

for girls, and during that year the Eastern and Western Female High Schools were established—being the first schools of that grade ever organized as a part of any public school system. In 1848, primary schools were engrafted on the system as a distinct department and grammar schools. In 1851 the normal schools were established. In 1855, the City Council authorized the board to establish a floating school for the education of sailors, with the purpose of benefitting the merchant service. It was organized under the joint control of the Board of Trade and the Board of Commissioners of public Schools, and was successfully continued for several years, but during the late war it began to decline, and in 1865 its operations were entirely suspended and have never been resumed.

Previous to 1867 no provision had been made by the city for the education of colored children in the public schools, but during that year and 1868 ordinances were adopted directing the establishment of separate schools for colored children, and a liberal appropriation was made for their support. Under those ordinances twelve schools have been in successful operation, containing 4,500 pupils, receiving instruction in the primary and grammar grades.

In 1873 the City Council directed the board to inquire into the expediency of introducing the study of the German language into the schools, and after an examination of the subject and a favorable report, several schools were organized for the study of English and German together. From their small beginning in 1829, the public schools in Baltimore have grown in 1879, to number over 800 teachers, and nearly 40,000 pupils.

The United States Naval Academy is located at Annapolis. In 1845, the United States Navy Department determined to establish an institution for the instruction of midshipmen in the United States Navy, and a board, of which Commodore Isaac Mayo was president, was ordered by Hon. George Bancroft, Secretary of the Navy, to select a site for the Naval School. After examining several places, Annapolis was finally chosen, and on the 10th of October, 1845, the academy was formally opened by Commodore Franklin Buchanan, of Maryland.

As the school at this time was little more than a school of practice, and afforded comparatively slender mental training on board ship, it was on July 1st, 1850, re-organized under the title of "The Naval Academy," as a training school for midshipmen, in all the theoretic and practical branches of instructions that could fit them for their profession. The course of study was materially enlarged, and the institution placed under the charge of the Bureau of Ordnance and Hydrography. The next year, a four-years' course of instruction was adopted. Under the administration of John P. Kennedy, who was appointed Secretary of the Navy in 1852, the institution greatly prospered. When the war between the States broke out, in 1861, the academy was removed to Fort Adams, at Newport, Rhode Island; but at the close of the war, it was restored to Annapolis. In March, 1867, it was

placed under the care of the Secretary of the Navy; but its administration continued to be mainly conducted under the supervision of the Bureau of Navigation, which had been formed and put in charge of it in July, 1862. Since March, 1869, the supervision of the Secretary over it has been without this intervention. On March 3, 1873, a law was passed extending the course of study to six years, the rule applying to all classes admitted after the passage of the act, but not to those which had previously entered. Since 1864, classes of naval constructors, or civil and steam engineers, called cadet engineers, have been permitted to be educated at the academy, the number of such being limited to fifty, and the course for them being two years at the school, and now also two years on board ship.

JOHN P. KENNEDY.¹

The State Normal School, for the educating and training of teachers for the public schools, was founded by the Legislature in 1865. It was organized in January, 1866, and held its first session at Red Men's Hall, on Paca street in Baltimore. It was afterwards removed to the Union Club building, at the corner of Charles and Fayette streets, and finally to the spacious building that was erected by the Legislature for the school opposite Lafayette Square.

For more than ten years, a great part of the industries and general business of the country had been much depressed, from causes which we have already, to some extent, indicated, being the inevitable reaction from the extravagant expenditure and fallacious prosperity brought about by the war. As a natural consequence, the burden fell heaviest on the working classes, among whom there was much privation, and consequent discontent. And there were not wanting those, who, for selfish purposes, or worse, stimulated those irritated feelings, and encouraged the workmen in the idea that they were the victims of the oppression of "capitalists." A deep tide of ill-feeling and rancor was aroused by these pernicious teachings.

