

COLUMBUS, OHIO:

ITS

History, Resources, and Progress.

WITH

NUMEROUS ILLUSTRATIONS.

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**JACOB H. STUDER,**

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**PURE FOUNT TEMPLE OF HONOR, No. 3.**—This society was organized March 22, 1869, in Franklinton, now part of this city, under a dispensation granted by John F. Spencer, S. W. T.

Charter members: Sylvester Condon, John A. Romosier, John D. Dean, John Cloud, Presley Charles, Read Crain, Franklin Flaming, Middleton Poole, George Deardurff, and Henry Linnemann.

The society has a membership numbering twenty-five. Its meetings are held at Temple Hall, every Tuesday evening.

Officers for 1873: Middleton Poole, W. C. T.; David O. Mull, W. V. T.; Read Crain, W. R.; George Wilcox, W. A. R.; Thos. Fleming, W. F. R.; George Sinclair, W. T.; Frederick Mull, W. U.; John Wilcox, W. D. U.; Joseph Davidson, W. G.; John Sinclair, W. S., and Sylvester Condon, P. W. C. T.

**ST. PATRICK'S CATHOLIC TOTAL ABSTINENCE AND BENEVOLENT SOCIETY.**—This society was organized July 29, 1867. Its object is twofold—the suppression of intemperance, and the mutual benefit of the members. It has about forty members, who meet every Sunday after vespers, in school-room No. 1 of St. Patrick's school-house. Its officers are: Michael Fahey, president; John Scanlan, vice-president; H. J. McMahon, recording secretary; William J. Scanlan, corresponding secretary; John Irwin, financial secretary; Felix Sheridan, treasurer; Right Rev. S. H. Rosecrans, spiritual director.

## CHAPTER XVIII.

### THE COLUMBUS RAILROADS.

So important, complicated, and extensive have become the business and interests of the railroads centering in this city, that but little attention can be paid to their early history, beyond the facts stated in noticing their present condition and connections. Space can be given to a few interesting items only in our early railroad history.

The Columbus and Xenia was the first railroad built leading out of Columbus. The company was chartered by a special act passed March 12, 1844; but the road was not constructed till 1848 and 1849. The first passenger train passed over it February 20, 1850. Shortly after this date, the legislature, then in

session, on invitation, took an excursion over the road and the Little Miami to Cincinnati and back.

The second Columbus railroad put in operation was the road from Columbus to Cleveland, called the Cleveland, Columbus and Cincinnati Railroad. The company's original charter was dated March 14, 1836, but fifteen years elapsed before the road was built. A grand excursion train passed over it from Columbus to Cleveland on the 21st of February, 1851, conveying thither the State legislature, the city authorities of Columbus and Cincinnati, and many other citizens, and returning them to this city after a day's visit to Cleveland.

The Central Ohio was the third railroad opened out from Columbus. The company's special charter bears date February 8, 1847, but the road was not ready for the passage of trains between Columbus and Zanesville till January 18, 1853. The legislature, the city authorities of Columbus, and other citizens enjoyed an excursion to Zanesville and back on the same day.

Our first era of railroad enterprise was closed by the opening up of the Columbus, Piqua and Indiana road. The charter of the company for building this road is dated February 23, 1849. The first train passed over the road from Columbus to Urbana, July 4, 1853, and in the fall of that year trains ran from Columbus to Piqua.

These roads, with the Hocking Valley and the Columbus and Springfield, all form trunk lines, having branches and forming connections that enable them to penetrate every considerable portion of the country, and bring our city into direct and immediate communication with every important town, port, and city in the United States and British America. These facilities of transportation and intercourse, joined to those that will be afforded by the coal, mineral, and other roads in prospect and certain to be speedily constructed, will make Columbus a railroad center unsurpassed by few, if by any, in the West.

#### THE CENTRAL OHIO RAILROAD.

[This road is leased to the Baltimore and Ohio Railroad Company, and is known as the "Central Ohio Division of the Baltimore and Ohio Railroad." The Central road is all in Ohio.]

The building of this road was a project originating at Zanesville. The company was formed under a special law passed February 8, 1847, for building a railroad from the city of Columbus, through Newark and Zanesville, "to such point on the Ohio river as the directors may select."

The company was organized at Zanesville, August 24, 1847, by the election of directors and other officers—Solomon Sturges

president. In September, 1848, John H. Sullivan was elected president; and in May, 1850, the road was put under contract from Zanesville to Newark, and in November following, the remainder of the line from Newark to Columbus was contracted for. Delays incident to such work occurred, so that the road from Zanesville to Newark was not opened for the passage of trains till the 26th of January, 1852, and from Newark to Columbus not until the 18th of January, 1853.

Although the country from Zanesville to Columbus is generally of a favorable character for a railroad, there was some quite heavy work. Section 13, near Claypool's Mills, in Muskingum county, had about 60,000 yards of embankment; section 17, at Black Hand, a solid rock excavation 700 feet long and 64 feet deep at the deepest place; section 52, at Walnut creek, in Franklin county, some 300,000 yards of embankment, besides a large amount of trestle-work, and section 56, at Alum creek, near Columbus, required a deep cutting, embankment, and a bridge over the creek. With the above exceptions and the necessary bridging, including an iron bridge over the Muskingum river at Zanesville, nothing very formidable was encountered.

While the work on the line west of Zanesville was being forwarded, surveys of different routes were made east to the Ohio river. In 1852, thirty-one sections east of Zanesville were let, upon which work commenced immediately, and during that year the remaining portion of the road to the river was contracted for. The first thirty-one miles were so far advanced in May, 1854, that the road was opened to Cambridge, and the remainder of the line to the river in November, 1854, so that trains passed over it.

Some very heavy work had to be done on this part of the road. Section 16, east of Zanesville, required a deep cutting, in which continual slips occurred, and it has not yet been brought down to grade. The tunnel at Cambridge was another troublesome affair, being composed of such material as to decompose and fall by the action of the atmosphere. About one-half of its length had to be made an open cut before it could be arched, so as to be permanent.

From Cambridge to the Ohio river considerable heavy work became a necessity. The Barnesville trestle, so called, was a difficult affair, and was not completed till October, 1872. The foundation for the embankment, being of such material as to be subject to continual slides, was a very expensive job. Some parts of the Barnesville grade have been attended with much labor and expense in keeping them up, owing to the tendency of the earth to slip and slide. The grade there, for some five

miles, averages about eighty feet to the mile. From Barnesville east there are deep cuts and rocky points, and in the valley of McMahon's creek, in eighteen miles, some sixteen bridges were built; besides, there was the usual amount of bridging required to be done, and three or four more tunnels.

Much was expected by the officers of the company and the people along the road at its opening; but owing to the fact that the road was new, unfinished, unballasted, and without the necessary side-tracks and turn-outs to facilitate the passage of trains, it soon became in such condition, and the damage to machinery so great, that it could not accommodate the business offering, and it got into disrepute. More than this, the amount of capital stock subscribed, with the mortgage bonds issued, was only about half enough to pay the cost of construction and equipment, and, in consequence, a large floating debt was contracted. Failure to pay its obligations at maturity caused much complaint; and want of confidence by the public rendered it difficult for the company to put the road in condition to do business. It worked on till the fall of 1855, having to depend entirely upon its earnings, which were inadequate for the purpose, to pay debts and improve the road.

In August, 1855, Elias Fassett was elected president, but did not take charge till March, 1856. About that time it was determined that the earnings of the road should, for the present, be applied to the expenses of operating and putting it in proper order, delaying any attempt to pay the floating debt from that source. This change of policy operated somewhat favorably, enabling the company to give satisfaction by prompt payment for supplies and labor, and the road began to improve.

Arrangements were soon made, by advice of a meeting of the floating-debt creditors, two-thirds or more of the debt being represented, to issue a fourth mortgage, the bonds of which should be applied to funding the debt of the company. The bonds were issued, and about two-thirds of the floating debt retired in this way; but some of the creditors refused to accept them, and commenced legal proceedings to collect their claims.

