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Fred Bussey Lambert

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MS 76
BX 7
NBK 16

Richmond Trip
Aug. 15, 1946 to
C&O R. R. Co.
Aug. 25, 1946
F. B. Lambert, Barbours-
ville, W. Va.

MS 76
BX 7
NBK 16

Mr. Ernest Sydenstricker
Lewinsburg.

The first stage stand west of Lⁱ was known as the Sam Tuckweller place - 2 mi. west of Lⁱ. The house is still standing but the large brick has been torn down - It was struck by lightning & torn down about 1933-4.

The next was known as the Dick Sammons' place. A sign now says "Stage Stand". Sam Johnson lives near there now. Caldwell was the first one East.

The General Lewis Hotel was an old residence. It was converted into a Hotel in comparatively recent times.

The C. & O. Railroad

The real birthday of the C. & O. R.R. was on Nov. 25, 1869, when the Stockholders assembled in Annual meeting, in the Hall of the House of Delegates at Richmond. about is

(From "Proceedings of the Annual Meeting of the Stockholders of the Chesapeake and Ohio R.R. Co." of above date)

On motion of General John Echols, H. K. Edlyson, Esq., was appointed Chairman and J. Garrett and J. F. Netherland were appointed Secretaries of the meeting. Col. Bolivar Christian moved a Com. of seven,

Col. Bolivar Christian

Mr. H. J. Smith

Mr. Wm. Steen

Mr. W. C. Lynham

Mr. Albert P. ...

3

Col. John H. Guy

Mr. H. E. C. Baskervill

Col. Wm. C. Wickham, then ~~presented~~ President of the Company, then formally presented the report of the President and Directors to the meeting, reading dispensed with and a copy in printed form given the stockholders.

Col. John R. Baldwin moved a ~~selected~~ com. of thirteen to whom be referred so much of the report of the President and Directors as related to the contract made with capitalists of New York for the completion of the road

Edmund Fontaine, had been president of the old Louisa Railroad, then later the Virginia

Central, then the Chesapeake and Ohio. His death was reported to this meeting.

Further resolutions show that these New York capitalists were C. P. Huntington and others, ^{contract} dated Nov. 16, 1869.

The stockholders were to elect eleven directors, who were to choose a President and Vice President of the company.

A minority report of the Committee of Thirteen recommended that the Directors of the company reject enter into a contract for the sale of ^{the 7% to} bonds to James Carter and associates but it was overwhelmingly rejected and the following elected directors.

C. P. Huntington, New York
A. A. Low " "

3. Mr. W. H. Aspinwall, New York
 4. " Pliny Fisk, " "
 5. " David Stewart " "
 6. " Jonas B. Clark " "
 7. " Wm. B. Hatch " "
 8. " H. C. Parsons, West Va.
 9. Gen. John Echols, Staunton, Va.
 10. Gen. Wm. C. Wickham,
Hanover, Va.
 11. Gen. Joseph R. Anderson,
Richmond, Va.
-

n. 12 - Trains ran through to White Sulphur Springs, July 1, 1869. The work of construction was difficult but "The whole of this new portion of the road is a masterpiece of engineering skill, alike in design and execution". This extension resulted in a great increase in revenue, owing to cable and ...

over the same quarter of the previous year.

p. 17 - Above report -

"Your committee deeply regret that the running of trains upon the Sabbath has been resumed. Waiving, for the time any comment upon the morality, or rather, immorality, of Sunday trains, we are fully satisfied that the material interests of the Company would be promoted by their discontinuance, and unanimously urge that they be at once discontinued."

The State had subscribed a considerable amount of the stock. The state had previously loaned, as early as 1859-60 and there were other debts from a much earlier date.

Over \$900,000 had been expended during the year 1869, for the extensions of the road west from Covington toward the Ohio River.

p. 29 - "Report of the Chief Engineer" - Oct. 1, 1869.

The State had previously carried on the work of graduation, between Covington and White Sulphur Springs, but this was suspended in 1861,

Principal Assistant Engineer, W. A. Kuper, succeeded J. M. R. Talbot, resigned, in charge of the western division, from Bowyer's Ferry to the western Terminus

"The line of the Greenbrier division, as far as the Great Bend Tunnel, to the mouth of the river was placed in charge, of George McKeen."

and from the Great Bend
tunnel to the mouth of the
river, in charge of Q. R.
Howard. In July, Mr. McKendree
was disabled by a severe fall,
and Peyton Randolph accepted
the charge of the division
and has ~~accepted~~ completed
the location.

n. 35 - Report of the Principal
Assistant Engineer, Oct. 1, 1869.
To H. D. Whitcomb, Esq. Chief Engineer.

This report shows that the
western terminus was planned
for the Big Sandy River.

Col. Talcott had previously
been in charge of this western
section. He made several changes
in previous locations.

The report shows that work
had been done at Four Pole Creek
previous to 1855 when it was sus-
pended.

The masonry at Guyandotte
bridge was complete.

From the first crossing at
Mud River, for a distance of
 $1\frac{1}{4}$ miles, or to near Mrs. Lusher's,
the original line is adhered to.
Part of this is under contract
to Keyser, Comer, and Vandiver,
contractors for section No. 18,
and is progressing favorably.
Making a slight change, so as
to throw the line further from
Mrs. Lusher's house to the limit
of 70 feet required by law, no
change is made till we
reach a point half a mile
below Handley's house, at which
point Col. Talcott's third change
begins, resulting in considerable
savings.

p. 39 - "There has already been
expended by the State of
Virginia prior to 1861, \$5,113,422
on this division

Above is from W. A. Keiser's

n. 124-5 Wm. C. Wickham, President
rec'd a salary of \$5000
for year ending Sept. 30,
1869.

R. W. Whitcomb, Chief Engineer
Stephen Hunter, \$4000.

Gen. fr. agt. at Richmond
\$1500.

J. W. Richardson, Passenger
Train Conductor \$70
per mo.

C. S. Anderson " 70

J. E. Mallory " 70

" 70

Above gives all officers
& employes Salaries.

