



PROCEEDINGS OF THE MEETING
OF THE
CITIZENS OF THE CITY AND COUNTY OF PHILADELPHIA,
IN RELATION TO
THE GREAT PENNSYLVANIA RAIL ROAD,
FROM
PHILADELPHIA VIA HARRISBURG TO PITTSBURGH,
WITH THE
ADDRESS OF THE COMMITTEE
TO THE
PEOPLE OF PENNSYLVANIA.

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PHILADELPHIA:  
STEAM PRESS, "NORTH AMERICAN" BUILDINGS,  
N. E. Corner of Fourth and Chesnut Sts.,

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1846.



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## PROCEEDINGS, &C.

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A Meeting of the citizens of the City and County of Philadelphia, favourable to the construction of a continuous railroad from Harrisburg to Pittsburgh was held on the evening of December 10th, 1845, agreeably to public notice, at 7½ o'clock, in the large saloon of the Chinese Museum. The assemblage was the largest ever held in this city on any similar occasion, and was a fair representation as well of the wealth and intelligence as of the commercial, manufacturing and other industrial classes, and the feeling developed during the evening was of a character most favourable to the proposed improvement.

The meeting was called to order by the Hon. George W. Toland, who nominated as Chairman,

THOMAS P. COPE, Esq.

and the nomination was unanimously agreed to.

On motion of John B. Myers, Esq. the following named gentlemen were called on to act as

### VICE PRESIDENTS.

|                  |                      |
|------------------|----------------------|
| John K. Kane,    | Isaac W. Norris,     |
| Robert Toland,   | George W. Carpenter, |
| George N. Baker, | David S. Brown.      |
| Thomas Sparks,   |                      |

On motion of Thomas C. Rockhill, Esq. the following gentlemen were chosen

### SECRETARIES.

Henry Welsh,      John S. Littell,      Thomas Tustin.

Mr. Cope, on taking the chair, made a few remarks in relation to the object for which the meeting was called. The Bostonians have, he remarked, reached the Great West by means of railroads, and are drawing from thence large supplies, and a growing trade; our neighbors of New York are engaged in making a similar effort, and have commenced the construction of a railroad to achieve it; and the Baltimore and Ohio Railroad Company is endeavouring to obtain the consent of our State, to carry a road across a large

portion of our State to Pittsburgh, offering us as a boon for this grant, the liberty to connect with the improvement at some point within our state. But to this he thought insuperable objections existed, and with the necessary outlay of at least \$ 4,000,000, would produce no real and valuable return.

The call of the meeting stated a proposition for the erection of a continuous Railroad to Pittsburgh, none of the gradients of which will exceed 45 feet to the mile, while the gradients on the Baltimore road, rise as high as 84 feet. He thought, likewise, the fear of draining the State Works of their business, entirely unfounded; and he was certain that when it should be known in the West, that a communication between Pittsburgh and Philadelphia was open always—Summer and Winter—where one merchant had previously come, ten would come to our city, and the business on the Public Works, instead of being drained, would be increased *four-fold*. Nature, he said in conclusion, has done much for us, let us now see what we can do for ourselves.

The following Preamble and Resolutions were then offered by William M. Meredith, Esq., by whom, and by Messrs. Henry D. Gilpin, Isaac Hazlehurst and John J. M'Cahen, the meeting was ably and eloquently addressed in favour of the measure proposed, and the Preamble and Resolutions were *unanimously* adopted.

*Whereas*, the great Western trade, whilst it contributes the largest portion of the *freight* and *tolls* received on the public improvements, has been, and continues to be one of the chief sources of the prosperity of Philadelphia—the loss of which would be severely felt by the State at large, and can be contemplated only, with the most painful apprehensions by this community:

*And Whereas*, the most strenuous and persevering efforts have been and continue to be made by rival Cities and States, particularly by the construction of railroads on our Northern and Southern borders—with contemplated extensions westward—to divert the trade and travel, as well from the Canals and Railroads of the Commonwealth, as from this her chief commercial emporium—the accomplishment of which can only be prevented by timely and vigorous action on the part of our own citizens and Legislature:

*And Whereas*, it has been ascertained by careful and minute surveys, made under the direction of the Canal Commissioners, that by pursuing the most direct feasible route between Harrisburg and Pittsburgh a continuous railroad, not exceeding 229½ miles in length, without inclined planes, and with no gradients over 45 feet per mile, may be constructed at a moderate expense, and with the best prospects of an adequate remuneration—making the whole distance from Philadelphia to Pittsburgh (including the 103½ miles already in operation) only 336 miles : being therefore shorter and

better adapted to the use of locomotives, and capable of conveying freight and passengers in less time and to greater advantage than by any other known route between the Eastern and Western waters, in this State or elsewhere: Therefore,

Resolved, That in order to secure and maintain for this city the important advantages which nature has placed within her reach, and to which, from her character and position, she is justly entitled, and for the Commonwealth all the benefits of which her public improvements are susceptible, it has become alike important and expedient that a Railroad without inclined planes and with moderate gradients be forthwith constructed by the most direct feasible route between Harrisburg and Pittsburgh—thus uniting Philadelphia and Pittsburgh, and the Eastern and Western waters, by a continuous Railroad within our own borders.