During Mr. Fassett's administration, with all the drawbacks, the earnings of the road increased and the road improved. The interest on the first and second-mortgage bonds was paid till the latter part of 1857, when it was found that the interest could not be longer paid unless the company ran behind in its daily expenses for labor and material.

On the 1st of November, 1857, Mr. Fassett resigned the presidency, and H. J. Jewett was elected president, and assumed the management of the road. In the years 1857-58 and 1858-59, the earnings declined. Interest on the bonds could not

be paid, and the bondholders becoming dissatisfied, instituted proceedings in the Circuit Court of the United States for the Southern District of Ohio, for foreclosure of the first and second mortgages. The road was placed, May 1, 1857, in the hands of H. J. Jewett, as receiver. It remained in this condition till December 1, 1865, during which time the business of the road increased; much of the increase, no doubt, was in consequence of the large amount of transportation required for the government on account of the war from 1861 to 1865. The receiver was enabled to discharge a considerable amount of the company's liabilities of a preferred character. In this time, also, the company perfected a plan for compromising their old debts. The road was sold at judicial sale, and a new organization was effected, the creditors and stockholders assenting to receive stock in the reorganized company at such rates as were agreed upon. The new company took the name of the Central Ohio Railroad Company as Reorganized, with an authorized capital stock of \$3,000,000, and first mortgage bonds, \$2,500,000. A board of directors was elected November 1, 1865, with H. J. Jewett, president; and on the 1st of December following, the road passed into the hands of the new organization.

In November, 1866, a contract was entered into between the company and the Baltimore and Ohio Railroad Company, the latter company leasing the road, its property, and equipment, and agreeing to operate it for a term of years, and to pay the company 35 per cent. of its gross earnings. This contract went into effect on the 1st of December, 1866, the Baltimore and Ohio Company taking possession of the road, which, as a matter of convenience for that company, is called the Central Ohio Division of the Baltimore and Ohio Railroad. This agreement enables the company to pay the interest upon its bonds, provide for the sinking fund, expenses of its corporate organization, and for dividends to its stockholders.

Since the Baltimore and Ohio Railroad Company took charge of the road, it has steadily improved in its road-bed and equipment, and a large amount of rolling-stock has been added. A splendid bridge has been built over the Ohio river at Bellaire and Benwood, West Virginia, which cost about \$1,250,000. This bridge is an imposing structure. The following description is taken from the Forty-fifth Annual Report of the Baltimore and Ohio Railroad Company for 1871:

"The bridge constructed by the Baltimore and Ohio Railroad Company over the Ohio river at Benwood, West Virginia, was first opened for the passage of trains on the 21st day of June, 1871. The first stone of Ohio shore Pier No. 1, was laid May 2,

1868, and from that date to the final opening the work was prosecuted without intermission.

*Approaches.*—The West Virginia approach is by a line diverging from the main stem of the Baltimore and Ohio railroad, near Benwood station, and extending with cuts and fills 2,400 feet to the West Virginia abutment. The Ohio approach is by a line diverging from the Central Ohio Division of the Baltimore and Ohio railroad, at the company's stock-grounds, and extending by cuts and fills 2,250 feet to the first Ohio abutment. The approach is then continued across the company's grounds and through the city of Bellaire, along First street, by a solid and ornamental arcade work of first-class masonry, extending by 43 arched spans of 33 feet 4 inches each, from center to center of piers, a distance of 1,433 feet 4 inches, and of an average height of 45 feet, to the second Ohio abutment in the city of Bellaire.

*Masonry.*—The masonry consists of solid ashler, and the workmanship is first-class in every respect. The material employed is sandstone, obtained from the Ohio quarries.

The Grafton stone is used for the pier-facing where exposed to the action of the ice. The masonry of the Benwood bridge piers ranges from 40 to 110 feet in height, and of an average height of 77 feet, are fourteen in number, and with the Ohio and West Virginia abutments contain 25,374 cubic yards of masonry; the arcade work contains 14,854 cubic yards; total quantity of masonry, 40,228 cubic yards.

*Superstructure.*—The spans beginning at the West Virginia abutment are of the following lengths from center to center of masonry: Span No. 1 is 121 feet; Nos. 2 and 3, each 106 feet 6 inches; Nos. 4, 5, 6, and 7, each 107 feet 6 inches. These spans, from 1 to 7 inclusive, are deck 'Bollman' spans, and were built at the company's shops, Mount Clare. Span No. 8 is 211 feet; No. 9, 212 feet; No. 10, 213 feet; No. 11, 348 feet; No. 12, 241 feet 6 inches; No. 13, 210 feet in length. These spans, from 8 to 13 inclusive, constitute the river or water-way spans, and are of a total length of 1,435 feet 6 inches. Spans Nos. 11 and 12 are the channel spans. These spans are of the 'Linville and Piper' truss, and were built by the Keystone Bridge Company, of Pittsburgh, Pa. Span No. 14 is 107 feet; No. 15 is 105 feet in length. These spans are deck 'Bollman,' and were built at the company's shops at Mount Clare.

The total length of open work is 2,411 feet 6 inches. The total length of bridge, from end to end of masonry, is 3,916 feet 10 inches.

The total length of bridge and approaches is 8,566 feet 10 inches."

The road is now a first-class road, and is managed with much

ability. Its trains have been run with great regularity, and it has been remarkably exempt from accidents causing loss of life to passengers. The road is 137 miles in length from Columbus to Bellaire, passing through the east part of Franklin county, and through Licking, Muskingum, Guernsey, and Belmont counties; also, through Newark, Zanesville, and Cambridge, the county-seats of Licking, Muskingum, and Guernsey counties; and the town of Barnesville, in Belmont county, to Bellaire, a city of about 5,000 inhabitants. Besides the places named, there are some forty stations, of more or less importance, for the accommodation of the business of the company, and to receive and deliver passengers, produce, and merchandise.

Its connections are of the very first class. Connecting with the Baltimore and Ohio railroad, at Bellaire, and passing over the bridge to Benwood, West Virginia, close connections are made to Wheeling and all the eastern cities, with the Cleveland and Pittsburg road, at Bellaire, and with steamers on the Ohio river to various ports; at Zanesville, with the Cincinnati and Muskingum Valley railroad; at Newark, with the Pittsburg, Cincinnati and St. Louis railway, the Lake Erie and Straitsville Divisions of the Baltimore and Ohio railroad, and at Columbus with all the railroads radiating from that point; thus furnishing unsurpassed facilities to travelers going in any direction, and superior accommodations for all passing over the road.

The operations of the road are under the direct management of W. C. Quincy, as general superintendent, and his assistants, with office at the northwest corner of High and North streets, in Columbus; George R. Blanchard, general freight, and Louis M. Cole, general ticket agents, offices at Baltimore; and N. Guilford, assistant general freight agent, office at Columbus. H. J. Jewett is president, and William Wing, secretary of the company and cashier of the Baltimore and Ohio Company, with offices at Columbus; Daniel Applegate, treasurer of the company, at Zanesville, and A. D. Smith, assistant auditor, at Columbus.

The following statistics of the Central Ohio Railroad Company are taken from the last report of the Ohio railroad commissioner:

“Capital stock authorized, \$3,000,000; amount of stock issued, \$2,845,500; total cost of road to date, \$5,500,000; number of locomotives, 39; number of passenger cars, 20; number of freight and other cars, 1,037; total number of persons employed, 1,275; general average rates for passengers,  $2\frac{1}{2}$  cents per mile; general average rates for freight,  $2\frac{1}{2}$  cents per ton per mile; total earnings of the road for the year, \$966,315.94; total operating expenses for the year, \$850,339.09; net earnings for the year, \$115,976.85.”

