct to Chicago. The shortest line between the two cities—nearly a hundred and fifty miles less than between Chicago and New York—is by the Pittsburgh and Connellsville Road soon to be finished to the former city, and to complete the line the managers of the Baltimore and Ohio Railway are now canvassing the project of a new road with the best grades, and the most direct line possible between here and Pittsburgh. Hon. John W. Garrett, President of that road, has been in the city two or three days conferring with our leading citizens on this important subject. At their invitation, he addressed the members of the Board of Trade, yesterday, in an able and highly effective speech.

We sincerely trust our citizens will promote this important enterprise by every means in their power. The country west and northwest of Lake Michigan is developing so rapidly that the importance of this new and competing route to the Atlantic seaboard can scarcely be overestimated.

[From the Cincinnati Commercial, June 6th, 1870.]

JOHN W. GARRETT AND TRADE RESOURCES.

The recent visit of Mr. John W. Garrett, President of the Baltimore and Ohio Railroad Company, to the leading cities of the interior of the country, has doubtless some important significance as relates to the interests of the great corporation which he so ably manages. Quietly, on

a policy that had for its two great points the advancement of Baltimore commercially and the extension of its leading business artery, have the successive managers of that great road worked. But none of them with greater skill and efficiency than has the present head.

Mr. Garrett had, through the long, successful business career of his father, which embraced a period of fifty-three years, acquired or inherited a peculiar identity with the prosperity of the city of Baltimore. His training as a merchant in continual sympathy with all projects that tended to make his business home a great commercial centre, brought him necessarily to a high appreciation of the advantages to be afforded by the Baltimore and Ohio Railroad, so that when its executive chair was given to him his superior talents had at once a most congenial field of labor, and results have been achieved that are bringing abundant fruits both to the road and to the city that is its great objective point. The most surprising evidence of advantage to that city (in the main realized from its leading road) is found in the fact that its population has doubled since 1860—in ten years—during five of which it suffered many of the worst effects of the war. The comprehensive policy which should place the road in its commanding position as to its extension, its connections and its local traffic, has necessarily been at times a mystery, subject to violent attacks. It has only been worked out by perseverance and earnest resolution, but it vindicates itself by its results. The leading point in the policy of the management of the road has been to control business—mostly freighting—by giving transportation the greatest facilities at most moderate cost. In this respect it has been singularly, boldly independent as well as most persistent, and has brought the city of Baltimore into hearty co-operation, by acquiring there the freest facilities for the movements of through freights. No unjust tributes are laid there on the inland foreign commerce. Emigrants have every facility for immediate, safe and

speedy transfer to their destinations, and the theory that unnecessary or illegitimate impositions and taxes upon the commerce of the country do not pay is, perhaps, more fully verified than at any other port in the country.

Impressed with the fact of the success of the policy by which reciprocal advantages are secured to the road and its growing city at tide water, Mr. Garrett cannot but look deprecatingly on the policy of other places, or, perhaps, the absence of policy which seems not to appreciate their advantages, and which concentrate no efforts to secure such great results as have been achieved for Baltimore. Concerning Cincinnati he expressed astonishment that its leading business men seemed to be, to so great an extent as was revealed in conversation, wanting in a proper understanding of the great resources for commerce and manufactures at their command. He had known the city through extensive trade relations with it for a long series of years, and felt that he valued more highly its superior geographical position than many of the citizens with whom he had talked while here. He knew, not only that it had been a great object with the managers of the Baltimore and Ohio Railroad to control the trade that should naturally center here, but that such had been the object of each of the great east and west trunk lines of the country. But he was not impressed that the same ambitious impulses which actuated our people in former years were in play now. There was wealth here, he knew, and great individual enterprise, yet there was wanting concentration of purpose as to projects, which broad and generous in themselves brought together the leading elements, so abundant about us in all directions, that combine to keep up a rapid growth in commercial prosperity. From his experience and observation he could, of course, most confidently refer to Baltimore and his road, united in their great object, as furnishing to our citizens an illustration of what may be done by an enlightened policy and a united

public-spirited purpose. If our community were furnished with a John W. Garrett, and would give him the requisite support, it is probable that his expectations as to how great a tribute Cincinnati should furnish to the railroads of the country would be realized, but Garrett nor any other man can do anything for a community who will not faithfully hold up the hands of his enterprise and stand by a well chosen policy.