Resolved, That a continuous Railroad, so constructed—contributing largely to the revenue derived from the present State Railroad, touching the State Canal at suitable points, and co-operating therewith in times of drought and disaster, supplying its place during the winter months, when the navigation is suspended, and ready at all seasons to convey passengers and light freight from city to city in from twenty to twenty-four hours—would, by the facilities afforded, and the confidence inspired, secure to the great "PENNSYLVANIA ROUTE," thus composed of both Canal and Railroads, and capable of thus acting jointly or separately, advantages far surpassing all others, and with the contemplated extensions Northward and Westward, would obtain for it an amount of trade and travel far beyond all former precedent, and at the same time place the growth and prosperity of Philadelphia and Pittsburgh on foundations not easily shaken by rival projects from any quarter.

Resolved, That the Senate and House of Representatives of Pennsylvania be, and they are hereby respectfully requested to Grant an Act of Incorporation, with suitable provisions for the purpose of making the said continuous Railroad, by the most direct feasible route, between Harrisburg and Pittsburgh, on such equitable and liberal terms, as will at the same time secure its completion and protect the public improvements already made.

Resolved, That a committee of twenty-one be appointed by the Chair, to prepare and circulate for signature, a suitable Memorial, praying the Legislature to grant said Act of Incorporation; and the said committee are hereby authorized to take such further measures as in their opinion may be deemed expedient to carry into effect the important object contemplated by this meeting.

Resolved, That a committee of nine be in like manner appointed to prepare and publish an Address to the people of Pennsylvania, setting forth the views and sets of this meeting.

Resolved, That the committees to be appointed in pursuance of the foregoing resolutions, be authorized to fill any vacancies that may occur in their own bodies.

Resolved, That it be recommended to the citizens of other cities and counties, feeling an interest in this important undertaking, to hold similar meetings, and by other active measures to give their aid in securing for PENNSYLVANIA the early completion of this great "*Central Avenue*" between the EAST and the WEST.

Resolved, That we disclaim all intention or desire—elsewhere imputed to us—of throwing obstacles or restraints in the way of improvements proposed to be made, within this State, by companies incorporated by other States provided the advantages anticipated therefrom cannot be conferred by improvements made under the authority of our own State. But we *insist*—and we believe that all who think rightly on this subject will insist—that favours of this nature should be *reciprocal*—that the "right of way," with a view to the construction of canals or railroads within our borders, or other like grants by Pennsylvania to adjoining States, or to the citizens thereof, shall be made ONLY, on the condition that the right to connect with the same or other like improvements, within *their* borders be granted by said adjoining States, to Pennsylvania, or to the citizens thereof. We believe that the welfare of the whole state ought not to be overlooked or lightly perilled, in order to promote sectional or local objects. We feel on these and kindred subjects, as we think every *true-hearted Pennsylvanian should feel*. And we therefore do respectfully but earnestly exhort and entreat the Representatives of the whole people, to guard and protect the *general interest*, and not to permit the same to be sacrificed or placed in great jeopardy by the rival schemes or projects of other States, or the citizens thereof, designed for their aggrandizement by our impoverishment; and enabling them to reap private advantages, whilst they bear no portion of the public burdens.

After the business of the meeting had been concluded the Hon. George Darsie, senator from Allegheny, was introduced, and addressed the meeting. He was in favour of, and would give his support to, the measure proposed; but he was also in favour of granting the "right of way," to the Baltimore and Ohio Railroad Company, &c.

The Chairman announced the following as the gentlemen to compose the committees called for by the resolutions adopted:

COMMITTEE ON MEMORIALS, &c.

|                    |                  |
|--------------------|------------------|
| David S. Brown,    | Philip M. Price, |
| Thomas P. Hoopes,  | E. A. Penniman,  |
| J. Fisher Leaming, | Robert Allen,    |

A. S. Roberts,  
 B. M. Hinchman,  
 Thos. Tustin,  
 James Magee,  
 Gideon Scull,  
 Hugh Campbell,  
 John Welsh, Jr.  
 Alexander Osbourn,  
 William Reynolds,  
 John B. Myers,

Henry M. Watts,  
 Charles S. Wood,  
 Chas. Humphreys,  
 C. G. Childs,  
 Isaac W. Norris,  
 Dr. Ab'm. Helffenstein,  
 Robert Toland,  
 A. J. Lewis,  
 Townsend Sharpless,  
 W. C. Patterson.

COMMITTEE TO PREPARE AN ADDRESS TO THE PEOPLE OF PENNSYLVANIA.

Geo. W. Toland,  
 Geo. N. Baker,  
 John M. Atwood,  
 Henry Welsh,

Isaac Hazlehurst,  
 John K. Kane,\*  
 Tho's. C. Rockhill,  
 Robert Allen.