The great lines of railroad shared in the general depression, and did what they could to lighten it. To enable the manufacturing and other interests that depended upon their transportation to keep in operation and give

¹ John Pendleton Kennedy, LL.D., author and politician, was born in Baltimore, October 25, 1795, and died at Newport, Rhode Island, August 18, 1870. He graduated at Baltimore College, in 1812, and the degree of LL.D. was conferred upon him by Harvard University in 1863. In 1814, he was a volunteer in the battles of Bladensburg and North Point; practiced law in Baltimore from 1816 to 1838; was a member of Congress in 1837-9 and 1841-5, and a prominent leader in the whig party; member of the Maryland House of Delegates in 1820 and 1822, and Speaker in 1816; and was Secretary of the United States navy in 1852. In 1831, he was a delegate to the Convention of Friends of the

manufacturing interest held in New York, and was one of a committee to draught an address advocating a protective policy. He commenced his literary career by the publication, in fortnightly numbers, of the *Red Book* in 1818-19. Among his various speeches, reports, addresses, etc., are *A Review of the Cambridge Free Trade Report by Mephistophiles*, 1830; *Report on United States Commerce and Navigation*, 1842; *Report on the Warehouse System*, 1843; *Defence of the Whigs*, 1844; also, author of the novels *Swallow Barn*, 1835; *Horse-Shoe Robinson*, 1835; *Rob of the Bowl*, 1838; and *Quid Libert*, 1840; *Memoirs of William Wirt*, 1849; and many historical and literary essays, reviews, etc.

employment to workmen, these roads reduced their local freight charges to the lowest point ever known, and moved the heavy products of manufacture at rates scarcely above the actual cost of transportation.

At this time the roads were employing a larger force of hands than their volume of business required or even justified. In 1877, the revenues of the great through-lines had fallen to such a point as to compel their managers to consider the question whether the absolutely necessary reduction in expense should be effected by discharging a large number of hands, or by retaining the existing force at lower rates of wages. The former plan would probably have been most advantageous to the roads; but the managers knew that such a proceeding would entail great hardships upon the families of the men who should thus be turned adrift with no possibility of other employment. The latter plan was that adopted by the Baltimore and Ohio Railroad Company, whose heads thought that the homely adage, "half a loaf is better than no bread," would be generally conceded as true, and that it would be better to divide among six hundred firemen the work that could be performed, and wages that might be earned by two hundred, than to throw four hundred men out of work altogether. The same motive governed them in reference to the other train hands.

It had been generally supposed, and we believe with truth, that the employees of the great railroads form a body of men of intelligence and information above the average; and on their common sense it was thought reliance might be placed in a matter that touched them so nearly. It was believed that they would at once see that they could not expect to escape their share of the common suffering; that the managers of the road were anxious to make the burden as light for them as they could, and that they would patiently endure, as other workingmen did, the inevitable necessity of the time. It was not imagined that they would allow themselves so to be blinded, that they would undertake a contest, not only with the company, but with all law, and the very existence of society; a contest in which success was not only impossible, but, even if attained, would have been more ruinous to them than any defeat. Yet such, unfortunately, was the case.

On July 11th, the following circular was issued by the Baltimore and Ohio railroad:

"To the officers and employees of the Baltimore and Ohio Railroad company:

"At a meeting of the Board of Directors of the Baltimore and Ohio Railroad company, held this day, the following preamble and resolutions were adopted:

"WHEREAS, The depression in the general business interests of the country continues, thus seriously affecting the usual earnings of railway companies, and rendering a further reduction of expenses necessary; therefore, be it

"Resolved, That a reduction of ten per cent. be made in the present compensation of all officers and employees of every grade in the service of the company, where the amount received exceeds one dollar per day, to take effect on and after July 16th, instant.

"Resolved, That the said reduction shall apply to the main stem and branches east of the Ohio River, and to the Trans-Ohio divisions, and that it shall embrace all roads leased or operated by the Baltimore and Ohio Railroad Company.

"It is hoped and believed that all persons in the service of the company will appreciate the necessity of and concur cordially in this action.