References: ~

"The Chesapeake and Ohio
and Hocking Valley Employes'
Magazine" March 1924,
published at Richmond con-
tains much local data on
C. & O. V. V.

Five
Four Photo-slats ^{some} each double pages
will get all of this to page
75 where it is continued
For above 3 large photo-
slats and ~~one~~ ^{two} small ones
Get pages 1, 2, 3, 4, 5, 6, 7, 8
Then get pages 75, 76, & 77.
Also the Cover page.

The Cover page of above
shows that the Richmond
Enquirer of Feb. 14, 1873, carried
a long article under "Local
Intelligence" ^{through}, stating that
first freight train from
Huntington had arrived
The Richmond Daily Whig
and the Telegraphic News
also carried articles.

Miss Laura Armitage has a typed
article on Collis Potter
Huntington, made up of
various articles - 6 1/2

14

She also has an article copied from "The Charleston Courier of Jan. 28, 1873, and from "The Richmond Whig of Feb. 3, 1873, describing the trip of the first through train from Richmond to Huntington —

Other excerpts from

1. Richmond Whig Feb. 3, 1873.
2. " " " " "
3. " " Feb. 4, "
4. " " Feb. 13, "

The ^{1st} ~~last~~ note ^{— Feb. 3} says the train was expected but was detained in W. Va. It was a freight, and brought a demijohn filled with water from the Ohio River — also four cars of coal from the Kanawha —

The water to be poured into the ...

and thus to consummate the
marriage of the west and the east,
knitted with bands of steel never
to be dissolved".

This train left Richmond
Jan. 23, 1873. Arrived in
Huntington, Wed. Jan. 29,
1873, at night. — It arrived
on time. It started back
at 1³⁰ P. M. Thursday
Jan. 30, 1873. Albert Laidley
of Barboursville, and G.
Morris of Huntington &
lady were on this train.

(2 Typed pages for
above.)

"Driving of Last Spike", etc
at Hawk's Nest —

2 Typed pages.

Covington & Ohio Railroad
1855

Two typed pages.

"Christmas and the
Chesapeake and Ohio", 1873
By B. Daniel Ahern, Hunting-
ton Shops. — 1 typed page.

"On Engaging the Hunt-
ington Interests 1869.
Report of the President
Wm. C. Wickham and
Directors to Stock holders at
Annual Meeting of Nov. 25, 1869.

Earnings for fiscal year
ending Sept. 9, 1869.

Expenses \$662,674.55
447,581.63

Net earnings 63,320.49

Excess of expend-
itures \$ 40,993.14

1868 - Nearly a million
in contracts for
extensions contracted
to 1868 for prosecu-
tion of the work to
the Ohio River

No means for paying
these provided except
the 7% mortgage bonds
which you had
approved.

Believing that the
suspension of the work
would have a damag-
ing effect upon the
credit of the company
as well as upon the
company itself, and
believing in the success
of the loan, "we deemed
it advisable to proceed
The loan however failed
and they had to resort
to temporary expedients
(expensive) to procure

the money to prosecute the work.

This explains why they turned to New York Capitalists to proceed with the work — hence C. P. Huntington, etc.

Accordingly a new directory was organized consisting of —

C. P. Huntington, New York

A. A. Low " "

W. H. Aspinwall " "

Perry Fisk " "

David Stewart " "

Jonas B. Clark " "

H. C. Parsons, W. Va. (Putnam Co)

Gen. John Echols, Staunton

Wms. C. Wickham, Hanover Va

Gen. Joseph R. Anderson
Richmond

The directors previously had been of a local character:

Several from Richmond etc &
Dr. J. A. Hunter, Greenbrier
Alex R. Humphries, Monroe ^{W. Va.}
John Slack Jr., Kanawha
H. C. Parsons, Putnam.
Col. John S. Writcher, Cabell.

(Note - Prevailing
Civil War Titles, generals,
majors, and Colonels.

Six per cent bonds
were issued to complete
the road to the Ohio
River - 30 year first
mortgage bonds. prin.
cipal & interest payable
in gold to the amount
of \$10,000,000

This money was used

1. To paying off the floating
debt
2. In retiring the 7%
1867 bonds, for 10 million
dollars, now cancelled

in payment of loans due the
State of Va.

For improving the road
east of White Sulphur.

For building it west
of White Sulphur.

A telegraph line from
White Sulphur west was
deemed a necessity. Efforts
to induce the Western Union
Telegraph Co. to build it,
failed in that the company
refused to accept their
terms, hence the C. & O.
were constructing it,
at a cost \$22,812.71.

Our immediate pre-
decessors purchased, for
our company, the interests
of the State of Va., in
the Blue Ridge Railroad
and Tunnel.

This was consummated
April 1, 1870,

14

The whole line from Richmond to the Ohio River ceased on above date, and tolls to the State ceased to be a charge upon the company.

Said Mr. Huntington:

"Your President and Board of Directors have invested largely of their money in this enterprise, and it is their purpose to push forward the great work to its completion as rapidly as possible, with a consistent regard for economy.

"The vast undeveloped mineral and agricultural resources along the entire line, give assurance that the local business of the road will soon yield ample returns for all that it has cost. Add to this the almost unlimited business that will naturally become tributary to it from beyond the line,

and it requires no extraordinary
sagacity to perceive that the
Chesapeake and Ohio Railroad
will, at no distant day,
assume a position second
to none of the great trunk
lines leading westward from
the Atlantic Coast

(Signed) C. P. Huntington

The financial affairs
of the company in 1870,
were in a very prosperous
condition, showing receipts
of over \$677,000 with
expenses of 617,000, leaving
net receipts of nearly \$60,000.

In 1871, a resolution
was offered that the
Board of Directors, ^{ascertain &} pay a
suitable salary to the
President of the Company.

The bonds sold at first
at about 90% on the
dollar, but rose rapidly
to 94%

21

commanding a higher price than the 6% bonds of any other uncompleted road in the country.

Sept. 1, 1871, the cash balance was \$2,274,417.04.