On motion the meeting then adjourned.

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## ADDRESS.

FELLOW CITIZENS,

Appointed in accordance with the resolution of the public Meeting held on the 10th inst. we address you on behalf of the citizens of the City and County of Philadelphia, as united to us by common sympathies and common interests, and as members of the great Commonwealth, in which it is our happiness to dwell.

The attention of the citizens of this City and County has for a long time been drawn to the importance of a direct and continuous Railroad communication between the two great cities of our Commonwealth, Philadelphia and Pittsburgh, passing through Harrisburg, our capital. The causes which arrested our efforts, in this important undertaking, are so well known as to render it almost unnecessary to advert to them. Among the most prominent were the pecuniary embarrassments of our whole country, which to the apprehension of many, threatened to prostrate the energies of our State, and bore with accumulated weight upon this city. Thanks to a gracious Providence, these days of despondency and gloom have passed away. A wise Legislation has provided a remedy for the injured credit of the State, and general

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\* Mr. Kane having left the city before the Address was prepared, Hon. Thomas M. Pettit, was substituted in his place.

prosperity again spreads its blessings throughout our Commonwealth. At this first auspicious moment we turn our attention with more intense anxiety to the proposed union of our Eastern and Western cities, and beg leave to submit to you a few of the leading considerations which in our view give it so much importance.

Whilst we admit the influence of that common feeling of our nature, the desire to promote our local interests, we trust we can show to all who will give the subject a dispassionate consideration, that in the proposed road the interest of these cities and of our Commonwealth are one and indivisible. Indeed we hold, with great satisfaction, the belief that in no case can the prosperity of these cities be properly augmented, without a proportionate augmentation of the prosperity of the great body politic, of which they are vital members. When we reflect on the large revenues which flow from them, especially from the former to our State Treasury, we are deeply impressed with the importance of increasing by every proper means the sources of these reservoirs of wealth, and of counteracting by judicious legislation and strenuous exertion, alike remote from a contracted and selfish policy, as from an unwise disregard of the advantages of our natural position, every effort to turn them into other States from which no returns will be made to our Treasury, and whose citizens will be enriched by the impoverishment of our own.

It is obvious there is to be *one* great line of trade and travel between the Atlantic and the West, and wherever this line shall strike the Ohio, it will be met and continued indefinitely, through the vallies and prairies of the vast region beyond. An inspection of the map will show that at no point on the Atlantic, can that great route commence with such manifest advantages as at Philadelphia, from which place the Ohio at Pittsburgh, the centre of attraction, can be reached at a shorter distance and with less expense of travel from New York and Baltimore by our contemplated road, than by any direct feasible route from either of these cities. This superiority of geographical position is the ground of such persevering efforts, on the part of corporations of other States, to obtain from Pennsylvania rights of way and privileges which may counteract her natural advantages, paralyze the exertions of her citizens, and turn the current of trade to those States. Nothing but the most culpable infatuation in yielding to these efforts, or a supineness discreditable to our patriotism and intelligence, can deprive Pennsylvania of the privilege of being second to no State in the Union in wealth and influence. If true to herself, she is destined to be the *great thoroughfare* of trade and travel between the East and the West.

In selecting not only the points of termination, but also the line of the Pennsylvania thoroughfare, every prompting of private in-

terest or partiality should be merged in the consideration of the momentous results, of success or failure, in the enterprise. We must enter upon the competition untrammelled by any purpose other than that of single hearted determination to accomplish this great object in the best way. After the most attentive examination, we feel assured that this road must commence at Harrisburg, at the termination of the Lancaster and Harrisburg Railroad, and be continued thence by the shortest and best route to Pittsburgh, without inclined planes, and with moderate gradients. That such a route is practicable, has been ascertained by surveys made under the authority of the State, with most careful desire of selecting the best route, taking into consideration every suggestion of economy, distance and facility of passage. These surveys, the general correctness of which has been confirmed by recent examinations, shew that a continuous line of railway may be made from Harrisburg to Pittsburgh, not exceeding 229½ miles in length, with no inclined planes, and no gradients of more than forty-five feet in the mile; add to this the railroad already made from Harrisburg to Philadelphia, 106½ miles, and the whole distance from Philadelphia to Pittsburgh will not exceed 336 miles, and the passage between them will not be more than twenty hours, affording the shortest, cheapest and best communication between the Atlantic and the Western country by steam power on railway, that ever has been, or probably ever will be, projected.

