

# Railroad Influence on West Virginia Politics in Civil War America

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To what extent did the interests of the Baltimore & Ohio Railroad influence the inclusion of Berkeley and Jefferson counties into the new state of West Virginia during the American Civil War?

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## **Abstract**

The Eastern Panhandle of modern day West Virginia is the setting for this essay on railroad power in mid 19<sup>th</sup> Century America. The research question of the essay asks, "To what extent did the interests of the Baltimore & Ohio Railroad influence the inclusion of Berkeley and Jefferson counties into the new state of West Virginia during the American Civil War?" The investigation examines how railroads' rise to power, sectionalism in Virginia, and West Virginia statehood converge to cause one of the most significant political events in the history of railroads in America.

Evidence regarding the rifts between East and West was examined in conjunction with facts that are specific to economic and social conditions in Berkeley and Jefferson counties. Information on the failure of roads, canals, and steam boats to solve the country's intercity transportation problems was used to support the idea that the Baltimore & Ohio Railroad had enough economic and political power to influence the demarcation of a new state's borders. Various maps were used to aid in the arguments for the Baltimore & Ohio Railroad's geographic and strategic importance. The works of Festus P. Summers, John Alexander Williams, and Michael P. Riccards are highly important to this essay because they document the proceedings for delineating boundaries of the Wheeling conventions which led to West Virginia separation.

The essay concludes that the Baltimore & Ohio Railroad did cause the counties of Berkeley and Jefferson to be included in the new state of West Virginia. The essay also finds that the Baltimore & Ohio Railroad was definitely capable of overcoming deeply rooted sectionalism in Virginia due to its notable economic power as the only effective mode of intercity transportation in 19<sup>th</sup> Century America.

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## Introduction

The Piedmont counties of Jefferson and Berkeley Virginia, on the southern bank of the Potomac River (see Appendix 4), embodied the slow pace of life that was common in Eastern antebellum Virginia. They were closely tied to the East through geography, economy, and a predominantly English culture. To the West were their Scotch-Irish neighbors, who were predominantly loggers, miners, and subsistence farmers. The ridges of the Appalachian Mountains (see Appendix 3) kept the two regions separate until one day in early 1840, when the Baltimore & Ohio Railroad began construction westward from Harpers Ferry (Dilts 267, see Appendix 2). From that point on, the Baltimore & Ohio would forever serve as an iron link between Jefferson County, Berkeley County, and their neighbors to the west.

The Baltimore & Ohio, the first railroad to operate in the country, was founded and developed in a time of internal improvement. Railroads solved many transportation problems that had ailed the country's domestic economy in the past, causing them to rise to the top as the best mode of transit available. Railroads soon developed immense economic power, which soon developed into significant political influence.

Also occurring in the time of early railroad development and construction was the rise of sectionalism, particularly the social and economic differences of the North and South. In Virginia, the part of the state that is now West Virginia mostly associated itself with the social and economic trends of the North, whereas the East clung to the economic and social traditions of the South. The East also had a more conservative mentality than the West. For instance, railroads had asserted themselves as the top mode of intercity transportation, but Virginia was still working to build canals, which had been quickly outdated by railroad technology.

Nationally, this sectionalism brought the country to a breaking point. In late 1860 and early 1861, seven states seceded from the United States of America, with Virginia to follow on May 7, 1861

(Rice and Brown 112, 116). Almost immediately, the Western portion of Virginia began to move to break off from Virginia to create a new state. This had never happened before, and intense political activity resulted in a secession legalized by President Abraham Lincoln and eventually the Supreme Court.

The trend towards internal improvement and better transportation coincides with the movement for West Virginia to separate from a socially and economically different Virginia. The research question is focused upon the degree to which the Baltimore & Ohio Railroad influenced the inclusion of what is now the Eastern Panhandle of West Virginia into that state. To what extent did the interests of the Baltimore & Ohio Railroad influence the inclusion of Berkeley and Jefferson counties into West Virginia statehood during the American Civil War?

This topic is significant because it illustrates railroads as part of something much larger, big business in the 19<sup>th</sup> Century. Railroads were recognized as an economic solution and therefore had significant influence in American politics. In the latter part of the 19<sup>th</sup> Century, railroads were given land for free by the national government as part of expansionist policy. Railways began to buy each other and set up regional monopolies, fixing freight rates to increase profits. As time progressed, this economic and political influence had to be curtailed through copious legislation in the Progressive Era.

This topic is worthy of investigation because it highlights a microcosm of something much larger, railroad influence in economics and politics. The events discussed in this paper occurred at the very beginning of an era of abusive industry in the United States; railroads continued to physically shape states well into the late 1800s. West Virginia Statehood was revolutionary in its own right, but the inclusion of Berkeley and Jefferson counties into the state for the sole purpose of sequestering the economic prosperity brought forth by the steel rails of the Baltimore & Ohio Railroad was far more significant; it hailed the beginning of an era of railroad domination in the political and economic systems of the United States of America.