Cost of construction Jan. 1, 1870
to Sept. 30, 1871
\$4,234,919.72

All the \$15,000,000 bonds had been sold and the work was nearly completed.

"Inexhaustible supplies deposits of iron ores and coal (both in great variety) on the immediate line of your road, and its near proximity, have attracted the attention of capitalists, iron-masters, and miners in this country and Europe, who propose to proceed at once in the development of the mines, and in the manufacture, on extensive scales

of iron and steel, and in the establishment of kindred industries"

"The consumers of several varieties of coal, at the east and the west, have discovered that their cheapest source of supply is from the hill-sides of the Great Kanawha and its tributaries, and are anxiously looking for the opening of your road, with the intention of availing themselves of the facilities it will furnish for bringing to them the needed supply. The ship-builders of Europe and America, and other consumers of timber and lumber, are looking to the same quarters for their supplies."

Therefore, the company decides to provide for a more thorough and permanent plan of construction by offering

25

for sale \$5000000 in 7% bonds, payable in twenty years, from July 1, 1872, redeemable, at the option of the company, in five years from that date, and convertible into any mortgage bonds that the company may thereafter issue. More than three fourths of these bonds have been disposed of at the date of this report.

In one of the reports dated Nov. 1873, shows that the company had contemplated a bridge across the Ohio, at Huntington, and that the panic of 1873, together with increased cost of building ^{& equipment} the road from Richmond and the Ohio River, made it impossible for the Company to pay the interest due in November, on

and on its 7% bonds to
and including July 1, 1876

Connecting Rail between
the East and the West
laid Jan. 29, 1873.

As a consequence, the
road was thrown into
receivership, Saturday, Oct. 22,
1875, Henry Tyson of Baltimore
was so appointed and under
what, at the time looked
like collusion of interested
parties, in that Mr. Tyson
came from Baltimore on
the very day, to Richmond,
had a bond of exactly
the amount prescribed by
the court - \$50,000 - with
sureties exactly suited ^{in number} to the
court, and acceptable to
the judge who had issued
the order.

After some delay, proceed-
ings were instituted in

the Va. & W. Va. State Courts
and Mr. Wickham was appointed
receiver, a plan of reorganiza-
tion was agreed on, by a
majority of the stockholders,
and under the wise man-
agement of Mr. Huntington
and his associates, the
road was soon in a more
prosperous condition.

By some arrangements
with high officials of
the State of Virginia,
Mr. Huntington and associ-
ates were given to under-
stand that the company
would not be taxed by
the state until the
earnings should amount
to 10% a year on the
capital, but the courts
of Virginia, and finally
the Supreme Court of
the U. S. ~~for~~ decided
differently, so far as con-
cerned that portion of
the road

70
which was formerly the property of the Virginia Central Railroad Company.

Arrangements were later made with the State, and the amount in controversy was paid.

(Mr. William C. Wickham died July 23, 1888, Aged 68.)
Mr. W. served as receiver until his death.

"In Sept. 1888, it was shown to the court that the C. & O. was prepared to meet all of its obligations as they matured and to take the possession and management of its property again, so the receivership was terminated with M. E. Ingalls, as President, Oct. 1, 1888. The lease with the Newport News and Miss. Valley Co. was automatically cancelled."

Mr. Huntington died at his
summer home,

bc in Harwinton, Conn. Oct. 22 1821
d. Aug. 14, 1900, in the early morning

(See N. Y. Times about
that date.)

See The Robber Barons
Also The Big Four.

See

Mr. E. A. Murray

1238 Charleston Ave

Huntington, W. Va.

Tel. 26467.

He has old C. & O. pictures.

He was supt. of shops
of C. & O.

20
Photos in Miss Armlage's possession

~~Major~~

~~is~~

Major H. D. Whitcomb

(She will copy notations
on him.)

(See the Photographer Clementi
219 E. Grace. He
has canal pictures.)

29

Various notes taken from Reports
of Chief Engineers, etc.

Big Sandy to Covington = 224 mi.

James River Canal

was intended to reach
Covington but didn't
Early engines used wood

& ran on iron rails.

Steel recommended rather
late to last 10 times
as long as iron.

p. 10 State had expended
\$8,000,000 to date - See

"Nineteenth Annual Meeting
of the Stockholders of
the Virginia Central Railroad

Nov. 9, 1854 p. 10

The R. R. company favor-
ed the canal, because it
carried a cheaper line
of freight. (Probably
didn't mean it. Wanted
more state money.

Engineers Report. - Notes

Staunton, Oct. 1, 1856.

To the President and Directors
Virginia Central Railroad
Company. p. 33.

A glowing account
is made of the prospects.

This road as extended
will reach to "within 40
miles of the fertile coun-
ties of Greenbrier and
Morrowe."

It will shorten
the staging to the springs
by 27 miles, "and avoid
the mountainous country
between Millbaro's Station
and Callaghan's Old Stand."

Line not yet completed
to Covington.

"Reports and Accompanying
Documents 1857."

p. 13 - "In 1847, the road
terminated at Gardansville"

Extended by July 10, 1857,
to Jackson's River 20
miles (Clifton Forge, later
to Covington)

Steel rails cost about
double for the same weight
as iron. p. 37 — 31st
An. Meeting Report.

n. 21 - 32nd An. Report. Va. Cent.
~~July 31~~ Nov. 28, 1867

July 31, 1867 - Road
put in operation
to Covington

"At a called meeting
in May last you were in-
formed that in obedience
to your instructions at
the annual meeting in
November last, authority was
obtained from the Legislature
for the company to contract
with the commissioners of
the two states to undertake
the completion of the

Covington and Ohio road; ³²
in which event, by the terms
of the act passed on the 1st
day of March, 1867, the
company was thereafter to
be known as the Chesapeake
and Ohio Railroad Company,
with some valuable conces-
sions contingently made to
it".