"The board postponed action until some time after its great competitors, the Pennsylvania, New York Central and Hudson River, and New York and Erie companies had made general and similar reductions in pay, with the hope that business would so improve that this necessity would be obviated. In this they have been disappointed.

"The President, in announcing the decision of the board, takes occasion to express the conviction and expectation that every officer and man in the service will cheerfully recognize the necessity of the reduction and earnestly co-operate in every measure of judicious economy necessary to aid in maintaining effectively the usefulness and success of the company.

"JOHN W. GARRETT, *President.*"

As soon as this circular appeared, there were mutterings of discontent among the brakemen and firemen of the freight trains at the proposed action of the company, and on the 16th, evidently by a preconcerted arrangement, these men refused to work along the entire line of the road. When this fact became known in Baltimore others made immediate application to fill the vacant positions, and the company had no difficulty in filling the places with experienced men who had been some time out of employment. Attempts were made by some of the superseded hands to intimidate those who were willing to work at the reduced wages, but with the aid of the police the freight trains were run regularly from the city. The passenger trains arrived and departed throughout the day without any irregularity. At Martinsburg, West Virginia, however, the trouble was more serious. This was one of the Company's principal relay-stations, where the freight engines and train hands were changed, and its population was largely composed of dependents of the road. On the same day, the 16th, the firemen on all the freight trains abandoned them at this point. They were promptly replaced by others, but the strikers dragged them from their engines, extinguished the fires, and openly avowed their determination to resist by force the passage of freight trains until the resolution reducing their wages should be rescinded.



JOHN W. GARRETT.

The local authorities of Martinsburg being unable to cope with the strikers, Mr. John King, Jr., the first vice-president of the road, telegraphed to Governor Matthews at Wheeling, informing him of the state of affairs, and requesting the aid of the militia of West Virginia to suppress the riot, and enable the trains to resume running. The Governor replied:

"Wheeling, W. Va., July 16th, 1877.

"Mr. John King, Jr.:

"There are two companies at Martinsburg supplied with ammunition. I have telegraphed to my aide-de-camp, Colonel C. J. Faulkner, Jr., to aid the civil authorities with these companies in the execution of the laws of the State, and to suppress the riot. I will do all I can to preserve the peace, and secure safety to your trains and railroad operatives.

"HENRY M. MATTHEWS."

Acting upon these orders, Colonel Faulkner called out the Berkeley Light Infantry Guards, and made an attempt to restore order; but most of his command being in sympathy with the strikers, it was impossible to obtain from them the assistance necessary to move the vast accumulation of freight and cars, and restore the traffic of the road. Governor Matthews then, after consultation with the officers of the road, sent the following despatch to President Hayes:—

“*Wheeling, W. Va., July 18.*”

“To His Excellency, R. B. Hayes, President of the United States:”

“Owing to unlawful combinations and domestic violence now existing at Martinsburg and at other points along the line of the Baltimore and Ohio Railroad, it is impossible with any force at my command to execute the laws of the State. I therefore call upon your Excellency for the assistance of the United States military to protect the law-abiding people of the State against domestic violence, and to maintain the supremacy of the law. The Legislature is not now in session, and could not be assembled in time to take any action in the emergency. A force of from 200 to 300 should be sent without delay to Martinsburg, where my aide, Colonel Delaplaine, will meet and confer with the officers in command.

“HENRY M. MATTHEWS, *Governor of West Virginia.*”

To this the President replied:

“*War Department, Washington, D. C., July 18.*”

“To Governor Henry Matthews, Wheeling, West Virginia:

“Your despatch to the President asking for troops is received. The President is averse to intervention unless it is clearly shown that the State is unable to suppress the insurrection. Please furnish a full statement of facts. What force can the State raise? How strong are the insurgents?”