According to the estimates of Mr. Schlatter, under whose direction the surveys were made—and we are informed by scientific and practical men that the road can now be made considerably within the estimates,—

|                                                                                                                                                                                                                                                                                                                               |               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| The total cost of this road, graded for a double track, with single track laid, including water stations, depots and land damages, will be                                                                                                                                                                                    | \$ 9,496,709  |
| And graded for single track                                                                                                                                                                                                                                                                                                   | \$ 7,721,395  |
| The cost of the Baltimore and Ohio Railroad to Cumberland, 188½ miles, according to their last annual report, is \$ 7,742,410, and from Cumberland to Pittsburgh, 157½ miles, the expenditure, according to the estimate of the Company's Engineer, will be \$ 4,256,702, making the whole cost from Baltimore to Pittsburgh, | \$ 11,999,112 |

If Maryland, in size and resources so much inferior to Pennsylvania, can project such stupendous works, is it possible that the citizens of this State can hesitate to carry to a speedy completion a work on which their prosperity so much depends.

Let us advert for a moment to the extensive region which will connect with this important work. Other lines of road running throughout the West, of some of which explorations and surveys have been already made, will, as soon as practicable, be completed. A railroad, which is now projected from Pittsburgh to Cleveland,

a distance of 130 miles, will certainly be made as soon as it is ascertained that this Pennsylvania road will be constructed.—Cleveland is now and must continue to be one of the most important cities of the Lakes. It is the terminus of the Ohio State Canal, and a regular stopping place of the steamboats and other vessels navigating those inland seas, and participates largely in the business of the States bordering thereon. A company has recently been organized for the construction of a railroad thence to Columbus, a distance of about 145 miles—from the latter place, via Xenia, to Cincinnati, a railroad of 115 miles is nearly completed; and two conventions have lately been held in Ohio, with a view to the construction of a railroad westward from Cleveland, via Sandusky and Toledo, to Michigan City, and thence by the Illinois improvements to the Mississippi, at points opposite Missouri and Iowa—all designed and well adapted to conduct the western trade and travel to New York and Boston, via the New York improvements, unless intercepted and diverted by the shorter, less expensive and superior improvements we propose. The relative position and natural advantages of Philadelphia, as compared with those of other eastern cities, in this great competition for the trade and travel of the West, will be shown by the following statement:

|                                                                                   | Miles. | Max'm grades<br>per mile. |
|-----------------------------------------------------------------------------------|--------|---------------------------|
| From Cleveland to Boston, via the Buffalo, Albany<br>and Massachusetts Railroads, | 731    | 80 feet.                  |
| From Cleveland to New York, via New York and<br>Erie Railroads,                   | 640    | 60                        |
| From Cleveland to Philadelphia via Pittsburgh,                                    | 466    | 45                        |

The advantages of our position, in reference to the States bordering on the Ohio River, is still more apparent, by a like comparison of distances and grades :

|                                                                                          | Miles. | Max'm grades |
|------------------------------------------------------------------------------------------|--------|--------------|
| From Cincinnati to Boston,<br>via Columbus to Cleveland,                                 | 260    |              |
| Cleveland to Boston, as above,                                                           | 731    |              |
| —                                                                                        | 991    | 80 feet,     |
| From Cincinnati to New York,<br>via Columbus and Cleveland,                              | 260    |              |
| From Cleveland, via New York and Erie R. R.                                              | 640    |              |
| —                                                                                        | 900    | 60           |
| From Cincinnati to Philadelphia, via Colum-<br>bus, 115 miles, thence to Pittsburgh 200, | 315    |              |
| From Pittsburgh to Philadelphia,                                                         | 336    |              |
| —                                                                                        | 651    | 45           |

By taking the PENNSYLVANIA ROUTE to Philadelphia, the dangers of the lakes, the expenses of transshipment, and the loss of several weeks in every year by obstructions to the navigation from ice, will be avoided. With all these advantages, it is unreasonable to believe that a large amount of transportation of merchandize and

passengers between New York and Boston and the valleys of the Ohio and Mississippi, will pass through Pennsylvania? But results still more important will be to restore to Pennsylvania and her two principal cities a large amount of trade and travel, which has been diverted to New York and Boston, and to increase the trade of this Commonwealth to an extent which will far surpass our highest anticipations.

Between Columbus and Cincinnati a railroad is nearly finished, and all that will be necessary to connect our Pennsylvania route, with that flourishing city of the West, will be a railroad from Pittsburgh to Columbus, a distance of about 200 miles, of which about forty miles will be furnished by the railroad to Cleveland. We shall thus have reached one of the most important points on the Lakes and the most important point on the Ohio River south of Pennsylvania, and two days easy travel will bring the passenger from Cincinnati to Philadelphia.

The limits of this address will permit us but to allude to the various connexions which will be formed from the points named, and others not mentioned, ramifying throughout the great West and uniting us by the shortest routes with Indiana, Illinois, Kentucky, Tennessee, Missouri, &c.

We do not in this hasty glance forget the great importance of a connexion with our own Erie, which, as Pennsylvanians, we have most deeply at heart, and shall not consider our work done until that is accomplished, either by a branch from this road, which we are advised is entirely practicable, or by an independent road, as upon further investigation may be found most expedient.