Photostats from State Library
1850 - Map of the Ohio River
in the Territory of Guyan-
dotte. No date. No scale.
(about 1850. manuscript
colored. 37 x 50 in. Cor-
poration commission.
757

map.
Plan of the Extension
of the Kanawha Turnpike
to the mouth of the Big
Sandy as located by C.
Crozet in 1829. (Principal Engineer)
Manuscript 754.37.
R 6 1829

Map of the State of Virginia
by Hermann Böye. The
no. is 755
1827
Pl. 4

Part to include Cabell
County

35

Map of Cabell County. Details from
Beginning on the old ^{state} road
where it crosses the "Kenhawa"
and Cabell County line we
have

1. Conner's Tavern just over
the line and in Cabell
County. It is on the
right side of the road,
going down of the road.
2. Morris' Ferry and House
on right of road going
west.
3. Moppin's Tavern - right
4. Colo. Everetts " "
5. Dundas' Mill . . . Right
and across the river
6. A ferry across Mud River
a considerable distance
above Merrill's Mill. A
road goes down to the
* Merrill's Mill on right
of Mud River. A road
then goes up Merrill's

to Seven Mile and down Seven^{3"}
mile to the Ohio River

8. Beginning at The Mason County
Line, a road follows down
the Ohio River to Guyandotte

There are six sheets
to this whole map.
The scale is 1 mile to the
inch. Four sheets will get
all I want. Ask for
the Ohio River section &
the two parts that join
it. This will give all of Wayne
Cabell & Lucerne counties

Above sheets are about
28 X 36. Get Parts 1, 2, 4, & 5.

Get all the Crozet map
It is about 16" X 84"
(Wood's map of Cabell Co.)

30

A small 4" x 12" map of
the C. & O. R. R. is found
in The Virginias Vol. 5, No 5,
May 1884. In the Reference
Room - Check to be sure

Scribner's Magazine
Vol. 5 No. 3 - Jan. 1893

Is a number of inter-
esting pictures

p. 273 - The Start
down the Greenbrier.

p. 276 - The Stage-Coach

p. 277 - Freighters' Camp.

p. 283 - Huntington and
the Ohio River. A-1

Some less interesting:

p. 281 - Running
New River Rapids.

p. 280 - A West Virginian
(caricature)

p. 279 - A Tub Mill -
Buffalo Creek.

p. 278 - A W. Va School

The
State
Library
at Richmond
has this and
can make
photographs.

Presidents of The Chesapeake and Ohio Railway Company and
Predecessor Companies.

Louisa Railroad Company: Incorporated 1836: Changed Name Feb. 2, 1850.

Presidents:

Frederick Harris, of Louisa County, Va.; 1836-1840.
Charles Y. Kimbrough, Louisa County, Va. 1840-1845
Edmund Fontaine, Hanover County, Va.; 1845-1850.

Virginia Central Railroad Company: Incorporated Feb. 2, 1850. Name
changed to C&O Railroad Company, August 31, 1868.

Presidents

Edmund Fontaine, 1850-1865: 1865-August 31, 1868.
Wms. C. Wickham, 1865-1868.

Chesapeake and Ohio Railroad Company: Incorporated August 31, 1868:
entered Receivership October 9, 1875. Receivership terminated July
1, 1878. Called Chesapeake and Ohio Railway Company.

Presidents Chesapeake and Ohio Railroad Company.

Wms. C. Wickham: November 28, 1868 to November 26, 1869.
Collis P. Huntington, November 26, 1869, 1878.

Chesapeake and Ohio Railway Company: 1878-to date

President

Collis P. Huntington, 1878 -1888 (Road entered Second
Receivership Oct. 28, 1887: Emerged October 1, 1888)
(C&O leased to Newport News and Mississippi Valley
Company June 15, 1886 to 1888).

M. E. Ingalls, 1888-1900

George W. Stevens: 1900-1920

W. J. Harahan, 1920-1929 (first tenure)

J. J. Bernet, 1929-1935 (also President of PM and NKP)

W. J. Harahan, 1935-1937 " " " "

G. D. Brooke, 1937-1942 " " " "

C. E. Newton, 1942-1946.

R J Bowman, 1946

Chesapeake and Ohio Magazine

Article on "The Pine and
the Palm" - published (a book)

1873 -

Pictures

Major N. H. Holchhis
the author, and
a C. & O. man.

(Traveling Agent)

Appr 1868)

Died 1892, at
Stamilton Aged 74.

An interesting picture
is shown on p. 13.

"Early Dining Car
Service".

It shows negroes
offering food for sale
to passengers. I presume
this practically was the
same method used on
the western section.

The Chesapeake and Ohio
and
Hocking Valley
Employes Magazine
October, 1927.

An interesting article
"In the Path of the Steam
Horse". Pictures, etc., from
a book published in 1884
called

not at
Richmond "Rambles in the Path of
the Steam Horse" - 1884

It has a number of
pictures, one of Huntington
but others in this October
number, not of local inter-
est. Possibly Mr. Henshaw
can furnish copy of
Magazine. Protocol n. 18, 19, 20, 21

Same Magazine Sept. 1927
Same article -

Pictures - "The Jolly
conductor on the
Ches. & Ohio!" (Caricature)
"Ten minutes for Refreshments."

1853: July 26: Tues. From Daily Richmond Enquirer.

The Steam Horse Crossing The Blue Ridge Mountains

On Monday at four P M the locomotive Frederick Harris was taken from the track of the Central Railroad at Mechum's River in order to be conveyed across the Blue Ridge Mountains. It was drawn by 18 mules and in two hours had reach Debtor's Tavern, a distance of 3 miles. Yesterday morning it was at Mountain top and by night was expected to reach Waynesboro. (Quoted from Charlottesville Jeffersonian).

1861 Sept. 21, Saturday Morning. Daily Richmond Whig.

The White Sulphur Springs, Greenbrier County, Va.

Reduction of charges. Owing to the embarrassed state of the country, the White Sulphur Springs Company has determined upon the following charges for board. \$2.50 per day; \$14.00 per wee; \$50.00 per month. White servants two-thirds price. Children under 10 and over 2 years and colored servants hanf-price. An abundant supply of ice has been secured.