The city of Columbus owes, in a great measure, its birth to



railroad life to this road. While the Cleveland, Columbus and Cincinnati, and the Columbus and Xenia railroads were in operation, a year or two in advance, the Central Ohio was the first direct line from Columbus to Baltimore, Philadelphia, New York, and the great eastern centers of trade, and, in this regard, it justly deserves the title of pioneer. Had not this road been constructed, there would probably have been to-day no direct communication east, by railroad, to Baltimore and Washington City. It opened the gateway over the Alleghanies, following parallel with that great thoroughfare, the National Road, and, for some years, it held the key to this splendid western country, inducing emigration to, and settlement in Columbus, its terminal western point, thereby contributing largely to the prosperity and wealth of the city. For these things, the Baltimore and Ohio should ever be held in grateful remembrance, and be liberally patronized by our citizens.

#### COLUMBUS AND HOCKING VALLEY RAILROAD.

On the 14th of April, 1864, W. P. Cutler, John Mills, Douglass Putnam, E. H. Moore, and M. M. Greene filed a certificate with the secretary of state, incorporating "*The Mineral Railroad Company*," with authority to construct and operate a railroad from Athens to Columbus, with a capital stock of one million five hundred thousand dollars.

M. M. Greene took charge of the project, and labored for some time, in Southern Ohio, to secure the requisite subscription to the capital stock. But in vain, and the enterprise was dropped.

In January, 1866, Mr. Greene came to Columbus and presented the project to our citizens, specially asking from a few of our representative business men, that after a full consideration of the enterprise, they would meet and discuss the question as to the probable benefit which would result to our city, from the development of the coal and iron fields of the Hocking Valley. February 19, 1866, a number of gentlemen met at the office of Bartlet & Smith, and Mr. Greene presented, fully and concisely, his views as to the great importance of the proposed road, giving facts, data, and estimates as to the business of a railroad built with special regard to the coal and iron trade, rather than for passengers and agricultural traffic. He stated what was then hardly credible, that his observation for years warranted him in assuming that a railroad, with low grades and easy curves, could be constructed down the valley, and reach, with short branches, the entire coal-field. The meeting resulted in a determination to have a preliminary survey made.

Messrs. B. E. Smith, Wm. Dennison, Wm. G. Deshler, W. B. Brooks, Wm. A. Platt, B. S. Brown, Wm. A. Neil, and

Theo. Comstock each gave one hundred dollars for the proposed preliminary survey, which was forthwith made under direction of Mr. Greene. This was the germ, whence sprang an enterprise that time has proven to be of the greatest importance to our city, and has fully sustained Mr. Greene, the projector, in all his representations.

Upon report of survey, books for subscription to the capital stock were opened in Columbus and at the several towns along the line of the proposed road, providing "that no subscription should be binding, unless seven hundred and fifty thousand dollars, unconditional subscription, should be made within one year." After great labor by a few active men, among whom we may name Isaac Eberly, the sum as provided was obtained.

The stockholders met at the City Hall, Columbus, December 19, 1866, and organized the company by electing the first board of directors:

Peter Hayden, B. E. Smith, Wm. G. Deshler, Isaac Eberly, Geo. M. Parsons, J. C. Garrett, M. M. Greene, Wm. Dennison, Theo. Comstock, W. B. Brooks, D. Tallmadge, Wm. P. Cutler, E. H. Moore.

The board elected as officers: Peter Hayden, president; M. M. Greene, vice-president and superintendent; J. J. Janney, secretary and treasurer; Allen G. Thurman, solicitor.

M. M. Greene was directed by the board to take charge of the engineer department, and to proceed forthwith to survey and locate the line of the road.

May 2, 1867. The name of the company was changed to "The Columbus and Hocking Valley Railroad Company."

May 22, 1867. The board contracted with Dodge, Case & Co., in the sum of \$1,665,000, payable in bonds and cash, for the construction of the road, to be completed in November, 1868.

August 17, 1867. The board authorized the issue of \$1,500,000 in first-mortgage seven per cent. thirty-year bonds, to be dated October 1, 1867, and at the same time provided a sinking fund setting aside October 1, 1872, and annually thereafter, \$15,000 to be applied to the reduction of said bonded debt.

January, 1870. B. E. Smith was elected president, P. Hayden retiring.

In consequence of unavoidable delays, the road was not opened to Lancaster, until January, 1869; to Nelsonville, September, 1869; and to Athens, July, 1870.

As the road opened from point to point, business was pressed upon it, taxing constantly to its limit the capacity of its equipment. During its unfinished state, its earnings were sufficient to pay the interest upon the bonds, as they were required to be issued. The opening of the road created great excitement among

the owners of coal lands throughout the entire coal region; the lands advanced rapidly in price; options were secured on all accessible territory; coal companies, with abundant capital, were rapidly organized, and mines were opened. The success of the coal operators, on the main line, caused great demand and pressure on the board for the building of branch roads to traverse the several valleys of the coal region.

The policy of the directory being conservative and cautious, they yielded only partly to the demand by authorizing, in April, 1870, the construction of a branch to Straitsville—thirteen miles in length—which was opened in January, 1871. To provide funds for building the branch, the board authorized the issue of \$300,000 in ten-year seven per cent. bonds, dated July 1, 1870, secured by a mortgage on the branch. This is the first of numerous branches which will be imperatively demanded by the constant development of the coal trade.

We expect, in the not far distant future, to see the Hocking Valley road, like a thrifty tree, pushing its roots into the earth, and drawing thence the rich life-blood of trade to be poured through the main trunk, and thence disseminated far and wide through its branches—its roots penetrating the Southern Ohio coal-fields, and its branches spreading all throughout the North and West.

The great increase of business in 1871—that being the first year during which the road was fully operated for twelve months—necessitated a corresponding increase of depot grounds, sidings, and equipment. To provide the funds therefor, the board, in September, 1871, authorized the issue of \$1,000,000 in seven per cent. twenty-year second-mortgage bonds, dated January 1, 1872; \$300,000 of which were set aside to be exchanged for the \$300,000 branch bonds, and the residue—\$700,000—to be sold from time to time, as the increase of business should require. The entire authorized bonded debt is \$2,500,000; of the second mortgage, however, but \$370,000 of the \$700,000 have been sold, making the net bonded debt, November 1, 1872, \$2,170,000. The capital stock paid up, November 1, 1872, is \$1,150,000, making a total stock and debt of \$3,320,000, as of that date.

Although built as a "coal-road," the other business, arising from the creation and growth of the numerous towns upon the road, and the vast increase in the products of lands in its vicinity, have made the miscellaneous trade no small item. This trade is chiefly lumber, stone, salt, agricultural products, and supplies for the miners. The supply trade is quite large and is rapidly growing, many Columbus merchants doing more business in the Hocking Valley than in any other section of Ohio.

The trade is both profitable and safe, as the coal-operators pay cash monthly to the miners; hence, the trade of the valley is as nearly as possible done on a cash basis.

The business for 1871, leaving off fractions of thousands, was:

INCOME.	
Receipts from coal freights.....	\$298,000
Receipts from passengers.....	120,000
Miscellaneous freight.....	131,000
	<hr/>
Total income.....	\$549,000

DISBURSEMENTS.	
Interest paid.....	\$129,000
Operating expenses.....	263,000
	<hr/>
Total disbursed.....	\$392,000

Making profit, \$157,000. Operating expenses about 47 per cent.

The coal trade was:

From Nelsonville, W. B. Brooks.....	\$142,000
From Straitsville, Jno. D. Martin & Co.....	77,000
From Haydenville, P. Hayden.....	43,000
From Lick Run, E. A. Fitch & Co.....	26,000
From other points, new openings.....	10,000
	<hr/>
	\$298,000

The passenger transportation was: East bound, \$57,000; west bound, \$63,000; number, 143,000—not one of whom was injured.

As a return to the stockholders for the use of their funds employed in the construction of the road, the board distributed to them, March 1, 1872, twenty per cent. in the stock of the company, which was paid for in cash from the earnings of the road, from the commencement of business to January 1, 1872.