## **Railroad Influence in America**

Increases in domestic trade after the War of 1812 began to justify a set of domestic improvements, specifically to transportation (Stover 1). As the country grew westward, fewer states had access to ports and the ocean, and thusly foreign trade began to decline (1). The movement of the population center westward led to the need for the Republic to be bound together (2). According to nationalist John C. Calhoun, this goal could be fulfilled “with a perfect system of roads and canals” (2). There was growing impatience among farmers, factory owners, and merchants with the delays of the antiquated transportation system (2). These men of business “desired a form of land transport that was fast, cheap, and dependable” (2).

At the beginning of the period of investment, three main forms of transportation were utilized to answer the country’s calls for internal improvement and economic development. Roads were initially the preferred method of improvement to the intercity transportation system, but they failed to cut costs in transporting goods (3). For example, high freight rates and expensive stage-coach fares made roads and the carriages and wagons that traveled upon them unpopular (3-5). In addition, the low velocity and discomfort of travel, the unreliability of road conditions due to seasonal weather, and the limited weight capacity of the equipment made roads an unpopular option for internal transportation improvements (3-5).

Canals were the second major form of transportation that was discussed for the movement supporting internal improvement. Canals were typically not very long after the War of 1812, the longest was just over twenty-seven miles in length (5). Then, the completion of the 364-mile long Erie Canal moved the country towards the use of canals as the solution to intercity transportation problems (5). In 1830, 10,000 miles of inland waterways were projected for construction and in 1840 the total canal

investment in the country stood at \$1,250,000<sup>1</sup> (Stover 5-6). Canals effectively lowered freight rates but were unpopular among passengers because of the cramped conditions on canal boats (7). Freezing in the winter, engineering limitations, and the slow pace of construction were profound negative aspects of canal transportation (7).

The third form of transportation sought after for internal improvement was the steam boat. Steam boats were fast and luxurious, but were also quite dangerous (7-8). In 1853, the steam boat *Saluda* exploded and killed 100 people (Humphrey 20). Steam boats were geographically limited, because they could only serve communities near navigable rivers or those with ocean ports. They were also mainly geared toward passenger service (Stover 7). Steam boats were limited to operation when there was no ice to impede passage on rivers, limiting their widespread use to the warmer climate of the South.

Americans needed a new form of transportation; one which could serve its customers year-round, be safe and cheap, and serve locations everywhere, not just ones near a waterway (8-9). Although it had experienced growing pains and was far from perfect, the American rail system had far exceeded any of the benefits provided by the earlier forms of internal improvement (Stover 49). Its ability to answer all the economic desires for “a form of land transport that was fast, cheap, and dependable” (2), established that railroads were a major big business in the mid 1800s and had a great deal of economic importance (36).

Baltimore was one of the first eastern port cities to invest in rail development (11-13). The city’s motive was to connect the foreign commerce coming through its port with the domestic economic opportunities of a connection with the rapidly expanding West (11-13). The city chose to invest in a railroad because of its potential for speed as well as its relatively low rates (32-33). The Baltimore &

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<sup>1</sup> Equates to \$26,541,351 in 2009 US dollars (Friedman).

Ohio Railroad successfully answered Baltimore's desires with its arrival to Wheeling, Virginia on the Ohio River in 1852 (35). The Baltimore & Ohio was a pioneer in the building of a national rail system (Dilts 2). The B&O Mainline was the most important commercial link in Western Virginia (187). The Baltimore & Ohio was the southernmost of four East-West railroads that united the Northeast with the Northwest "well before the crisis of secession" (Stover 39). "Railroads, and certainly the Baltimore & Ohio, epitomized progress, not only in the development and extension of the Western frontier but in the revelation that personal travel and delivery of freight could be dramatically faster, better, and cheaper" (Dilts 2).

### **Virginian Sectionalism**

Sectionalism is when two regions or sections of a governed body begin to separate and find their own identities. The United States was suffering from sectional divides that ran deep in the different economic structures of the North and South. Sectionalism is generally caused by geographical barriers, economic and social differences, and the resulting political movements toward resolving the aforementioned problems.

Sectionalism did not just exist in the country's North-South division, but also in the differences between coastal and frontier regions (Riccards). The Appalachians formed a "natural line of cleavage" which split Virginia in half (Summers 182). In addition to geographical barriers, the longstanding sectionalism between East and West was based on economic and cultural differences (Riccards). The fundamental barrier that caused sectionalism was the Allegheny and Blue Ridge Mountains (Riccards). Physiographically, economically, and culturally, the Western segment of Virginia was a part of the Upper Potomac Valley, while the adjacent regions of Virginia associated with the Atlantic Coast (Rice and Brown 90).

The cultures of Eastern and Western Virginia were quite different, mainly because of geography. The Piedmont and Tidewater portions of the Eastern side of the state were predominantly settled by the English in the first period of settlement (Riccards). Western Virginia was being settled by Scotch-Irish, German, and Welsh pioneers, migrating south through the Appalachian Mountains, west of the Blue Ridge (Riccards). The requirement that settlement speculators had to recruit settlers from outside of Virginia contributed to the ethnic division between East and West (Rice and Brown 90).