“GEO. W. McCRARY, *Secretary of War.*”

In reply to this Governor Matthews gave the following explanation:

“Hon. George W. McCrary, Secretary of War:

“The only organized force in the State consists of four companies. Two of them are at Martinsburg, and in sympathy with the rioters, who are believed to be eight hundred strong; another company is thirty-eight miles from the railroad, and only one company of forty men efficient. There are no organized militia in the State. I will send Colonel Delaplaine to see the President, if desired. He is at Martinsburg. I have been reluctant to call on the President, but deemed it necessary to prevent bloodshed.

“HENRY M. MATTHEWS.”

In the meantime, John W. Garrett, president of the Baltimore and Ohio Railroad, sent the following telegram to President Hayes:

“*Camden Station, Baltimore, July 18. 1877.*”

“To His Excellency, R. B. Hayes, President of the United States, Washington:

“I am informed that Governor Matthews, of West Virginia, has telegraphed your Excellency that, owing to unlawful combinations and domestic violence now existing at Martinsburg, and at other points along the line of the Baltimore and Ohio railroad, it is impossible for any force at his command to execute the laws of the State, and has therefore called upon the Government for assistance of the United States military in this great and serious emergency. I have the honor to urge that the application of Governor

Matthews be immediately granted: it is impossible for the company to move any freight train, because of the open intimidation of strikers and the attacks that they have made upon men in the service of the company who are willing to work, unless this difficulty is immediately stopped.

“I apprehend the greatest consequences not only upon our line but upon all the lines in the country which, like ourselves, have been obliged to introduce measures of economy in these trying times for the preservation of the effectiveness of railway property.

“May I ask your Excellency, if the application of Governor Matthews be granted, to have me immediately advised through the Secretary of War the points from which the troops will be sent, in order that no delay may occur in their transportation.

“If I may be permitted to suggest, Fort McHenry and Washington are points nearest to the scenes of disturbance, and from which the movement can be made with greatest promptness and rapidity.

“It is proper to add that from full information on the subject I am aware the Governor of West Virginia has exerted all the means at his command to suppress the insurrection, and that this great national highway can only be restored for public use by the interposition of United States forces.

“From an imperative sense of duty I am compelled to join in asking immediate action in order to prevent the rapid increase of the difficulties in use of lines between Washington City and Baltimore and Ohio river.

“JNO. W. GARRETT, *President Balto. and Ohio R. R. Co.*”

Upon receiving the statement of Governor Matthews, and the appeal of President Garrett, the president decided to order Federal troops to their assistance. He first issued, however, the following proclamation:

“*By the President of the United States.*”

“A PROCLAMATION.

“WHEREAS, It is provided in the Constitution of the United States that the United States shall protect every State in this Union, on application of the Legislature, or the Executive, when the Legislature cannot be convened, against domestic violence; and

“Whereas, The Governor of the State of West Virginia has represented that domestic violence exists in said State, at Martinsburg, and at various other points along the line of the Baltimore and Ohio Railroad, in said State, which the authorities of said State are unable to suppress; and

“Whereas, The laws of the United States require that in all cases of insurrection in any State, or of obstruction to the laws thereof, whenever it may be necessary, in the judgment of the President, he shall forthwith, by proclamation, command such insurgents to disperse and retire peaceably to their respective abodes within a limited time.

“Now, therefore, I, Rutherford B. Hayes, President of the United States, do hereby admonish all good citizens of the United States, and all persons within the territory and jurisdiction thereof, against aiding, countenancing, abetting or taking part in such unlawful proceedings; and I do hereby warn all persons engaged in or connected with said domestic violence and obstruction of the law to disperse and retire peaceably to their respective abodes on or before 12 o'clock noon of the 19th day of July instant.

“In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

“Done at the City of Washington on this 18th day of July, in the year of our Lord 1877, and of the Independence of the United States the one hundred and second.