July 10, 1872, the board made a cash dividend of five per cent. from the earnings of the first six months of that year. After a thorough examination into the status of the road, and looking at its business, past, present, and prospective, the board felt authorized to say that the stockholders could confidently expect regular semi-annual dividends of five per cent. thereafter. Frequent or long-continued strikes by the miners of the entire coal region might so affect the business of the road as to diminish the looked-for annual return. No great apprehension, how-

ever, need be felt on that point. Experience has proven that strikes, on the part of miners, and those engaged in like occupations, have been more disastrous to the workmen than to the capitalists. The miners are so intelligent a class, they must see that capital and labor are not necessarily antagonistic, but rather mutually dependent; yet, should the conflict come, the loss of interest can be endured longer than the loss of food.

The propriety of using convict labor in mines, as is done in many of the largest salt and coal-mines and stone-quarries in Europe and Asia, has been discussed by political economists as a last resort. In case of persistent strikes, it might be expedient here. It is to be hoped, however, the day is far distant when the mines in Ohio shall be lighted by the lamp on a convict's brow, or echo the clink of a convict's pick. Let us have "*free labor*" in the Hocking Valley. Let every man be "*free*" to work as he will, for whom he will, and on what terms he will; and let all who will not work, quit. But they should not dictate to or interfere with those who will work. Let the miners be "*free men*" in their politics, religion, and labor, and public sentiment, backing up law, will sustain them. As "*free men*" they will receive, in any given year, far more wages than they will earn under their "*Union*" dictation, the prime cause of frequent strikes, suspicions, recriminations, and bad blood generally. Coal is an article of such necessity to all that community will effectually protect itself against all evils caused by dictation on part of labor, or monopoly on the part of capital.

The business of the road for 1872 has been given us from the books for the first ten months, with a fair estimate for November and December.

## INCOME.

Coal freights.....	\$594,000
Passengers.....	110,000
Miscellaneous freight.....	142,000
<b>Total income.....</b>	<b>\$846,000</b>

## DISBURSEMENTS.

Interest paid and due.....	\$148,000
Operating expenses.....	413,000
<b>Total disbursements.....</b>	<b>\$561,000</b>
Making profit.....	\$285,000
Operating expenses, 49 per cent.	
Passengers, number carried.....	132,000
None injured up to November 15.	

Increase of business over 1871.....	\$297,000
Increase of profit over 1871.....	128,000

The status of the road, January 1, 1873, will be about:

Capital stock.....	\$1,150 000
First-mortgage bonds.....	1,500 000
Second mortgage, set aside for branch and sold.....	750 000
<b>Total invested in road.....</b>	<b>\$3,400 000</b>

The road, with sidings and branches, is about an even hundred miles in length. It has extensive depot grounds at Columbus, with the necessary improvements now being constructed; it has nine miles of new steel rails, which will be the only rail hereafter laid; it has ample depots all along the line, and bridges, as iron bridges are replacing the wooden ones; and it is in all respects a first-class, well-constructed railroad. Yet, with its twenty engines, nine passenger cars, 800 coal cars, and 135 freight cars, its equipment is not sufficient to do the business offered. The want of coal cars is a constant source of annoyance and loss to the road and the coal-operators. This is being remedied, however, as fast as cars can be built. The road is greatly aided at this time by some of the coal-operators and by other railroad companies, by placing coal cars on the road, to be run for a mileage. The whole number of coal cars now upon the road is about 2,000, which, if placed in one train, would reach from Columbus nearly to Winchester.

To the present time the per centum of operating expenses has been under fifty, and the evidence is palpable that when the road is fully equipped, with double-track steel rails, the easy curves, low grades, and low rate of speed will reduce the per centum to as low a figure as any other coal road in the country; will so increase the business as to place it in the front rank of reliable dividend-paying roads, and make it an immense property of vital importance to Columbus. The demand for coal from distant points has created a large, growing through business. Chicago, Detroit, Indianapolis, Cleveland, Sandusky, and Toledo are taking large quantities. The quality of both Hocking and Straitsville coal warrants a long haul, when competing with coal from many other mines.

The best paying business for the road, and for our own city, is the Columbus market. The least amount of equipment and haul will place the price of coal at such figure as to make Columbus a point second to none in Ohio or the West for the economical manufacture of everything in which coal and iron

are important elements. A train can make daily round-trips to the coal-fields from Columbus, while it requires five cars to do the work of one in the Chicago trade, and a corresponding less number in the trade to nearer points.

The value of our city as a manufacturing center is now about being appreciated, as is testified by the blast-furnaces, rolling-mills, iron-works, and establishments of a kindred nature, now running, building, or projected. Columbus is the distributing point for supplies to the entire scope of country, tributary to the Hocking Valley. For the iron and coal received, she should return manufactured articles, produced here, and all dry goods, groceries, and like supplies should be sent from the houses of our wholesale merchants. The interests of the road and our city are reciprocal. To double-track the road will double the manufactures of the city; and to double the manufactures of the city will double-track the road, and make it a property of five million dollars.

The road is decidedly a home enterprise, projected, built, and owned by those living on the line. The larger part of its stock is now owned, and nearly one-third of its bonds held, by our own citizens. The funds expended in operating it are disbursed among ourselves, and the shops for repairs are located in our own city. The policy of the board of directors is to operate the road in the interests of Columbus, and to encourage home enterprise by such fair discrimination in favor of our city as will be just. The fact that the duty devolving upon the board of directors is simply the management of their own and their neighbors' property, is sufficient guaranty that such management will be careful, economical, and at all times conducive to the prosperity and growth of our city.

The board of directors are: Benjamin E. Smith, Wm. Denison, W. G. Deshler, W. B. Brooks, Theodore Comstock, John L. Gill, Isaac Eberly, John Greenleaf, C. P. L. Butler, M. M. Greene, all residents of Columbus; John D. Martin, of Lancaster; C. H. Rippey, of Logan, and S. W. Pickering, of Athens.

The company's officers, who all reside in Columbus, are: Benjamin E. Smith, president; M. M. Greene, vice-president; J. J. Janney, secretary and treasurer; T. J. Janney, auditor; John W. Doherty, superintendent; W. H. Jennings, engineer; E. A. Buell, general ticket agent.

The following statistics of this company are taken from the last report of the state railroad commissioner:

"Total amount of capital stock authorized, \$1,500,000; total amount of same paid in, \$1,113,170; length of line, 76 miles; Straitsville Branch, 13 miles, making the total length, 89 miles; number of locomotives, 16; passenger cars, 9; freight and other

cars, 786; freight cars owned by other parties and used by the company, 469; total number of persons employed, 417; average rate of speed for express cars, 26 miles per hour; of mail cars, 20 miles; of freight cars, 10 miles; average rates for passenger transportation, 3 cents per mile; average rate of transportation of coal per ton per mile,  $1\frac{1}{2}$  cents; amount of coal transported during the year, 433,936 tons; total earnings of the road for the year, \$682,195.12; total expenses of same, \$308,662.39; net earnings for the year, \$373,532.73."

#### THE COLUMBUS AND FERRARA RAILROAD.

This is probably the most important to this city and county of the railroads projected and yet to be built to and from Columbus as a central point. Its general object is to open, in a southeasterly direction from this city, a communication by rail to Somerset and the coal and mineral fields of Perry county. Several routes have been suggested, examined, and discussed, all, however, having the same general purpose in view. While the great advantages that would result from the construction of the Scioto Valley railroad were admitted on all hands, this mineral road to Perry county was chiefly instrumental in producing the large majority vote in this city, given on the 31st of August last, in favor of the appropriation for building the trunk and branch line from the Union depot. This Ferrara road will not only give us access to apparently inexhaustible coal-fields, but as steps have been taken in Perry and Morgan counties, by the vote of large sums of money, to continue the road through those counties to the Muskingum river, it will open up a route in that direction from Columbus to Marietta and the Ohio river.

The great reason why this Ferrara road should and will be built is, that a new coal-road to this city is becoming an absolute necessity. One road, the Hocking Valley, even if it should have a double track, as is contemplated and expected, can not supply the increasing demand. Already the coal-carrying roads in operation from Columbus are distributing that mineral faster than it can be supplied. Other roads of the same character are about starting into existence, as the Mt. Vernon, the Toledo, and others. To Toledo, the prospect is that we may soon have two roads to supply the towns along each of the routes with coal. One of these may be built under the auspices of the Hocking Valley, and the other under the wing of the Bee Line. At all events, there will shortly be at least one new road in the direction of Toledo, and one that will require a large amount of coal for distribution to the North and Northwest.