The economies of the Eastern and Western sections of the state were unique because of their unique topography and geological resources. Plantation owners were in control of an archaic socioeconomic structure in the East which thrived off of a hot, humid climate and slave labor (Summers 182). In contrast, most of Western Virginia's economy was based on subsistence farming, except for several counties in the Eastern Panhandle, notably Jefferson and Berkeley, whose economies were plantation-based (Rice and Brown 80). In fact, Jefferson County contained 3,960 slaves in 1860 and 1,600 of its residents volunteered for the Confederate Army (Summers 186).

The Western section of Virginia began to move towards a more diversified economy based on mineral resources such as salt, iron, and coal (Riccards). Critical problems in transportation development hindered the large-scale development of these resources (Rice and Brown 80). The West was trying to improve their quality of life, and a driving force in this move was their diverse economy (Riccards). The center of their efforts for a better quality of life was their desire for internal improvements to help them tap their rich natural resources (Riccards).

The stagnant economy of West Virginia was a main reason for tension with the Eastern segment of the state (Rice and Brown 89). Furthermore, an economic decline in the late 1850s hit Northwestern Virginia hard, increasing the level of frustration of Western Virginia's people (Williams 52). Both the Cumberland Road and the Baltimore & Ohio Railroad satisfied the need for internal improvements, but

they barely connected the Western portion of the state to the Northern cities of Philadelphia and Baltimore (Riccards). Riccards adds that state cohesion was extremely difficult due to the primitive condition of transportation and communication systems throughout the Commonwealth of Virginia.

Canal investors had significant influence in the Virginia General Assembly and opposed railroad development well into the 1850s, hampering economic development throughout the state (Dunn 106). Communities in fast-growing Western Virginia, namely Wheeling, found themselves isolated from the rest of the state with no railroad to ship their mineral products to the East (106). They looked to Pittsburgh and Maryland for these vital economic connections (106). Virginia failed to develop a scheme for railroad development in the state. Many North-South lines were constructed initially, but the first East-West line was breaking ground in the 1850s (107). The only line to link Eastern and Western Virginia was the Baltimore & Ohio Railroad, and it was owned by Northerners (110). The legislature did not act to invest in transportation improvements because many considered these modern modes of travel to be a collection of “hop, skip and jump whimsies,” too fast for the slow moving Commonwealth of Virginia (106).

Politically, the West struggled to gain power in the government dominated by Eastern landholders. Seats were apportioned in the Virginia House of Delegates based on population, including slaves. The large number of slaves in the state, over 450,000, was predominantly located in the East (Riccards). The West was disenfranchised by the slave-owning elite of the East (Riccards). Beyond poor representation, discriminations in taxation and state investment contributed to unrest in the West (Summers 183). Of the \$20,000,000 spent on railroads in Virginia before 1860, none was spent west of the Allegheny Mountains (183). Partisan politics further hampered the development of transportation in West Virginia (Rice and Brown 87).

In 1861, the editor of the Morgantown *Star* declared his views on East-West relations in Virginia. "Now while the boundary lines of Virginia held us with Eastern Virginia, our intercourse has been principally with the people of Pennsylvania, Maryland and Ohio; and we know little of the people of Eastern and the Valley of Virginia from personal intercourse, and they knew so little of us that they never have properly appreciated our interests" (Summers 183).

### **West Virginia: The 35<sup>th</sup> State**

The secession crisis of the early 1860s, initiated by a seemingly rogue South Carolina, had immediate political repercussions in Virginia. After intense debate during the Virginia Secession Convention, the state voted to secede, much to the dismay of Unionist representatives from Western Virginia (Rice and Brown 114-116). As the Eastern portion of the state geared up for war, the local and regional governments in the West began to crumble due to disgust for their Eastern counterparts (117). Local political discussions led to the organization of two Wheeling Conventions, which were an attempt to determine whether or not Western Virginia wanted to secede from Eastern Virginia, and, if so, what the boundaries of the new state would be (118-121).

West Virginians who supported the Union cause during the Civil War were fighting to include as many counties into the new state as possible, especially if they had significant assets that would make the new state more viable, even if their unionist populations were a minority (Williams 76-77). The movement to include Jefferson, Morgan, and other counties which made up the Eastern Panhandle, was based upon intense support from a railroad man, Peter G. Van Winkle (Riccards, Williams 77). During meetings about the new state, Van Winkle argued that the benefits in communication and trade far outweighed any unattractive aspects of including these counties (Williams 77-78). Van Winkle, being a president of a B&O subsidiary, was careful to focus on the public benefits of inclusion (Summers 193). Van Winkle's main argument was that the B&O Railroad needed to be entirely in the new state to

prevent Virginia from implementing crippling trade regulations that would devastate the Panhandle economy (78). After similar testimony from several delegates, the convention took up Van Winkle's plan and moved to include seven counties on the basis of their proximity to the B&O Railroad (Summers 187, 193).