Who can calculate the immense business which from all these various sources will pour its rich treasures into our Commonwealth, increasing to an extent that baffles all present calculation, the amount of trade and travel which must pass over this great thoroughfare of our country, all which must necessarily pass over the line of the Columbia railroad, from Lancaster to Philadelphia, increasing vastly the receipts of the State from that important work. The increase of business on the State Canal must also be very great, augmenting in proportion the revenue, and diminishing more and more, every year, the burden of taxation. Did we suppose that this project could injuriously affect the treasury of the Commonwealth, as patriotic citizens, we should deem it our duty to oppose it; but we believe it is the only mode by which the revenue now received can be preserved, and are most firmly convinced that the increased revenue thereby created, must in a few years relieve us from existing taxation, which however willingly borne by an honest people, anxious to pay their debts, should be removed as soon as is consistent with the obligations of good faith.

Experience has shown that when the amount of intercourse and business is large, and attracted from various distant points, the location of a canal and railroad between the same ultimate points, promotes the success of both. It is a natural consequence of increased facilities and certainty of despatch, and is verified by examples in England, New York, &c. Such would be eminently the case as regards the Pennsylvania Canal. The certainty that, in case of obstruction from any cause, merchandize and produce could at all times be transported from city to city without delay, would attract to Pittsburgh, and thence to Philadelphia, a large amount of produce and other articles, and to Philadelphia, and thence to Pittsburgh, a greatly increased amount of merchandize, &c. which from the apprehension of detention on account of lowness of water, breaches in the canal, injury to bridges and aqueducts, the suspension of the navigation during the winter months and other causes, now seeks other routes. This road will traverse a large extent of country, rich in iron and bituminous coal, the value of which will thereby be greatly enhanced, and their transportation will be a source of profit to the Company and the State. The improvement of the navigation of the Ohio river, the necessity and importance of which have been so ably set forth in a recent memorial of the Board of Trade of this city to Congress, as to render it unnecessary for us to dwell on it, will tend much to increase the business of this road, whilst its construction will be a strong additional inducement for the improvement of the river, and will enlist more deeply those who are to be benefitted by this continuous communication with the Atlantic.

The advantages of the Pennsylvania route, should the country at any time unhappily be engaged in war, would be great in a national view. The conveyance of ordnance and military stores during the last war, was not only expensive, but, at some periods, almost impracticable. This would furnish a quick and economical transit, not only to them, but to troops, whose speedy concentration might be of vital moment. A large amount of the products of the valleys of the Ohio and Mississippi, and of the manufactured goods and merchandize of the Northern and Middle States, which in times of peace, are carried coastwise and on the lakes, would then seek a safe internal avenue. But we prefer rather to dwell on its great benefits in times of peace, not the least of which would be its happy tendency to cement more indissolubly the bonds of union throughout our vastly extended territory.

Although we have referred especially to the advantages of this road in increasing our trade with other States, because these have been most overlooked and neglected, we also ask your serious attention to the great benefits it will confer on our local and internal trade, in furnishing the means of transportation to market, not only of the products of the counties through or near which

it may pass, but to those which by lateral connexions will, from time to time, be united with it.

The amount of business travelling, as well as of that which will be attracted by this road extending through a country unsurpassed in variety, beauty and grandeur of scenery, and furnishing the most convenient means of access to parts of this and neighbouring States, of great resort for health and pleasure, must exceed all present estimates. The greatest profit of a railroad is from the carrying of passengers, and the beneficial effects of the aggregate sum expended by these transient visitors, is not to be altogether overlooked.

It is obvious that the road will greatly increase the cities with which it may be connected, and it is no less true that the value of property throughout the Commonwealth, and the population will be increased to an extent which at present, it may not be prudent to predict. We are convinced that what might now be deemed exaggeration will fall short of the reality.

A consideration, of some importance, is, that in the construction of this road, all the money will be expended and invested in our State, and will promote the pecuniary interests of our own citizens. The Iron will be taken from the hills of Pennsylvania and manufactured at her forges and furnaces, and the other materials will be supplied within her borders. The amount of labor necessary will be large, and the profits of agriculture and trade, along the route will be advanced. It is in every respect, minute or grand, a Pennsylvania interest, yet extending its benefits, as we would wish to extend all our blessings, throughout our country.

In the consideration of this subject, we cannot properly omit adverting to the application of the Baltimore and Ohio Railroad Company, persevered in for many years, for the right of way to Pittsburgh. We have no disposition to find fault with them for their untiring efforts, but it is our duty as Pennsylvanians to look carefully at the good or evil effects of the proposed measure on our own prosperity.

The obvious desire of that Company, in the construction the proposed road to Pittsburgh, is to divert, as far as practicable, the trade and travel from the Pennsylvania improvements, and to conduct the same to Baltimore rather than Philadelphia—which undoubtedly will be its effect. But it is alleged by the advocates of the measure, that if Pennsylvania do not submit, and thus, by her own voluntary enactments, put into their hands the power to destroy, or seriously impair highly important Pennsylvania interests, the Company will perhaps obtain the right of way through Virginia to the Ohio river, at some point below Pittsburgh, and will then have it in their power to do the same, or equal injuries to Pennsylvania interests. This, though not the language, appears to

be the substance of the usual arguments advanced by those who favor the grant. In other words, Pennsylvania is asked voluntarily to inflict an immediate and obvious wrong upon herself, lest the party to be benefitted thereby, should at some future day find other means of effecting what is *assumed* to be a greater injury. Thus stated, the argument will doubtless appear somewhat harsh, even to those who use it.