The Hocking Valley road has been a successful and prosperous enterprise; it is already beginning to make large dividends



to its stockholders for their investments. Not only so, but it has contributed immensely to the growth and prosperity of our city. For these things, and for the ability and sagacity with which the company has managed its affairs, it deserves high commendation.

But, notwithstanding all this, it is necessary for the interests of our citizens, and for the future development of Columbus, as a great manufacturing and trade-center, that no single road or company should have an exclusive monopoly in the transportation of mineral products, on which those interests and that manufacturing and trade must depend for existence. Even if one road could do all the business required in bringing coal and ores to this point, it would be unsafe to suffer it to enjoy a monopoly of the business. But the Hocking Valley manifestly can not supply the demand. Besides, the new projected mineral road will not come in direct competition with the Hocking Valley road. It will penetrate the great coal and mineral field in another direction, and draw its supplies from another quarter of that field. Both roads will have plenty of work to make them both profitable; for with an increasing supply, we may rely upon it there will come an increasing demand.

The certificate of incorporation of the Columbus, Ferrara and Mineral Railway Company was filed in the office of the secretary of state, August 22, 1871. Capital stock, \$500,000.

**OFFICERS.**—The officers of the company are: E. T. Mithoff, president; R. C. Hoffman, vice-president; James Watson, secretary; A. C. Hanes, treasurer; John B. Gregory, chief engineer; executive committee, Henry Miller, John G. Mitchell, and T. Ewing Miller; directors, E. T. Mithoff, Henry Miller, William Monypeny, Thomas Miller, R. C. Hoffman, Z. Vesey, and A. C. Dorsey, all of whom are citizens of Columbus.

**THE LOCATION OF THE ROAD.**—The Columbus and Ferrara railroad is to be connected with the Union depot in this city, pass thence on the east side of the city, cross the National Road east of the Front Street railroad stables, and run thence, by way of Basil and Baltimore, in Fairfield county, to Ferrara, in Perry county, the center of the great coal-vein. The company are confident in the expectation of having the road in running order in the year 1873.

The new railroad will cross Alum creek one-third of a mile south of the National Road, or between that road and Livingston avenue, crossing the lay of ground the most eligible in the neighborhood for manufacturing purposes. Land in that vicinity, suitable for such purposes, may at present be purchased at a very fair average rate considering its prospective increase in value. Holders of property in that section are offering lands

gratis for the purpose of erecting manufacturing establishments thereon. The company intend building, at the crossing of the National Road, a local passenger and freight depot.

**THE SCIOTO VALLEY AND COLUMBUS AND FERRARA RAILROADS.**

Under the act passed April 23, 1872, commonly known as the "Boesel law," authorizing counties, cities, villages, and townships to build railroads, and to lease and operate the same, James G. Bull, mayor of Columbus, at the written request of more than one hundred tax-paying electors of the city, issued, July 12, 1872, a notice to the voters of the city, to the effect that a special election would be held, on the 31st of August next ensuing, to decide whether the city of Columbus would appropriate two hundred thousand dollars for the construction of a railroad from the Union depot, in the city, in a southeastern direction, to an eligible point on the National Road, east of and not exceeding one-third of a mile from the Friend Street railroad stables, thence southerly to an eligible point in and near the center of the north boundary line of Hamilton township, forming thus a commencement for the projected Scioto Valley railroad; and, also, for the construction of a branch road, commencing at a point on the line of said railroad, about one-third of a mile south of the National Road, thence in an easterly direction and parallel to said road across Alum creek to its east bank, about one-third of a mile south of the National Road, so as to form a beginning for the contemplated Columbus and Ferrara railroad to the coal and iron mines in Perry county.

**THE VOTE.**—The special election was held accordingly on Saturday, August 31, 1872, and resulted in the large majority of 3,777, out of a total vote of 4,701, in favor of issuing city bonds to the amount of \$200,000 for building the trunk road and branch described in the foregoing notice by Mayor Bull. The vote by wards was as follows:

	Yes.	No.	Total.
First Ward.....	313	41	354
Second Ward.....	296	37	333
Third Ward.....	301	27	328
Fourth Ward.....	596	16	612
Fifth Ward.....	416	18	434
Sixth Ward.....	452	40	492
Seventh Ward.....	389	60	449
Eighth Ward.....	710	40	750
Ninth Ward.....	264	90	354
Tenth Ward.....	379	71	450
Eleventh Ward.....	123	22	145
Total.....	4,239	462	4,701

**THE LETTING.**—The question of the appropriation of funds having been thus decided, the mayor, September 28, 1872, issued a notice for sealed proposals to be received at the office of the city clerk until November 28, 1872, for building said trunk road and branch on a line to be selected by the mayor and city council, the contractor or contractors to give bonds to the acceptance of the mayor and council.

#### THE COLUMBUS AND SCIOTO VALLEY RAILROAD.

The general purpose of the projectors and friends of this road is to construct a railroad southwardly from Columbus down the fertile valley of the Scioto to Portsmouth, or some other point on the Ohio river, by way of Circleville, Chillicothe, and Waverly. It will pass through the following counties, whose productions of corn and wheat, in 1870, were as follows :

	Bu. Corn.	Bu. Wheat.
Franklin county.....	2,051,000	257,000
Pickaway county.....	2,764,000	333,000
Ross county.....	2,644,000	345,000
Pike county.....	819,000	74,000
Scioto county.....	731,000	71,000
<b>Total.....</b>	<b>9,008,000</b>	<b>1,090,000</b>

A large portion of this road will be built by municipal subscriptions under the "Boesel law." Several large subscriptions of this character were voted last summer. One of these was voted by Ross county, sufficient to construct the road-bed and bridges through that county. Portsmouth and Scioto county, by a vote of four to one, decided in favor of raising \$300,000 by tax for building the road through that county. Waverly, the county seat of Pike county, by a vote of five or six to one, declared in favor of subscribing the requisite amount to build the road through that county. Thus the road was secured to the south line of Pickaway county, leaving its construction through that county and Hamilton township, in Franklin county, to be provided for.

By the building of the Scioto Valley road, and also of the Columbus, McArthur and Gallipolis road, Columbus will gain direct connection with that great trunk-line, the Chesapeake and Ohio road, and access to the mineral and agricultural wealth it will tap, as well as to the Atlantic seaboard by a shorter route than any other now in operation. Referring to the Chesapeake road, the *Chicago Railway Review* says in a recent number:

"As the new great trunk-line approaches completion to the

Ohio, Chicago, St. Louis, Cincinnati, and the leading towns in the Southwest, including a population of ten millions of producing people, are competing to form running arrangements with it. In Europe capitalists are investigating, through agents in this country, the unexampled resources in the iron, coal, timber, salt, and agricultural products of Virginia and West Virginia. Virginia has been long and favorably known to the leading capitalists of Europe. A large proportion of the old State debt is held in Europe. The advance in the market prices of the coal, iron, and agricultural lands of West Virginia since the road began work has been sufficient to pay for the cost of building the road twice over. New industries are springing into life and activity along the line; and at its western terminus on the Ohio river, the new city of Huntington, named after the intelligent and enterprising president of the road, is progressing rapidly."

Two certificates have been filed incorporating companies for the construction of the Columbus and Toledo railroad:

1. The Columbus and Toledo Railroad Company, incorporated in May, 1872. The incorporators are all residents of Columbus. They are M. M. Greene, P. W. Huntington, B. E. Smith, W. G. Deshler, James A. Wilcox, and John L. Gill. The charter of this company permits it to build its road by either the eastern or western route; and the road, it is generally understood, will be an extension of the Columbus and Hocking Valley road.