Proof of the railroad's economic performance came during wartime. The militaries of both North and South saw the strategic importance of the B&O Railroad. As exhibited by the telegrams in Appendix 1, the B&O had significant capacity as a troop mover and was highly important to the strategy of both factions on the front lines. Many battles were fought along the B&O mainline in what was to become the Eastern Panhandle of West Virginia (see Appendix 5). The railroad was targeted by Confederate forces and the Mississippi was closed, severing all trading outlets for the budding economies of the new state of West Virginia (188). The B&O was problematic to the Confederacy because it was one of the Union's most important lifelines (Collins 3). In order to cut off supplies to Washington, D.C., a regiment of Confederate Cavalry spent several months in north central West Virginia destroying B&O Railroad bridges on the Cheat River (Collins 3). It was estimated that 90% of farmers were unable to move any produce during this violent disruption on the B&O (Summers 188).

## Analysis

At the beginning of the 19<sup>th</sup> century, the United States were undergoing a period of internal improvements, looking for a mode of transportation that would answer the country's expansionist economic needs. Roads, canals, and steam boats were all working to answer the economic desires of the country but all three fell short of the need for a highly adaptable and efficient national transportation system. Railroads were the answer to the country's economic needs, and became increasingly important to the nation's economy. The ability of the railroad to solve the problems of the more primitive forms of transportation led to economic power which soon translated into political influence.

The politics of the United States in the first half of the 1800s were highly volatile, primarily due to the rise of sectionalism. In the case of Virginia, the Western section of the state began to ideologically move away from the Eastern portion of the state. Virginia was divided socially, politically, and economically along the Blue Ridge of the Appalachian Mountains. The people of the West were descendents of Scotch-Irish settlers, who still held on to a clan-based social structure that often rejected authority and outsiders (*Hillbilly*). The social structure of the West contributed to the political volatility, which was already elevated due to problems with taxation, representation, and lack of investment in the western portion of the state. The East and West of Virginia were inherently different and no effort was made by the politically powerful East to reconcile these differences with public funding of East-West railroad corridors.

While Virginia failed to unite its people through investment in transportation that would have linked the West with the East, investment from the North in the form of the B&O Railroad served as a link for West Virginia to markets in the Northeast, not Virginian markets. Northwestern Virginians saw the Baltimore & Ohio Railroad as a crucial economic link to the markets of the East. Thusly, they

recognized the railroad's importance, and fought for it to be entirely within the boundaries of their new state of West Virginia; including several counties to form an Eastern Panhandle (see Appendix 6).

These counties were part of what was the Piedmont Region in Virginia, and their economies were based on slave-driven plantation agriculture. The plantation was an economic staple of English settlement, contributing to the ties these counties had with the East. According to the powerful sectionalism ruling the nation, both counties should have been left in Virginia, but they were not.

The economic importance of the Baltimore & Ohio Railroad had made its mark on the political movement to separate from Eastern Virginia. Politicians realized that Virginia's anti-transportation traditions meant that the state would impose restrictions on the B&O Railroad after the war, increasing the urgency to ensure it was outside her borders. The economic disruption caused by damage to the line during Civil War attacks contributed to the pressure to keep the B&O out of Virginia. In addition, this disruption highlights the extreme importance of the Baltimore & Ohio to the West Virginia economy. West Virginia politicians knew that the B&O was integral to the future economic success of the state, and wanted to ensure that it would be within the borders of West Virginia. The West Virginia Statehood movement was convoluted at best, but it was always clear that both politicians and the B&O wanted the railroad to be entirely in West Virginia.

An interesting counterpoint arises in the geography, which is very important to the arguments of the authors of the works studied. They argue that geography, in the form of the Appalachian Mountains, formed a natural social, political, and economic barrier between the West and the East. However, the Blue Ridge of the Appalachian Mountains appears to separate Berkeley and Jefferson counties from Eastern Virginia (see Appendix 3). It appears that this physical barrier would prove the arguments of modern historians to be false. Nevertheless, modern interpretations of history stand

strong because roads crossed the Blue Ridge and served as a link between land east of the Blue Ridge and the plantations of Jefferson and Berkeley counties in the Shenandoah Valley (see Appendix 4).

Riccards writes in 1997 that Peter G. Van Winkle was the only person that pushed to include the B&O in the new state because of his ties to the railroad. Summers, who writes in 1939, discusses Van Winkle as part of a larger political movement to include the railroad counties in West Virginia. Williams, who published his work in 1976, also discusses Peter G. Van Winkle as a member of a political coalition to include the B&O counties. Perhaps the reason that Riccards does not address any coalition is because his article focuses on Lincoln's role in West Virginia Statehood, not the specifics of the political process that happened during the state's secession, which is the focus of sections of Summers' and Williams' works.