J. Humphreys, Pres.

1867 From Christian's History of Richmond. Page 291

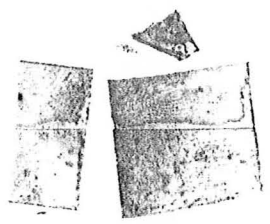
An act of almost unprecented boldness for such times of depression was the decision at the election Sept. 16, 1867, when it was voted that the city should subscribe to \$2,000,000 of Chesapeake and Ohio Railroad bonds. The (Va.) Central and Covington and Ohio were to be consolidated into the Chesapeake and Ohio; 3,059 votes were cast for the proposition and 168 against, and of these only 550 were whiye. This election was the inauguration of negro suffrage in Richmond and nearly all the negroes voted with the white people. The election was later set aside and a new one held Jan. 2, 1868, at which time 1,805 voted for the two million subscription and 175 against it. The Council was therefore authorized to subscribe to the stock.

1871 Jan. 23: Richmond Va Daily Whig

Every through train now takes large numbers of laborers to the western terminus of the C&O road and they are at once put to work. The estimate is that within six weeks the number sent forward has reached 4,000.

1910 Jan 27 (Use with 1873) Richmond Times Dispatch

Major H.D. Whitcomb, widely known civil engineer, died Jan. 26, at the home of his son-in-law, Dr. Hugh M. Taylor, 6 N. 5th St., aged 83... He was born at Eastport, Me., Feb. 19, 1826, graduated from Bowdoin College, class of 1847, as C.E. Moved to Rd. in 1849 and for 25 years was in employ of C&O which he constructed through the Va. and W. Va. mountains. In 1854 he was made Supt. of Trans. and the following year Chief Engineer of the System. In 1861 he was made Gen'l Supt. as well, a position he held until 1870. During the war he was in charge of transportation of troops and supplies over the C&O, holding the rank of Major in the Confederate service. (The road was called Virginia Central during Confederacy, not C&O). In 1870 he resigned the superintendency of the



road to devote his attention to tis extension throughh the Alleghanies, completed in 1873. The following year he was appointed by Pres. Grant a member of the U.S. commission to examine the waterways of Europe and report a plan for improving the mouth of the Miss. which report was adopted and carried out under the supervision of Captain J.B.Eads. At the same time Major Whitcomb was in charge of the Gov. work in the improvement of James River. He resigned that position in 1880 and built the Kanawha and Michigan RR in w. Va...retired in 1900.

1875 Christian's History of Richmond, Page 350.

(Handwritten note) 1/120,000

C&O Receivership

On Oct. 9, 1875, on complaint of A.F.Richards, C.G.Clark and M. Lowenthal, of N.Y., holding \$120,000 of bonds, the C&O road was by Judge Bond, of the U.S.Court, put into the hands of a receiver, Henry Tyson, of Baltimore, being named as Receiver. Richmand was surprised and mystified. Gen. W.C.Wickham, the vice president, and others fought the order but it was made permanent by Judges Bond and Hughes. Later, in the Circuit Court, Judge Wellford appointed General Wickham receiver and the U.S.Court withdrew Tyson. The stockholders approved of this appointment. It will be remembered that the City of Richmond was a large stockholder. Financial matters did not improve, so the road was sold at public auction here in the city under a decree from the Circuit Court, April 2, 1878, and was bought for \$2,750,000 by first and second mortgage bondholders.

Comment: Huntington and associates retained financial control. LEA.

1888 Christians History of Richmond, page 410

Gen.Wms. C.Wickham died suddenly at his office July 23, 1888. He was receiver for the C&O railroad and one of the most prominent citizens. His funeral was conducted from his home, Hickory Hill, in Hanover County, and a large number of citizens and several military companies attended.



41

Negative of Col. Claudius Crozet in
100 years of U. M. I. p. 34?
By Col. Couper

Brady Photographs

See

Mr. Cook, Photographer.

On Right of Way see
R. O. Robertson C & O.
Bedg.
Huntington.

Picture of C. P. Huntington &
Edmund Foulaine.

See New York Times for
article on C. P. Hunting-
ton - Aug. 14, 1900 or 15th

See "Rambles in the Path of the
Steam Horse - 1888.

Photographer Dementi - 219 E. Grace
St.

47
Illustration: Major H.D. Whitcomb

Service on Virginia Central Railroad Company (Predecessor of C&O, incorporated 1850; Became C&O August 31, 1868) and Chesapeake and Ohio Railroad Company.

1851: Surveyed route Jennings's Gap, Staunton to Covington, Va. (Annual Report, 1851, p. 23)

1853: Had charge of construction of road west of Millboro as Division Engineer under Chas. Ellet, Jr., Chf. Eng. Va. Central. "Location made by Whitcomb, credit due him." (A R p. 19)

1853: Appointed Principal Assistant Engineer. Salary \$1,500 yr.

1854 Ap. Supt. of Transportation. Salary \$2,000 a yr.

1855 Ap. Chf. Eng. as well as Supt. of Trans. Salary \$2,500 a yr.

1856-1860: Continued duties as Chf. Eng. Virginia Central RR

1861 Ap. Gen'l Supt. as well as Chf. Engineer. Salary \$3,000 a yr. Continued in this double capacity throughout war. Salary increased in 1863 to \$4,000.

1869: After road became Chesapeake and Ohio Railroad with C.P. Huntington in control, Mr. Whitcomb was Chief Engineer, building and completing the road to the Ohio River. After completion he left in 1873.

****....****

In 1880 - 1881 Mr. Whitcomb is listed as one of the Directors of the Richmond and Alleghany Railroad. He became Chf. Eng. of this project. He was also Chf. Eng. of Kanawha and Michigan RR Company.

**** ----****

H.D. Whitcomb died Jan. 26, 1910, at Md. Va.

He became a Major during the war. Sometimes he is referred to as "Colonel" but he said he was not entitled to that title.

Locomotive "H.D. Whitcomb" named for Chf. Eng. placed on Virginia Central June 1856.