2. The Toledo and Columbus Railroad Company, incorporated since the Columbus and Toledo, with a capital of \$500,000. The incorporators are Harvey P. Platt, Valentine H. Hitcham, J. C. Lee, Hervey Brown, J. S. Peterson, S. Carlin, Aaron Blackford, S. L. Broughton, Edwin Reed, Hugh Cargo, William Q. Davis, John Ruthrauff, and K. T. Backus. This company is organized for constructing a road on what is known as the western route.

#### THE COLUMBUS AND TOLEDO RAILROAD.

Three routes have been proposed for this contemplated railroad:

1. The eastern route, from Columbus, through Delaware, Marion, Upper Sandusky, Carey, Fostoria, and Bowling Green, to Toledo.

2. The middle route, from Columbus, through Delaware, thence directly north, through Forest, Findlay, and Bowling Green, to Toledo.

3. The western route, from Columbus, through the counties of Franklin, Union, Hardin, Hancock, Wood, and Lucas, to To-

ledo, touching the towns of Marysville, Kenton, Findlay, and Bowling Green.

Under the auspices of the Columbus and Toledo and the Hocking Valley Railroad Companies, the eastern and western routes from Columbus to Toledo were surveyed last summer by a corps of civil engineers under Phil. D. Fisher and Jesse R. Straughan. The report of these preliminary surveys has not, at this writing, been published; but they are understood to indicate that on both routes, as surveyed, there is a good grade throughout, and no serious obstacles will be offered to engineering.

The difference between the two routes as to distance is but slight, and if any, not more than five or six miles, claimed by parties interested to be in favor of their preferred route. The survey of the western route, of which we have the most information, shows that the grade is nowhere over twenty-six feet, and that only for a short distance. The deepest cut is at Kenton, which is on the dividing ridge or "backbone of Ohio."

Of the middle route we have no account of a survey, though it was announced, some months since, that Mr. Townsend, president of the Bee Line, had stated that he would have an engineer put on the route, and that if the road was built on that line, his company would lease their track between Columbus and Delaware to the new company on favorable terms, with perfect freedom in making contracts for through freight and traffic with other roads.

These three several routes have their advantages and disadvantages, and each has, of course, its strenuous friends and advocates. What is wanted for Columbus and this section of the State is a direct and easy route to Toledo. The towns along the several proposed lines have held meetings in favor of building the road, and have made liberal subscriptions, both private and public, to aid the enterprise.

The importance of this railroad to Columbus, either as an extension of the Hocking Valley road or otherwise, can hardly be overestimated. Our city has direct railroad communication with almost every point of consequence in the State except Toledo and Northwestern Ohio. Columbus is, and is to be, a coal and iron center. It has already two principal roads—the Bee Line and the Mt. Vernon road, now nearly completed—for bearing off its coal and other mineral products.

The Toledo road will make the third great thoroughfare for the distribution of our coal, and so increase that traffic that the necessity of building another road to the coal region in Perry county will become imperative. Both roads will doubtless be soon in operation. Of the new coal-road to Perry county we

speak in another article. There are men at the head of the Toledo enterprise who will push it through. The only obstacle to be removed is to settle the claims of competing routes. This will be done in the manner most satisfactory to the parties interested, compatible with the general public interest.

**THE PITTSBURG, CINCINNATI AND ST. LOUIS RAILWAY—PAN-HANDLE ROUTE.**

The Pittsburg, Cincinnati and St. Louis Railway Company includes in its operations the following railroads: The Pittsburg, Cincinnati and St. Louis Railway, proper; the Columbus, Chicago and Indiana Central Railway, and the road proper of the Little Miami Railroad Company and its leased lines.

I. The Pittsburg, Cincinnati, and St. Louis Railway Company involves three original corporations: The Steubenville and Indiana Railroad Company, of Ohio; the Pittsburg and Steubenville Railroad Company (more recently the Pan-handle Railway Company), of Pennsylvania, and the Holiday's Cove Railroad Company, of Virginia and West Virginia.

**THE STEUBENVILLE AND INDIANA RAILROAD.**—This company was chartered by the State of Ohio, February 24, 1848, and constructed its road from Steubenville to Newark, 117 miles, and the Cadiz branch, in Harrison county,  $7\frac{1}{2}$  miles. On a foreclosure of mortgages for the sale of the road, it was placed, September 2, 1859, in the hands of a receiver, who operated it under the orders of the court. The receiver, October 1, 1864, on behalf of the company, purchased the undivided half of the road of the Central Ohio Railroad Company, lying between Newark and Columbus, 33 miles, thus making a total length of  $157\frac{1}{2}$  miles.

**THE PITTSBURG AND STEUBENVILLE RAILROAD.**—This company was chartered by the State of Pennsylvania, March 24, 1849. The road, in an unfinished state, was leased, September 30, 1857, to the Western Transportation Company of Pennsylvania, who constructed the road from Pittsburg to the boundary line between Virginia (now West Virginia) and Pennsylvania, in the direction of Steubenville—thirty-six miles. The road was sold March 6, 1867, and the purchasers organized a new company, for its operation, under the name of the Pan-handle Railroad Company.

**THE HOLIDAY'S COVE RAILROAD.**—This company, chartered by the State of Virginia, March 30, 1860, constructed a road across the narrow neck or section of (now West) Virginia, known as the "Pan Handle," connecting with the road of the Pan-handle Company on the east, and, in connection with the

Steubenville bridge across the Ohio, with the Steubenville and Indiana railroad on the west, being seven miles in length.

**CONSOLIDATION.**—The Steubenville and Indiana, the Panhandle, and the Holiday's Cove Railroad Companies were consolidated May 11, 1868, under the name of the Pittsburg, Cincinnati and St. Louis Railway Company, the roads forming a continuous line from Columbus to Pittsburg, 193 miles, 157½ of which lies in Ohio, with the Cadiz branch, 7½ miles in length. Of the main line, 33 miles, between Columbus and Newark, is owned in common with the Central Ohio Railroad Company.

II. The Columbus, Chicago and Indiana Central Railway Company involves numerous original corporations in Ohio, Indiana, and Illinois, and results from several consolidations. Its history begins with—

**THE COLUMBUS, PIQUA AND INDIANA RAILROAD.**—The company with this title was chartered by the Ohio legislature, February 23, 1849, and constructed its road from Columbus to Union City, on the western state line. The company becoming embarrassed, it was re-organized under the name of the Columbus and Indianapolis Railroad Company. The road having been sold August 6, 1863, to trustees, under an order of court, was subsequently transferred by deed to the reorganized company.

**THE RICHMOND AND COVINGTON RAILROAD.**—This company was incorporated March 12, 1862, under the laws of Ohio, and constructed its road from Covington, Ohio, connecting with the Columbus and Indianapolis railroad, to a point on the western line of the State, toward Richmond, Indiana. It was sold, September 5, 1864, to the Columbus and Indianapolis Railroad Company.

**CONSOLIDATIONS.**—The Columbus and Indianapolis Railroad Company, of Ohio, and the Indiana Central Railway Company, of Indiana, were consolidated October 17, 1864, under the name of the Columbus and Indianapolis Central Railway Company. The latter company, September 10, 1867, was consolidated with the Toledo, Logansport and Burlington Railway Company, and the Union and Logansport Railroad Company, both of Indiana, under the name of the Columbus and Indiana Central Railway Company, and this new organization was, on the 12th of February, 1868, consolidated with the (fourth) Chicago and Great Eastern Railroad Company, taking the name of the Columbus, Chicago and Indiana Central Railway, extending from Columbus, Ohio, to Chicago; from Bradford Junction, Ohio, to Indianapolis; from Richmond, Indiana, to Logansport; and from Logansport to the western line of Indiana, in all 582 miles. Of this 136 9-10 miles lies in Ohio, extending from Columbus to Union City, on the State line between Ohio and Indiana, 116 3-10 miles, and

from Bradford Junction to a point on the State line toward Richmond, 20 6-10 miles.