This investigation correlates with the ideas presented in these three works. The significant difference existing between published historical writing and this investigation lays in the focus. This investigation analyzes the roots of sectionalism and the roots of railroad influence and then makes a conclusion of how railroad influence triumphed over the age-old institution of sectionalism. No works examined do this, nor do they relate this instance of railroad political influence to larger trends and eras in American History.

## Conclusion

There are several reasons for which the Baltimore & Ohio Railroad definitely influenced the inclusion of the Eastern Panhandle Counties into West Virginia. Railroads provided a cheap, fast, reliable, and relatively safe mode of transportation capable of hauling a huge quantity of freight and passengers to almost any destination in the country. This was what the country needed in order to develop economically. Railroads gained a great deal of political power due to this economic potential. The Baltimore & Ohio Railroad followed this model and had significant economic influence in the region it traveled through. Politicians recognized that the B&O Railroad was economically important, and gave it special attention during statehood, demonstrating its political power.

The sectionalism that ultimately drove the Western part of Virginia to split away ran deep in Virginia history. It does not justify the counties of Jefferson and Berkeley in becoming part of West Virginia. Was it possible that the B&O Railroad's influence transgressed the unyielding institution of sectionalism and caused politicians to include counties in a region tied to the East?

The location of the Baltimore & Ohio Railroad was definitely the sole reason for lawmakers to include the Eastern counties. It may be possible that the natural boundary of the Blue Ridge influenced politicians to include these counties that were on the western side of the mountains. However, they saw the slaveholding economies as unattractive, and associated this region with Eastern Virginia. The tremendous economic influence of the Baltimore & Ohio Railroad drove them to ignore the sectional divides which had ruled the region since settlement. The Baltimore & Ohio Railroad set the trend of economic and political influence of America's railroads, and helped carve the West Virginia of today from the Virginia of yesterday.

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## Appendices

May 1, 1863, 10:55 P.M.

D. Darby,  
Martinsburg  
Get Cavalry off in A. M. as soon after cars from Baltimore arrive as possible. They go to Grafton. Notify all agents by telegraph west of you of starting.

W. P. Smith

By B. & O. R.R. Telegraph  
Grafton, May 1, 1863  
Received: 11 P.M.

J. L. Wilson,  
The Rebels have gone south of the Parkersburg Road, burning as they went the 18th trestle work, one 25 ft. span west of Bridgeport and the bridge which R. Gary was rebuilding for Col. Wilkinson. Also burned 2 Gondolas, 1 flat car and the bridge car with all the tools. Mr. Gary and all his men was captured and taken south except one man.  
Killdow reports that the bridge guards were all drunk.

W. E. Porter.

Master of Transportation's Office  
Baltimore and Ohio Railroad Co.  
Baltimore, May 1, 1863, 11 P.M.

Major Genl. Schenck:  
We have cars at Harper's Ferry for 700 men and 700 horses to be taken to Grafton and have arranged also to take the New Jersey Regiment to Martinsburg when it offers. The 700 Cavalry at Ferry are now loading as I understand and ought to be ready to start during the night.  
At Martinsburg we will have by 7 A.M. the cars for the 500 other horses and men for Grafton.

Very respectfully your  
obdt. servt.  
W. P. Smith,  
M. of T.

By B. & O. R.R. Telegraph  
Sandy Hook, May 2, 1863  
Received: 3:30 A.M.

W. P. Smith:  
1st engine with Cavalry Reg't left 9:40  
2nd engine with " " left 12:30  
3rd engine with " " left 1:40  
and engine 48 with N. Jersey Infy. left Ferry 2:15  
Engine 97 left Hook 2:25 with about 17 empty stock and 2 passenger cars for Martinsburg.  
14th Pa. Cav. fell short of first order about 200 horses and men. They were not quite 500 strong, though they first demanded transportation for 700 horses and men.

C. Smith

• Penciled note:  
This demand is what deranged the plans.

May 1, 1863  
7:10 P.M.

A. J. Fairbank:  
Can you raise any more cars from Washington, P.W.& B. Road or Locust Point fit for horses? We want say 40 more. How many empty house cars can you raise about Mt. Clare all told? We may have to plank the floors of some to take horses.