49

Mr. W. C. Canaly ~ Huntington
on same floor as Mr.
Henshaw (See Mr. Williams)
for "Corporate History, etc.)
~~4-6 pag~~ 2 pages.

Mr. A. E. Botts,

Rails 56 up or possibly 50.

I came from Co. Ky.
some 30 miles out of Lexington.
Steel cars in use since

See Nelson (J. P.) History of
R.R.s.

Memoirs of Harry Frazier.
Write R. M. Nelson (son of above
Staunton, Va. 90 Chamber
of Commerce.

Howe's History of Virginia
Picture of Stage passing
through Charleston? Hardly.

New York Times Aug. 15, 1900.

Copy pages 1 & 2 complete
on C. P. Huntington \$1.00
Each 18 X 24.

Notes on some books, etc⁴⁷
Indispensable

"The Chesapeake and Ohio
Railway" by James Poyntz Nelson
Feb. 24, 1927. — Gives an account
of the Covington and Ohio, etc.

Publishers of above not named
(H.E. 2791 C 576 1927)

H.E. 2791 C 872 S 4

Speech of Joseph Segar
on "Covington and Ohio."
Good.

H.E. 2791 - L 8 - 1849
"Charter of the Louisa
Railroad Company" & other
acts etc.

Act of Feb. 18, 1836

" " " 25, 1837.

" " March 27, 1838.

Resolution Adopted
April 1, 1839

Act March 8, 1847, etc
I will send

H.E. 2791.

C 525 N4

"Address Ches. & Ohio Railway
James Paynter Nelson
Five

H.E. 1613

A 2 V8. V8.

Address to the
Citizens of Richmond, de
1852

Turner - "The Louisa Railroad"
1836-1850
(A college Thesis)
University of N.C. 1940

H.E. 2791

L 8
1940.

Indispensable

F.231
B88

"Southwest Virginia
and Shenandoah
Valley!" - 1891

A chapter on beginnings
of N.W. R. & O.

u 430

v 8

C 8

v. 1

p. 34 - Portrait of
Claudius Crozet.

Copy exactly with
portrait negatives 30¢ each

Photo slabs 30¢ 12 X 14

Not film. 40¢ 18 X 14

50¢ 18 X 24

Lives of C. & O. Presidents:

See on

Frederick Harris - June 1940

~~Dec.~~ Kimbrough - Sept. 1940

Fontaine - Dec. 1940

Wickham - d. 1888
(See newspapers)

G. D. Brooke - Chairman
of the Board of the
Virginian.

C. E. Newton - See "Who's
Who" in America.

See Richmond Mr. ^{melville E.} Ingles d. July 11, 1914
Times Dispatch July 12, 1914, p. 1 at Hot Springs Va.
1 Photostat 18X24

Geo. W. Stephens - d.
Nov. 3, 1930,

W. J. Harahan d. Dec. 14, 1931
at Clifton Forge in
C. & O. Hospital
Home in Cleveland.

Bernet d. July 5, 1935

R. J. Bowman - d.

Death reported
in Richmond
Times Dispatch
July 6, 1935. Photo
n. 1, column 6
p. 19 col. 6.
Photostat - 2 pages
18X24

49

Miss Armitage:—
Who was Mrs. Edwards, Telegraph
Operator at Millon
Died at Scott's.

A complete description of the
^{course of the} entire western division of the
road is given on p. 28,*
of the report of the Chief
Engineer for Oct 1, 1870, as
follows:—

"Leaving the present western
terminus at the White Sulphur Springs
it follows the left side of the Valley
of Howards creek to Greenbrier river;
It then passes along the left bank
of the Greenbrier one and a half
miles, and crosses to the right
bank; it then follows the right
side for eight and a third miles,
and re-crosses to the left bank;
it then follows the left side for
about eighteen miles, and again
crosses to the right bank, and
continues on the right side to
the junction of the New River;

and thence along New River to⁵³
Miller's Ferry, where it crosses to
the left or south bank; from
this point, it continues on the
left, or south side of the
Kanawha, to the mouth of
Scary Creek; it then ascends
the Valley of Scary Creek, and
passes through Peay's Valley, to
that of Mud River, and having
crossed that river twice, it
enters the Valley of the Guyandotte,
near the town of Barboursville.
It then follows the north
side of that valley to near
the town of Guyandotte, where
it crosses the river and enters
the valley of the Ohio, and
follows it on the left side, to
the western terminus, at the
mouth of the Big Sandy River."

n. 33 - Same Report - 3rd Annual
Nov. 24, 1870.

"On the western division, the progress has not been so rapid. A considerable sum amounting to about \$500000 was expended on this division by the State of Virginia previous to 1860. On the part remaining to be done and under contract, twenty-five per cent of the grading, and thirty per cent. of the masonry, and probably thirty-three per cent. in addition, may be done by January 1st."

Expects to finish this summer.

n. 35 - "The Kan. & Western divisions have been under the direct charge of W. A. Kuper, Prin. Asst. Engineer, assisted by seven resident engineers."

"Geo. McKendree has had charge of
the party engaged in revising
the line from the mouth of Green
Creek to Rowyer's Ferry, on New
River, and on construction will
have charge of the first New
River Division

H. H. Whelcomb
Chief Eng. C. & O. R.R. Co.

Fourth An. Report Dec. 1871.

- n. 31 - Greatest objection to
colored laborers is
1. Leave work at Christmas
 2. Harvest time

Chief Eng's
report
Their freedom from strikes
and dissipation, & in good
behavior, satisfactory to con-
tractors.

"The graduation and masonry
on the Kanawha and Western
Divisions was sufficiently advanced
in May to allow the track
laying to be commenced, and
had the rails been delivered ac-
cording to contract

before the season of low water in the upper Ohio, the trains would now be running from Huntington to the Falls of Kawawia.⁴ As it is only thirty miles of track are laid, and the larger part of the iron for the remainder is at Parkersburg awaiting a rise in the Ohio.

p. 36 "we expect to begin laying track westward from White Sulphur, not later than May 1."