**LEASE.**—The Columbus, Chicago and Indiana Central Railway Company, February 1, 1869, leased its entire railway and appurtenances for the term of ninety-nine years, renewable forever, to the Pittsburg, Cincinnati and St. Louis Railway Company.

III. The Little Miami Railroad, and leased lines, includes lines of road built under four different charters.

**THE LITTLE MIAMI AND THE COLUMBUS AND XENIA RAILROADS.**—The Little Miami Company obtained a charter March 11, 1836, and the Columbus and Xenia Company, March 12, 1844. The two companies entered, November 30, 1853, into a contract of union or partnership, by which the roads of both were operated as one line. The two companies leased, January 1, 1865, the Dayton and Western railroad (from Dayton to the State line), and the interest of that company in the Richmond and Miami railway from the State line to Richmond, Indiana, and purchased February 4, 1865, the Dayton, Xenia and Belpre railroad, from Xenia to Dayton. The union or partnership was dissolved November 30, 1868, and a contract of lease entered into, by which the Little Miami Company leased for ninety-nine years the Columbus and Xenia road, and the rights and interests of that company in the Dayton and Western; Dayton, Xenia and Belpre; and the Richmond and Miami railroads; making the Little Miami railroad and its leased lines include the following: The Little Miami road from Cincinnati to Springfield, 84 miles, with a branch from Xenia to Dayton, 15 miles; the Columbus and Xenia road, from Columbus to Xenia, 55 miles; the Dayton and Western road, from Dayton to a point on the western State line toward Richmond, Indiana, 37½ miles; and the Richmond and Miami road, from that point on the State line to Richmond, Indiana, 3½ miles; in all 196 miles, of which all but 3½ is in Ohio.

**THE LEASE OF THE LITTLE MIAMI.**—The Little Miami Railroad Company, December 1, 1869, leased its railroad and its rights and interests in all the foregoing roads to the Pittsburg, Cincinnati and St. Louis Railway Company, for ninety-nine years, renewable forever.

The following statements as to the characteristics and operations of the Pittsburg, Cincinnati and St. Louis Railway, are taken from the Ohio railroad commissioner's report for the year ending June 30, 1871:

**CAPITAL STOCK.**—Amount paid: common, \$2,500,000; preferred, \$2,924,350; total amount of stock, \$5,424,350, equal to the amount of capital stock authorized.

**LENGTH OF ENTIRE LINE.**—Main line: P. C. & St. L., 193



miles; Little Miami, 119½; C. C. & I. C., 582; making a main line of 894½ miles. Branches: P. C. & St. L., 7½ miles; Little Miami, 76½; total branches, 84 miles. Total length of main line and branches, 978½ miles, of which 453 9-10 miles are in Ohio. The total number of persons employed in operating the road in Ohio is 3,056.

**SPEED OF TRAINS.**—The average rate of speed of express passenger trains is 30 miles per hour, including stops; of mail and accommodation trains, 24, and of freight trains, 10 miles per hour.

**EARNINGS.**—The total earnings for the year ending June 30, 1871, were \$8,914,907.01; the total operating expenses, being 70¼ per cent. of earnings, were \$6,328,274.11, leaving for net earnings, \$2,616,632.90.

The names and residences of the officers of the company are as follows: Thomas A. Scott, president, Philadelphia; Wm. Thaw, vice-president, Pittsburg; J. N. McCullough, general manager, Pittsburg; Thomas D. Messler, comptroller, Pittsburg; John E. Davidson, auditor, Pittsburg; M. C. Spencer, treasurer, Pittsburg; W. H. Barnes, secretary, Steubenville; J. D. Laying, assistant general manager, Pittsburg; W. G. Brownson, Dennison, Ohio; J. D. Ellison, Cincinnati, and D. W. Caldwell, Columbus, superintendents; M. J. Becker, engineer, Steubenville; F. R. Myers, general ticket agent, Pittsburg; Wm. Stewart, general freight agent, Pittsburg.

The following statistics of the Pittsburg, Cincinnati and St. Louis Railway Company are copied from the last report of the state railroad commissioner:

"Amount of capital stock authorized, \$8,924,350; amount of same paid in, \$2,508,100; amount of preferred stock, \$2,925,450; total length of the entire length of line, 978½ miles; number of locomotives, 307; passenger cars, 128; freight cars, 4,089; total number of persons employed in Ohio, 3,421; average rate of speed for express trains, 30 miles per hour; of mail and accommodation trains, 29 miles; of freight trains, 10 miles; total earnings of the road during the year, \$9,802,815.20; total operating expenses, \$7,701,501.80; net earnings for the year, \$2,101,313.32."

**THE CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY, AND SPRINGFIELD BRANCH—"BEE LINE."**

The company of the same name with this line of road embraces four original corporations and lines as follows:

**THE CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD.**—The company for building this road was first chartered March 14, 1836; but the charter having become dormant by *non-user*, the

act was revived and amended March 12, 1845. The road was located and constructed from Columbus to Cleveland, 138 miles. The company purchased, as hereafter stated, part of the Springfield, Mt. Vernon and Pittsburg road, now known as the Springfield Branch.

**THE SPRINGFIELD AND MANSFIELD RAILROAD.**—Company chartered March 21, 1850, with authority to build a road from Springfield to Mansfield. Permission was afterward granted by an amendatory act to change the eastern terminus of the road. The name of the company was changed, August, 1852, by decree of court, to the Springfield, Mt. Vernon and Pittsburg Railroad Company. When the road had been nearly completed from Springfield to Delaware, 50 miles, the company became insolvent, and the road was sold at judicial sale, January 1, 1861, to individuals, who, a year afterward, conveyed it to the Cleveland, Columbus and Cincinnati Company.

**THE BELLEFONTAINE AND INDIANA RAILROAD.**—Company chartered by act of the Ohio legislature, February 25, 1848. Under this charter and its amendments, the road was built from Galion to Union City, on the Ohio and Indiana boundary line, 119 miles.

**THE INDIANAPOLIS AND BELLEFONTAINE RAILROAD.**—Company chartered under an Indiana law, February 17, 1848. Road constructed from Union City, on the State line, where it connects with the Bellefontaine and Indiana Railroad of Ohio, to Indianapolis. The name of the company was changed, December 19, 1854, to the Indianapolis, Pittsburg and Cleveland Railroad Company.

**CONSOLIDATIONS.**—The Bellefontaine and Indiana, and the Indianapolis, Pittsburg and Cleveland roads, after having been by agreement operated jointly for about eight years, were, December 20, 1864, completed and consolidated, the two companies taking the name of the Bellefontaine Railway Company. This company, May 16, 1868, became consolidated with the Cleveland, Columbus and Cincinnati Railroad Company, under the name of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, having the following line of road: From Cleveland to Columbus, 138 miles; from Galion to Indianapolis, 203; and from Springfield to Delaware (Springfield Branch), 50 miles; giving a total length of 391 miles, of which 307 are in Ohio.

This line is popularly known as the "Bee Line."

The company's officers, who all reside in Cleveland, are the following: Oscar Townsend, president; H. B. Hurlburt, vice-president; Geo. H. Russell, secretary and treasurer; Alfred Ely, auditor; E. S. Flint, general superintendent; Frank Ford, en-

gineer; S. F. Pierson, general ticket agent; Lucien Hills, general freight agent.

The following statistics of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company are gathered from the last report of the state railroad commissioner:

“Amount of capital stock authorized, \$15,000,000; amount of same paid in, \$13,833,534.06; total length of line, 391 miles; number of locomotives, 126; number of passenger cars, 63; express and freight cars, 3,252; sleeping cars, 7; total number of persons employed, 2,325; average rate of express trains, 30 miles per hour; of mail cars, 22 miles; of freight cars, 10 miles; general average rate for transportation of passengers, 3 cents per mile; for transportation of freight, 1 55-100 cents per ton per mile; total earnings for the year, \$4,353,695.67; total operating expenses for the year, \$3,170,307.25; net earnings of the year, \$1,183,388.42.”