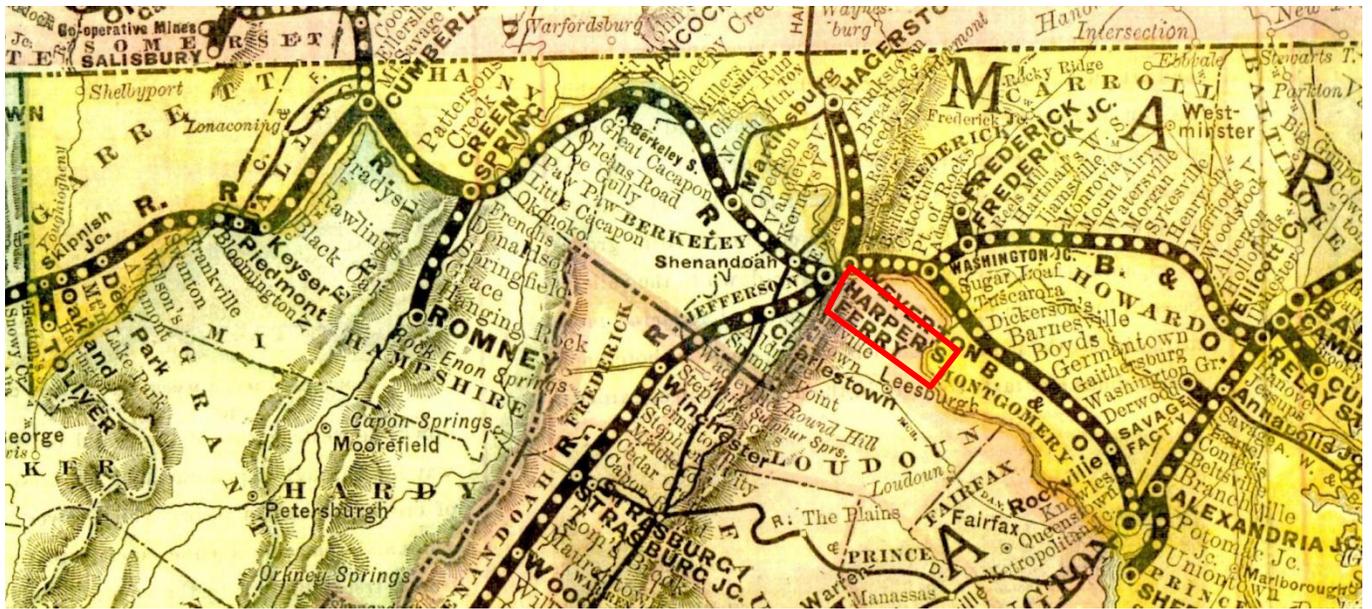
W. P. Smith

By B. & O. R.R. Telegraph  
May 1, 1863, 8:40 P.M.