“R. B. HAYES

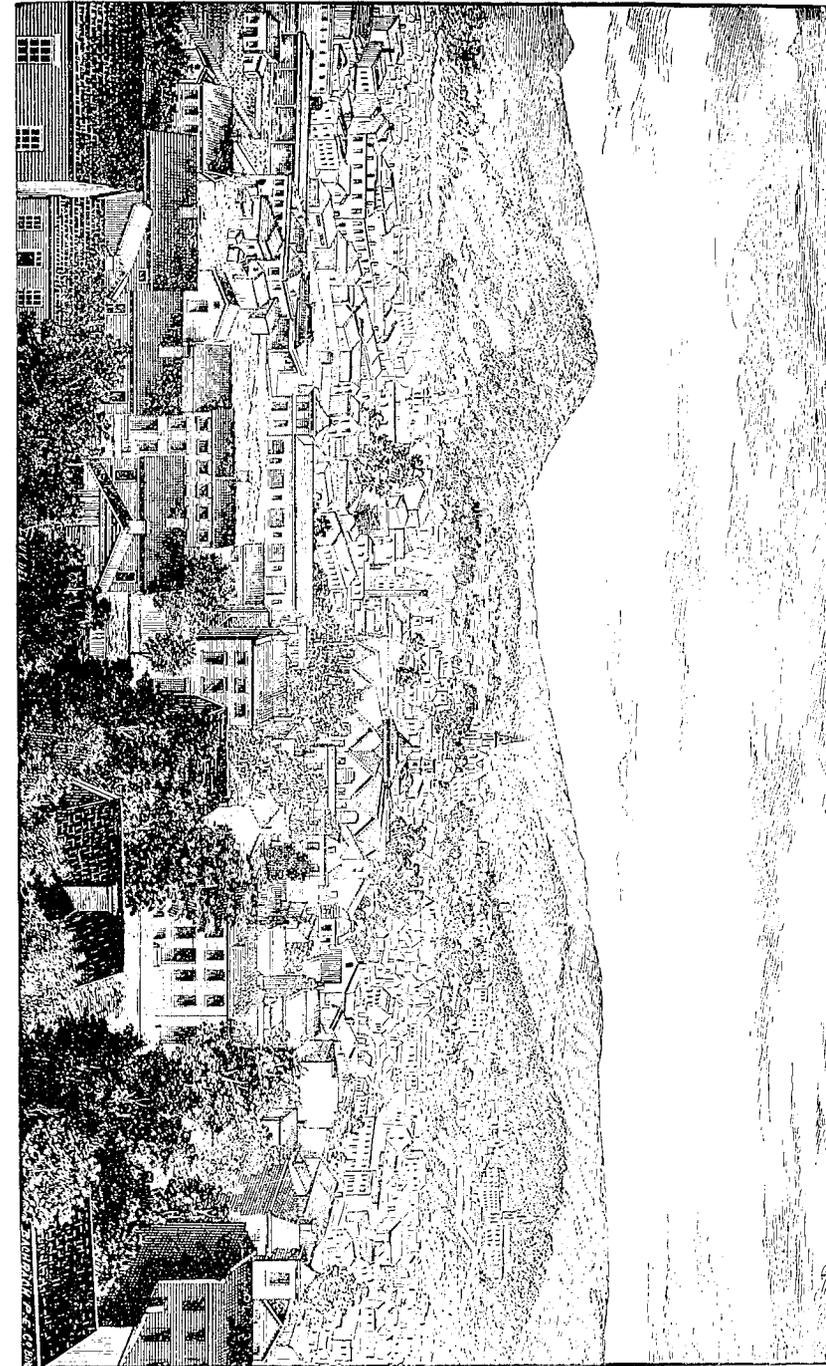
“By the President: F. W. SEWARD, *Acting Secretary of State.*”

This proclamation was printed in hand-bill form and distributed among the employees at all points of the road, and at conspicuous places in Baltimore. At the same time eight companies of artillery serving as infantry, under the command of General French, from Fort McHenry and Washington, were despatched to Martinsburg, and reached there early on the morning of the 19th. Their presence in the town overawed the strikers, and if men could have been found to run the engines, all the trains that were blockading the track at that point could have been moved away without any hindrance. But the company's employees were so completely intimidated by the strikers that they were afraid to return to work, even when the soldiers were standing by to protect them. Only two trains were started from Martinsburg on July 19th; the eastward bound train arrived safely at Baltimore about midnight, while the westward bound train arrived at Keyser, where it was stopped by the strikers.