#### THE COLUMBUS, SPRINGFIELD AND CINCINNATI RAILROAD.

The history of the company owning this road begins with the charter of the Columbus and Springfield Railroad Company, February 16, 1849, under which a road was built from Springfield to London, 20 miles. This road was leased, June 1, 1854, to the Mad River and Lake Erie, now the Cincinnati, Cleveland and Lake Erie Railroad Company, for fifteen years. The road and property were sold, May 8, 1868, under a decree of the United States District Court, to Jacob W. Pierce, of Boston, for \$100,000. The Columbus, Springfield and Cincinnati Railroad Company was incorporated May 1, 1869, with a capital stock of \$1,500,000, and on the 4th of September following, Mr. Pierce transferred his purchase, by deed, to the new company. By an arrangement with the purchaser, the road was continued under the management of the Cincinnati, Sandusky and Cleveland Railroad Company, to which it was permanently leased July 1, 1870. It has been since completed, and is now in operation from Springfield to Columbus, 45 miles.

#### CINCINNATI, SANDUSKY AND CLEVELAND RAILROAD.

This company was incorporated by special charter as the Mad River and Lake Erie Railroad Company, for building a road from Dayton, through Tiffin, *via* Bellevue, to Sandusky. After the road was built, the company became dissatisfied with the line from Tiffin to Sandusky *via* Bellevue, and abandoned it. Meeting with obstacles to the change of line, the parties interested, under the act incorporating the Sandusky City and Indiana Railroad Company, built the new line from Tiffin, *via*

Clyde, to Sandusky, and leased it to the Mad River and Lake Erie Railroad Company virtually in perpetuity.

The company has passed through many financial embarrassments; the road has been once sold, and the company reorganized, its name changed, etc. The company leased, March 25, 1871, that portion of its line, 25 miles in length, between Dayton and Springfield, to the Cincinnati and Springfield Short Line Railroad Company, which took possession April 1, 1872. The Cincinnati, Sandusky and Cleveland company has now a main line from Sandusky to Springfield, 130 2-10 miles; a branch road from Carey to Findlay, 15 5-10 miles; and the Columbus, Springfield and Cincinnati road, from Columbus to Springfield, 45 miles, making an aggregate line of 190 7-10 miles.

#### THE CLEVELAND, MT. VERNON AND COLUMBUS RAILROAD.

A portion of the line of the company owning this road, formerly belonged to the Cleveland, Zanesville and Cincinnati Railroad Company, which had its origin under an act passed February 19, 1851, authorizing the construction of a railroad from Hudson, through Cuyahoga Falls and Akron, to Wooster, or some other point on the Ohio and Pennsylvania Railroad, between Massillon and Wooster, to connect with the same and any other railroad running in the direction of Columbus, and provided that such road should be known as the Akron Branch of the Cleveland and Pittsburg Railroad Company. A company was organized under this act by the name of the Akron Branch of the Cleveland and Pittsburg Railroad Company, and constructed the road from Hudson to Millersburg.

The name was changed by order of court, March 17, 1853, to the Cleveland, Zanesville and Cincinnati Railroad Company. The company becoming financially embarrassed, the road, property, and franchises were, by order of court, sold, November 2, 1864, to George W. Cass and John J. Marvin, who, on the 1st of July, 1865, sold their purchase to the Pittsburg, Fort Wayne and Chicago Railway Company, by whom the road was owned and operated, until leased, with that company's main road, July 1, 1869, to the Pennsylvania Railroad Company.

The Pittsburg, Mt. Vernon, Columbus and London Railroad Company was organized May 11, 1869, and on the 1st of November following, purchased so much of the old unfinished road, right of way, etc., of the Springfield, Mt. Vernon and Pittsburg railroad, as lies east of Delaware, and extending through Mt. Vernon, in the direction of Millersburg, 43 miles in length. The same company purchased, November 4, 1868, the entire Cleveland, Zanesville, and Cincinnati road, before known as the "Akron Branch," extending from Hudson to the coal-mines

southwest of Millersburg, 45 miles, and obtained an assignment of a lease of the Massillon and Cleveland road, from Massillon to Clinton, 13 miles, giving to the company 78 miles of railroad built and equipped.

The name of the company was changed by decree of court, December 20, 1869, to the Cleveland, Mt. Vernon and Delaware Railroad Company.

#### THE COLUMBUS AND MAYSVILLE RAILROAD.

This is one of the recently projected railroads centering in Columbus, whose importance has not been yet duly appreciated. It is, however, steadily gaining public recognition and favor. Its value to our city should not be overlooked. At Maysville, connection can be made with the Maysville and Lexington road, and at or near Lexington, with the Cincinnati Southern through line, giving Columbus a direct trade with Knoxville, Chattanooga, Atlanta, and the entire Southern and Southeastern seaboard.

It would thus open to our manufacturers the almost inexhaustible iron mines in the Chattanooga country, and place us considerably nearer to these than to the great mineral deposits of Missouri, now one of the main sources of supply. Besides, the road and connecting lines would afford a fine market for our agricultural products, and make the road advantageous to the farming interests in the countries through which it would pass. It could be made the great through route to the Gulf, and one of the best paying enterprises now contemplated.

The recent status of the Columbus and Maysville railroad was this: Bonds appropriated by Brown county, \$173,000; bonds appropriated by Darby township, Pickaway county, \$32,000; stock subscribed by Pleasant township, Madison county, \$32,000; total appropriations, \$237,000; to which are to be added \$150,000 from the townships in Fayette county, through which the road is to pass. The enterprise, say its friends, is delayed, but will yet be accomplished.

#### COLUMBUS, McARTHUR AND GALLIPOLIS RAILROAD.

This projected railroad is to be constructed from Gallipolis on a direct route to McArthur, Vinton county, and thence to Logan, Hocking county, where a connection is to be made with the Hocking Valley road to Columbus. Nearly the whole length of the line passes through a field of inexhaustibly rich coal and iron deposits, and a quality of stone almost equal to conglomerate marble.

Some months ago, a great portion of the road between Gallipolis and McArthur had been put under contract, and work

upon it was steadily progressing. The township in which Gallipolis is situated, had voted an appropriation of \$80,000 to build that end of the road. Elk township, in which McArthur is located, had also voted an appropriation of \$25,000 for building the road through that township. It was stated that the only remaining need to assure the construction of the road, was the means to build it between McArthur and Logan, and the prospect was that the president and directors would be able to supply this want speedily.

It is of great importance to the business and interests of Columbus, that this road should be built and equipped as soon as possible. The paramount object in its construction is to penetrate the great coal and iron veins in Vinton and Jackson counties, and at the same time form a connection with the Chesapeake and Ohio road, at or near Gallipolis, on the Ohio river. This latter object is of no small moment to the future progress of Columbus, as it will open up a direct communication, by a shorter route than any other yet devised, through the rich agricultural, lumber, and mineral regions of West Virginia and Virginia to the Atlantic seaboard.

#### THE COLUMBUS AND NORTHWESTERN RAILWAY.

On the 20th of June, 1872, there was filed in the office of the secretary of state a certificate of incorporation for the Columbus and Northwestern Railway Company, organized to construct a road from Columbus to a point on the line between Ohio and Michigan, in Williams county, passing through Franklin, Union, Logan, Hardin, Auglaize, Allen, Putnam, Defiance, and Williams counties. The capital stock is four million dollars, in shares of fifty dollars. Corporators: Charles M. Hughes, Norman Tucker, J. J. R. Hughes, S. A. Baxter, Jr., Calvin S. Brice, J. B. Roberts, Theo. Mayo, and D. Sandford.

## CHAPTER XIX.

### COMMERCIAL INSTITUTIONS.

**COLUMBUS BOARD OF TRADE.**—On the 6th of November, 1872, the following communication appeared in the *Journal and Sentinel* of this city:

"Many of our citizens have signed a call for a public meeting at the Board of Trade room in the City Hall building, for the purpose of organizing an association such as was contemplated in the construction of that apartment. Such associations have been found in other cities of great advantage in the advancement of their general interest, as well as of private enterprise.