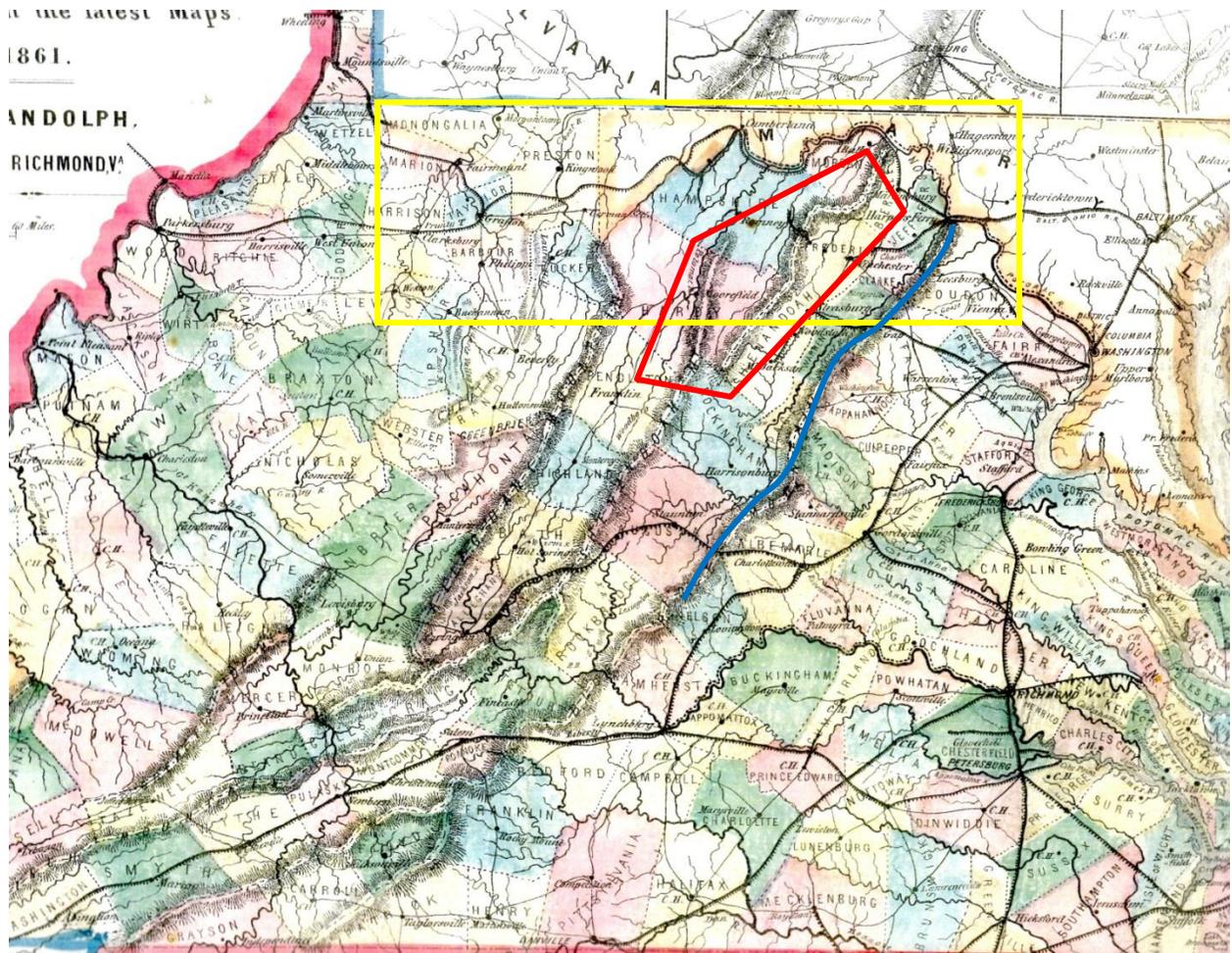
51

50

Appendix 1: Correspondence with W. P. Smith, Master of Transportation of the B. & O.R.R. (Bain 50-51). These telegrams illuminate the strategic importance of the railroad which was realized after railroads were recognized as an economic powerhouse of efficiency and affordability.



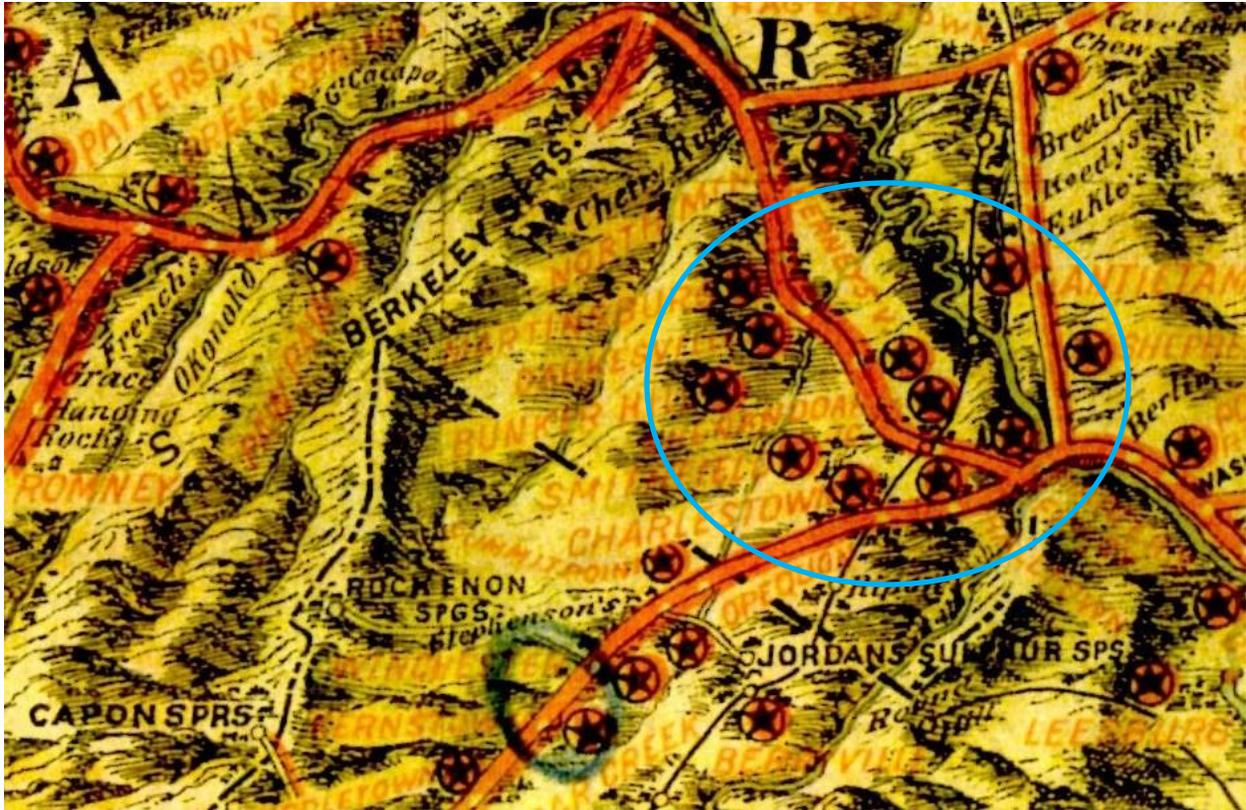
Appendix 2: Map of the Baltimore & Ohio R. R. in Maryland, Virginia, West Virginia, and Pennsylvania (Library of Congress). The new state of West Virginia is in light green. Virginia is in light pink. Note how the B&O Railroad never passes through the southern state of Virginia. The red box highlights the location of Harper's Ferry.