⁴ Workshops for both construction and repairs of engines and cars have been contracted for at Huntington. The foundations of parts of the engine-house, machine-shop, and smith-shop, are laid, and the walls of the latter completed. It is intended to finish one-fourth of the engine-house the present year, and about a third each of the machine and smith shops.

The engine house is designed for forty-two locomotives; the smith shop will be 160 feet by 60 feet; the machine and car shops, four in number, 300 ft. by 90 or 100 feet, and these latter can be extended to 500 feet in length, if desired. Besides these, a foundry and a round house, for the construction of freight-cars are included in the plan. There is a quarry of excellent stone near the shops, and the bricks are made on the spot."

"The houses for the Kan. and the Western Divisions are under contract, with the exception of the passenger house, at Huntington, which will also contain the offices for the western division of the road, and will be of brick. This building is not yet contracted for."

A branch track to the foot of 23rd street, to connect with

56

"Another leaves the line on Third Street, and after reaching the river bank, curves northward and runs to Tenth Street." The freight building will be located here, and the main transfers of ordinary freight to and from the steamers be made here."

"The river bank, for a considerable distance, has been sloped from high to low water mark, with a suitable grade for this purpose."

In addition to these an inclined plane to enable coal to be transferred to barges, will be made about the foot of Tenth Street."

n. 40 "The first New River Division, until recently, has been under the charge of George McKendree, Division Engineer, assisted by ^{four} ~~six~~ resident engineers." He resigned some time since to become a contractor on the road."

Fifth An. Report Dec. 1872. 56

By the President and Board
of Directors. 1 Photo slab p. 14 & 15
C. P. Huntington

p. 29

p. 32-33-34-35 -

Report of Chief Engineer
2 Photo slabs

On p. 33 Starts with: "This division is completed to Huntington. The line west of Huntington, has been located except through the town of Ceredo"

p. 34 - Shows that surveys have been making up Symmes Creek, in Ohio

Report of Chief Engineer (in Sixth An. Report) for Oct. 11, 1873
p. 29-30 - 2 photo slabs.

(Huntington museum - near San Francisco - 57

p. 23 - 7th An. Report See the "Robber Baron"
"Depots"

"Have been built at Guyandotte and Quimmont, and one removed from West Guy. to Jussu Sewell.

8th An. Report

p. 7-8-9-10 - C.P.
Huntington's statement
on receivership &
Photo stats

Same p. 25-26-27-28 - 2 Photo stats
Report of the Vice Pres
Nov. 6, 1875.

Receivers Report &
~~Word~~ follows to p. 40
& Urckham to p. 53

55

n. 29 - Report of Chief Engineer
in Sixth An Report.
Dec. 1873.

Weather unfavorable.
Early winter, and
"the connecting rail was not
laid until the 29th of Jan.
last."

Large force employed, to
open road as early as
possible - "working at many
points night and day" "
reducing unfinished cuts,
removing slides - some
cuts were solid rock -
"where at every blast the
track had to be removed
and then relaid to allow
the passage of trains. The
road was opened for business
in March, but not until June
the trains could not be
run with regularity."

(Va. County records.

54

In Virginia Heraldica

Vol. 5 p. 91 and 92, the
heraldry of the Virginia
(early) Pylons is given.

Ref. F. 2 Photo Slats (small)
221 8 1/2 X 11
V 75-
v. 5

Above was published
by the Genealogical Assn.
of New York 1908
This series gives Revolutionary
and other records. Fine

Another address (1910,
for above is
Quarterly. The Gen. Assn.,
2⁰⁰ per yr. Hasbrouck Heights
N. J.

In above - Greenbrier
Co. opposite p. 288
An excellent picture
of White Sulphur Springs
Bldg.

Bruce-Charles

HE 2771

V8

B8

Speech - 1856

Part on Covington
and Virginia R.R.

Cabell - Joseph C.

HE

1613

A 2

V8

C 2

Notes, etc. 1857

(Cov. & Ohio R.R.)
but not so called

Garnett - Charles F. M.

F

217

3

V 81

Letters on the R.R.

connection between

Chesapeake Bay &

Ohio River, etc

HE

1613

A B 2

V8

13

Internal Improve-
ment Convention -

White Sulphur Springs

1854

F217
3
V81

Proceedings of a
meeting at Guyandotte
etc.

HE 1613

A 2

V8

V8

Virginia Central R.R. Co.

**

JA

24

V8

A3

1815

Report on Internal Improve
ment, etc

1815

A good argument
only

I roomed with

Mrs. Sarah J. Snipes

306 Grace St.,

Richmond, Va
\$3⁵⁰ per week.

F.226
#84

In Howe's Va Hist. Collections
p. 209, Cabell County
Tells of Indian? Town
on Greenbottom

1 Photo stat
8½ X 11

This book also contains
an excellent map showing
Cabell Co. at date of
publication. Opposite
page IV. It is about
12" X 13"

In above book are
two pictures
1 View in Charleston
2 View of Salt Works
on the Kanawha.
A fine one.
No covered wagon
shown.

Under Greenbrier Co. is
shown an excellent picture
of White Sulphur Springs
P. 202.

HE 2791
V 825
1867

66
Proc. of the Called
Meeting of the St.
holders of the Va.
Central R.R.

May 22, 1867
Necessary

HE 1613
A 2V8
I 3

Proceedings of the
Internal Imp.
Convention, etc
at Wh. Sulphur
Springs Aug. 24-26,
1854
Important

The Louisa Rail-Road ⁶⁵
Act Incorporating
Passed Feb. 18, 1836

Jim King, valuable man,
rose to be Supt. of
Maintenance and Construc-
tion of the whole line
Tom King and sons
made invaluable con-
tribution to C. & O.
Jim, Wallace, & Herbert
King, & father Thomas

Albemarle County

write

Eugene Maupin

Clarence, Mo.

(Wm. L. Maupin, Ex Co. Clerk)
Deputy.