But will Virginia give her consent to the desired location through her territory? She is now actively engaged in measures designed to connect the city of Richmond with the Ohio river, by internal improvements of her own; and with a view to these, her Legislature, by large majorities, has hitherto steadfastly refused all grants which might interfere with her own contemplated improvements, excepting only that authorizing a railroad to Wheeling, and upon the renewal of that grant, at a late session, the disposition of the Legislature was clearly evinced by the withdrawal of certain important advantages conferred by the previous act. The stockholders, to whom the subject was submitted, unhesitatingly refused to accept the grant, which they might well do, since it was with reference thereto that the intelligent and distinguished President of the Company stated, emphatically, that "*The route in question is, in every fair and proper sense, impracticable. It cannot, for a moment, be supposed that the Company could be induced, at such a sacrifice, to adopt such a route—a route productive only of embarrassment and loss.*"

Two other points of terminus, on the Ohio, have been spoken of, one at the mouth of Fishing Creek, and the other at Parkersburg. The Fishing Creek route seems now to be most relied upon by those who would excite the apprehension of Pennsylvania. This route has already been twice refused by Virginia, nor is there any sufficient reason for believing that it will be now yielded; and, if yielded, the danger from this source is not formidable. The Allegheny, which, in Pennsylvania, is, for the most part, one continuous mountain, with gentle slopes and favorable depressions, is, in North-western Virginia, divided into lofty, irregular, and precipitous spurs and ridges, necessarily rendering its course exceedingly tortuous, with short curvatures and high gradients—the maximums varying, according to Mr. Latrobe, from 80 to 100 feet per mile,—adding greatly to its costs, which from Cumberland to the mouth of Fishing Creek, according to the estimates of the Company, will, with the appliances, amount to about eight millions of dollars, and when completed, if not "in every fair and proper sense impracticable," it will be so near it, for all purposes, connected with heavy transportation, as to deprive it of the power of any serious practical injury. It should be borne in mind, moreover, that the *Fishing Creek route, for the distance of 143½ miles, is identical with that to Wheeling, only leaves it at the mouth of Piles Fork of Buffalo Creek, 43¾ miles from the Ohio, and is the*

same referred to in the following extract from a late letter of Col. Crozet, an eminent engineer, long in the employment of Virginia, addressed to a member of a recent improvement convention held in that State. To Parkersburg the route is now found to be impracticable "in every fair and proper sense" and were it otherwise it is well ascertained that the right of way would not be granted. This route is also referred to in the letter of Col. Crozet, dated Richmond, Nov. 10th, 1845, of which we give the following extracts:

"The difficulties of the route by Fishing Creek are as follows: ---in the first place, a descent of nearly 1200 feet must be effected from the high level of the Glades, along the abrupt slopes of the mountain down to Cheat river; this descent presented me considerable obstacles in the location of the North Western Turnpike, and would require the railroad to wind among the spurs of the mountain for from 15 to 20 miles. Immediately along the western bank of Cheat river, rises the Laurel mountain, equally precipitous, and no less high than the Cheat mountain, it may perhaps be passed through by a tunnel of some length, between the ravines of a tributary of Cheat river on one side, and of a corresponding one of the Monongahela on the other. Following, then, this river to the mouth of Buffalo Creek, the route may pass up it and over a considerable ridge to Fishing Creek, and thence to the Ohio, encountering all along from the Backbone, steep and rugged slopes, enormous cliffs, and what is worse, hills liable to immense slips. Those acquainted only with Eastern Virginia, can have no conception of the formidable obstacles in the way of any kind of improvement in the formation of western hills and vallies."

"The fourth terminus is Parkersburg, which is proposed to be approached in two different ways : The FIRST, by descending, as on the other routes, from Cheat Mountain to the river of the same name, overcoming at a more southern point the ridges between it and Tygerts Valley river; thence passing over to the west fork among the broken hills of Harrison county, and taking Clarksburg in the way, and finally reaching the Ohio by a connection with some of the tributaries of little Kanawha."

"In all this region, you have to encounter ground of the character above described—deep and tortuous valleys, high and numerous cliffs, and above all, precipitous hill sides, which, when broken into, losing their support and cohesion, occasion those immense slides already mentioned, which frequently not only overwhelm the road, but carry it with them down to the very base of the hill; and when this happens to be washed by a stream, the whole is soon swept away. This difficulty, which we have found formidable in the construction of common roads, will necessarily prove a hundred-fold more so in works, the small graduation of which must keep them suspended for miles along those abrupt and treacherous declivities not unfrequently within the reach of the undermining action of western streams, without the possibility of shunning bad places, as with common roads, by resorting to steep grades."