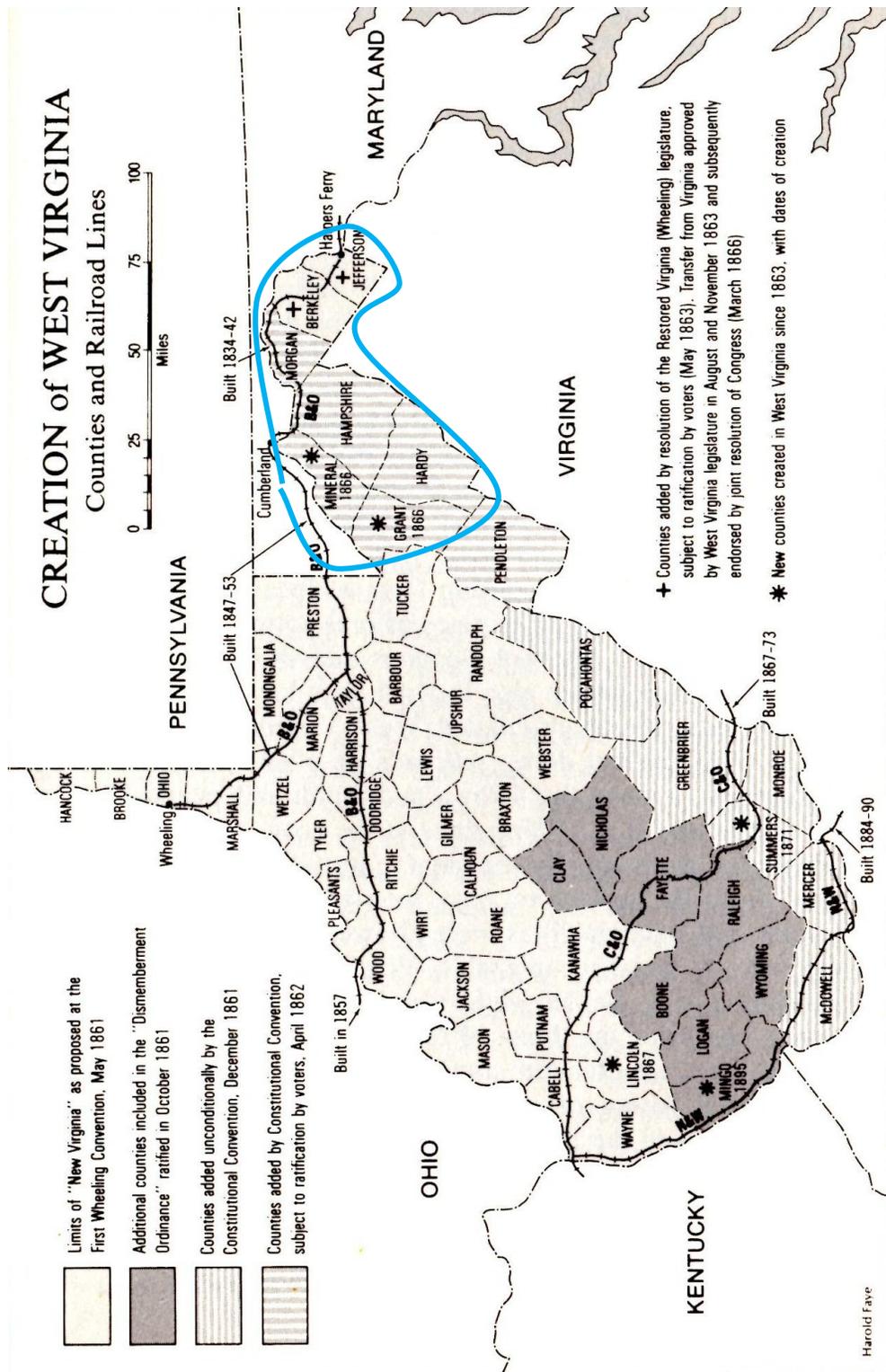
Appendix 3: New Map of Virginia, 1861. J.W. Randolph, Richmond. (Library of Congress). This map is the antebellum version of Virginia, with West Virginia still attached. Rail lines are in black. Notice how none connect the vast resources of Western Virginia with the ports and city markets of Eastern Virginia. The Baltimore & Ohio Railroad is within the Yellow box. The red pentagonal shape denotes the ridges which marked the boundaries between Eastern and Western sections. The blue line marks the Blue Ridge, which appears to separate Berkeley and Jefferson from the East.



Appendix 4: Map of the State of Virginia. Wynkoop Hallenbeck. 1862. New York. (Library of Congress). This map is a close-up of the railroad through Jefferson, Berkeley, and Morgan counties. The blue quadrilateral highlights the Blue Ridge, and places where roads traverse the ridge are shown with red arrows.



Appendix 5: Civil War Battles on the B&O Mainline. 1899. Carbutt & Butterfield Co. (Library of Congress). This map shows Civil War battles, which are marked with a star. The blue circle highlights that several battles took place around the important B&O junction in Harpers Ferry, West Virginia.



Appendix 6: (Williams, 79). This map shows the counties of West Virginia and clearly shows the B&O as it passes through the Eastern Panhandle (marked in blue).