Eva W. Maupin, Clerk
(wife)

Charlottesville Va

In the Library at Richmond ⁶⁶
will be found a box of
petitions etc. to the Legislature:

1. A considerable number
on the removal of the C. H.
2. Two on Joel Estes about
slaves. He states he
inherited one from his father
who lived in Ky.
3. One about a slave by
Jeremiah Ward
4. One about drowning
or murder of Henry
Hampton, Sheriff.

It will take a large
number of photo stats to
get all these. Part of them
are illegible.

Williams C. Wickham,

d. July 23, 1888, at

68.

Muster Rolls of Civil War.
Richmond Va., Aug. 19, 1946.

From Cabell County.

Vol. 4 p. 117-118-119-120.

"This company was originally organized in ^{the county of} Cabell County, West Virginia, and was mustered into the service of the Confederate States of America, at Greenbrier, White Sulphur Springs, in 1861."

"Afterward the following named men volunteers from Roanoke County, were mustered in the company from at Dublin Virginia in May, 1862"

(I find no Cabell Co names here) This muster roll only purports to give the names of Roanoke County men who served in said company.

It participated in the battles of Fayetteville, Cedar Creek, Piedmont, New Hope Church, Shickers Gap, Kingston, Winchester, and the ...

It was commanded by W. Va. 68
officers, & ^{was} disbanded by Gen.
John Echols, at Christiansburg, Va
after the surrender of the army
of northern Va. April 9, 1865
Echols commanded this company.

Muster Roll of Co. E. 8th Va (Cavalry)
complete
p. 275 - 281~~1~~ inclusive
7 photo stats, if made
singly. - 3 $\frac{1}{2}$ double.

(Co E 15044)

A note says "Border
Rangers, Cabell Co.; "See files
Co. E. 8th Va. Reg't."

Company D. 15043, 8th Regiment
Cavalry Brigade, Mason,
Cabell and Bland Counties.
known as the "Border Grays."
Wm. R. Gunn Captain.
James Dundas Lieut. Dropped. 14

Very few names are listed in
Company D. (Vol 9 p. 265)

B. A. Atkinson - ~~Co~~ Capt'd -
died prison Fort Delaware
Buried Finnis Point, N.J.

W. L. Carter - In General Hosp.
at Winchester, July, 1864.

J. R. Curry Capt'd. Died
Fort Delaware. Buried
Finnis Point, New Jersey.

J. S. Deatrage. Died at
Columbus, Ohio, and
buried in Camp Chase
Confederate Cemetery.

William H. Duncan

Enlisted 1862, Sep. 4th.

On roll from July 6th -
Octo. 31 - 1864. ———

absent on horse detail
Oct. 17th to Nov. 18, 1864,
and without leave since
latter date. Was Dep(?)
July 1916.

W. J. Edwards. Captid. died Feb ⁷⁰
Dec. Buried Fumis Pt. N.J.

Henry C. Hanly. Died at Columbus
Ohio, and buried
in Camp Chase Confed.
Cemetery.

John Kesley 4 yrs. Smyth (Co.)²

Henry C. Morris. Died and
buried at Pt. Lookout,
Md.

R. N. Pendleton. 1861 4 yrs. With

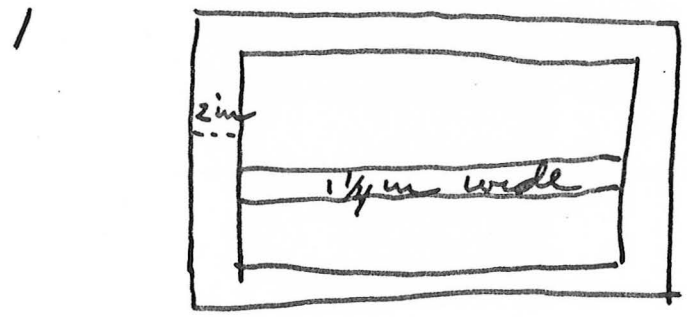
J. J. Parks 4 yrs. Smyth pl. 3

James M. Reed Died at Columbus
Ohio, and buried in
Camp Chase Confed.
Cemetery.

(above are all.)

(A very fine rack for newspapers, etc., said to have been built by the Pa. Penitentiary.)

This rack is built in three pieces as follows, and is about 16 x 24 inches.



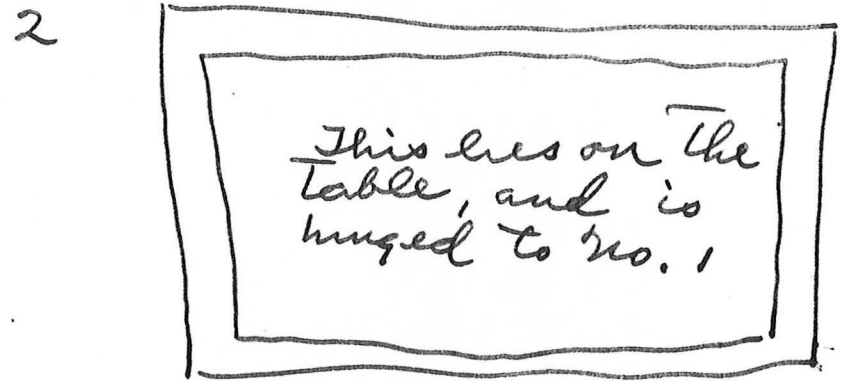
$\frac{7}{8}$ in. oak.
outer edges slightly rounded.

morticed.

middle piece



This piece is nailed or screwed to bottom of above.



Hinged to middle piece of no. 1



4.

a piece of strap iron
screwed by 2 screws to the
outer edge of No. 3

5



about 14 of these
beginning near
outer edge of No. 2.

At State Library

1. Map of Cabell County 1822 by John Wood. Gives much detail. It will take about a ~~dozen~~^{six} photostats to reproduce. It includes several counties, at that time.
2. Another & smaller map of Cabell County. I presume this is same as above on a smaller scale.

From Marriage Bonds of Bedford County (Typed or mimeographed but well bound. I got marriage records of three Goffs. See elsewhere in this book)