With respect to the SECOND approach to Parkersburg, the letter of Col. Crozet presents still greater obstacles, and the conclusion at which he arrives, is—

"That the Baltimore and Ohio railroad cannot be carried to Parkersburg by the last described route, and that there is not much to be apprehended from it in that quarter."

Such are the opinions expressed by the President of the Baltimore and Ohio Railroad Company, and the Chief Engineer of Virginia, in reference to the respective routes to which they apply, and we know of none better qualified or more likely to form correct conclusions on the subject.

But suppose all these barriers to be removed, and that some route through Virginia can. eventually be made available, what security would Pennsylvania have should she grant the right of way to Pittsburgh, that the road would not afterwards be carried to the Ohio at some lower point, if the advantages of such a location be as great as represented. If practicable now, it will be equally practicable then; and whatever the danger may be, its probability will be greatly enhanced by allowing that company to furnish itself with the means of accomplishing its purpose by the revenue which it could divert from our own State improvements. If the advantages of a terminus at a lower point on the Ohio river be so great, and the road should be carried to that point, the road to Pittsburgh would eventually become only a branch from the main line, and that city having at a great sacrifice of Pennsylvania interests obtained this branch, will have lost the great central Pennsylvania road now proposed. But we believe the danger, if there be any, of this road being carried to a point lower down the river, is so very remote as not to be just cause of apprehension, and we concur in the opinion expressed by the majority of the committee of the last House of Representatives of Pennsylvania, rendered still more probable by the increasing desire in Virginia to have a State railroad of her own to the Ohio river, that she will not grant the right of way to any foreign corporation to reach any point below Wheeling.

But should all the obstacles we have suggested be overcome, where is the real cause of apprehension? The lowest point at which the Baltimore and Ohio Railroad can, on such hypothesis strike the Ohio river would be Parkersburg. The Pennsylvania route, by connection with Cincinnati, above referred to, will strike the river many miles below, at one of our most important cities. To and from this point the passenger desirous of avoiding the river would assuredly take the Railroad. Where expedition is of more importance than low freight, or in low stages of water, the same would be the case with merchandize. Where low freight is an object, as is almost always the case with produce and heavy articles, Pittsburgh, the head of navigation, would of course be preferred, as the point of transshipment to any point lower down.— Whether, therefore, we consider the expedition and advantages of Railroad communication alone, or these combined with the economy of water transportation, the *Pennsylvania route must have the preference*. Our limits will not permit us to pursue this branch of the subject further, but we ask those who feel any doubt, and espe-

cially our friends at Pittsburgh, to examine carefully, the great difficulties to be overcome on the proposed routes through Virginia, and to compare them with the entirely practicable and greatly superior Pennsylvania route.

One of the evils that will result from granting the right of way to the Baltimore and Ohio Railroad Company, will be to arrest, at once, the effort now commenced to construct this Pennsylvania road, passing from east to west through the heart of our State.— This remark is not made with any feeling of asperity, nor in the language of threat or intimidation, but in that spirit of truth and candor which makes us feel it to be a duty to give to our fellow citizens the fullest information in our power on this momentous subject. We believe the importance of the proposed connection between this city and Pittsburgh, is now so fully appreciated here that if our efforts be cordially met by that city and by the State at large, there is no doubt that the funds for this important work can be raised ; but if, after this tender on our part, the Legislature of our State should grant the right of way to the Baltimore and Ohio Railroad Company, the conviction of fatal injury to our State works and State interests would be so powerful, that no subscriptions could be obtained.

Can there be a doubt of the immense injury to our State works? Some apprehension has been expressed that the improvement we advocate might diminish the revenue—this, we think, has been clearly shown to be unfounded, and that its effect must be very greatly to increase it. Indeed we have no doubt that the revenue from the Philadelphia and Columbia Railroad alone, after its connection with this work, would equal the whole amount now received from the Main line of Canal and Railroad.

How different the effect of the Baltimore and Ohio Railroad.— It seeks a location through our State commencing at the Ohio River at Pittsburgh, at the very entrance of our public improvements, thereby securing to itself the means of monopolizing the whole travelling, (which in fact it has already done to a great extent—a significant warning to the guardians of the Commonwealth) and drawing from them the produce and merchandize passing east and west, thus depriving Pennsylvania and her citizens of both the profits of the transit and the advantages of the sale. The revenue derived from our public improvements, and the value of these improvements, will be greatly reduced, and the payment of the interest on our State debt rendered hopeless without greatly increased taxation.

The products of the west coming eastward, which do not find their market in New York and Boston, would be carried to Baltimore—to which and the cities named, the western trade now enjoyed by Philadelphia would be diverted. We ask, those conver-

sant with the subject, whether flour, grain, beef, pork, bacon, lard, hemp, cotton, wool, leather, tobacco, and other valuable products of the west, would, after they had reached Baltimore, bear the expense of transportation to this city? Are articles of this description, which are now sent from Virginia, Maryland and parts of Pennsylvania to Baltimore, afterwards brought to this place? If not, what inducement would there be to send here like articles, arriving at that city from the West? It could not be done at a less cost than \$2,74 per ton, at the very low rate of 10 cents per 100 pounds for freight, and 50 cents per ton for storage, drayage and other expenses in Baltimore, without including the expenses of the owner, should he accompany his goods. It is obvious, therefore, that such articles would not be sent here. They could be as well sold and shipped at Baltimore. The position of that city for coasting and foreign trade is equal to our own. Make her the great mart of Western produce and she soon becomes the great emporium of Western Trade. These remarks are made for the consideration of some who seem to entertain the belief that Baltimore is too insignificant to be a rival—a fatal delusion. Neglect the natural advantages which have been so liberally bestowed upon us, and by injudicious legislation suffer the sources of our prosperity to be turned into her bosom, and a few years will reverse the relative position of these two cities. Already a large portion of our Western trade, under which name we include all the trade of the great valley of the Mississippi, has been diverted from us to other cities, by reason of our supineness, and yet this trade has been one of the chief causes of our prosperity. It is still, however, in our power to retrieve, and much more than retrieve, all that we have lost. But let injurious connections and rights of way be granted to foreign corporations, whose interests and whose sympathies will be all opposed to ours, and the injury is irreparable. The merchants of Philadelphia who have struggled hard to retain its trade, would seek other cities, other branches of industry so dependent on commerce would soon follow, and the vast amount of trade, capital and labor withdrawn, would reduce this flourishing metropolis to comparative insignificance.

The remarks we have made are in no spirit of hostility to a union between Pittsburgh and Baltimore, nor to any union or connection with the improvements of other States which do not conflict with the interests of this State, and where reciprocal advantages are offered. But only in opposition to such a union as would be injurious to the internal improvements of Pennsylvania and to her other important interests. By the road we propose, we offer to our fellow citizens of Pittsburgh and the Western counties a communication with Baltimore, more easily made, 30 miles shorter, and with much lower grades than could be had by the extension of the Baltimore and Ohio Road to Pittsburgh. By the latter, the distance from Baltimore to Cumberland is 188½ miles, with

maximum grades of 84 feet per mile, and from Cumberland to Pittsburgh (by the preferred route) 157½ miles with maximum grades of 66 feet, making the whole distance of 346 miles.—The Pennsylvania route would connect Pittsburgh with Harrisburg by a road of 229½ miles, thence to Middletown 11 miles, thence to York 17½ miles, thence to Baltimore 58 miles; making the whole distance only 316 miles, and the maximum grades in Pennsylvania only 45 feet, and in Maryland 52½ feet per mile. Between Harrisburg and Baltimore only, 17½ Miles (from Middletown to York) remain to be constructed. This would be the best possible communication between Baltimore and Pittsburgh, so far as the interests of the *latter* and *Pennsylvania* are concerned. Even this would involve some diversion of business from the State Road between Columbia and Philadelphia, but as it will afford to our sister city the choice between the two markets, we shall not object to this competition for the trade of the West—though we believe no State but Pennsylvania has ever been willing to give a rival State the benefit of its whole improvements without any equivalent, and to her own detriment. With entire acquiescence on our part, in this more advantageous communication, we confidently rely on the hearty co-operation of the citizens of Pittsburgh and the western counties, in carrying forward this great work, which has been with them an object of so much desire, and the despair of which alone, we hope, has induced any one to listen, for a moment to a project so injuriously affecting the best interests of Pennsylvania, as the proposed extension of the Baltimore and Ohio Railroad to Pittsburgh.

The limits of an address like this will not permit us to carry out the arguments we have suggested to their full results. This your own intelligence will do, as well as furnish others which we have not embraced. There are some things which a community *may* do—there are others which they *must* do. The work proposed is of the latter character. Its importance can scarcely be exaggerated. It appeals strongly to your interests, as holders of real estate, agriculturalists, laborers, merchants, mechanics and manufacturers. It appeals even more strongly to your patriotism. Can these appeals be vain? If so—in diminished public revenues, in the decline of rents and real estate, and in retreating business you will too late learn its importance.

An application will be made at the next session of the Legislature, for an Act to incorporate a Company to construct this indispensable work; on such equitable and liberal terms, as will at the same time secure its completion and protect the public improvements already made. As we can see no reasonable ground of objection, we shall anticipate no opposition.

In Presenting these considerations to our fellow citizens, we are

conscious of no motive but the desire to exhibit the simple facts which bear upon the subject. We wish no greater weight to be attached to these facts and to the inferences based upon them than their truth and importance will justify. But we will add, in conclusion, that if we have rightly estimated the duties and dangers of the present crisis, they are such as cannot be unheeded by Pennsylvania, without permanent injury to her interests and discredit to her character.

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JOHN M. ATWOOD,  
HENRY WELSH,  
ISAAC HAZLEHURST,  
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