The strike had now extended to the Ohio Railroad, and it was feared that the employees on the Pan Handle route would also join the strikers. The news from the Pittsburg and Fort Wayne and Chicago Road was not of a reassuring character, while ominous despatches came as to the temper of the men connected with the Lake Shore and Michigan Southern Road. Strikes were also apprehended on the Ohio and Mississippi, and the Cincinnati, Hamilton and Dayton Roads. The western division of the Pennsylvania Railroad was blockaded, and on the Erie Road business was seriously interfered with. Troops were being called out in both Pennsylvania and New York. In this alarming state of affairs no freight trains went from or arrived at Baltimore, and thousands of dollars were lost every hour by the sudden paralysis of trade. Some of the cars were loaded with perishable goods, others with merchandise which the company was under contract to deliver promptly, and not a few with cattle, sheep and hogs, which were perishing of hunger and thirst. The effect upon the revenues of the Baltimore and Ohio Railroad and the business of the towns through which the road passed was disastrous; but the greatest sufferers were the misguided men who had taken this method of resisting the execution of an order by which they alone profited.

From the day the order went into effect, nothing of a malicious design happened in Baltimore until the 20th of July, excepting the wrecking of a freight train on the 17th, in the southern suburbs of the city, by a misplaced switch. The running of trains being stopped, the brakemen and engineers had an opportunity to meet and confer with the striking firemen, with whom they were in full sympathy. The number of train-hands thus thrown out of employment in consequence of the strike, numbered in Baltimore about two hundred and fifty. A large portion of these were faithful to their duties, and stood ready to resume their work as soon as they were relieved from the intimidation to which they were subjected by the rioters and their leaders. In justice to the railway employees, it must be said that it was not their whole body, but only the dissatisfied and unreasonable element which consented to

VIEW OF CUMBERLAND FROM THE NORTH-EAST.



acts of violence, such as stopping trains and forcing the men from them. But around this body of men gathered a host of the idle, the vicious, and the criminal, whom they would not curb, and who, not discountenanced by them, ventured on acts of violence and destruction, which paralyzed for awhile a great part of the industry of the country.

To permit this state of affairs, was to consent to the overthrow of social order and government, and as the disturbances assumed dangerous proportions in Maryland, they caused universal alarm. At Cumberland, where a large number of freight trains had collected, loaded with goods of a perishable nature, a mob gathered and dragged the hands from the trains, broke open the cars, uncoupled the engines and did other violent acts. The authorities were powerless to suppress the disorder, and the rioters were joined by reinforcements from Martinsburg, and the canal boatmen and miners, who threatened the jail and railroad property at this point. When the news reached Baltimore that the strike at Cumberland threatened to assume a dangerous aspect, Governor Carroll held a consultation with the officers of the Baltimore and Ohio Railroad, and, from all the information received, he became convinced that the presence of the militia at Cumberland, was necessary for the preservation of peace and order. Upon this he sent for General James R. Herbert, commanding the first Brigade M. N. G., and after a short interview with him, at 3:30 P. M., issued the following order :

“Executive Mansion, Baltimore, July 20, 1877.”

“Brigadier General Herbert, Commanding First Brigade M. N. G.

“SIR:—You will proceed at once with the Fifth regiment of your command to the City of Cumberland to aid in the suppression of riot and lawlessness on the line of the Baltimore and Ohio Railroad in this State, and there await further orders.

“Yours, &c.,

“JOHN LEE CARROLL, *Governor.*”

Almost simultaneously with this order, the Governor issued the following proclamation, which was ordered to be printed and distributed in Cumberland and other points in the State, along the line of the Baltimore and Ohio Railroad.

“WHEREAS, It has come to the knowledge of the Executive that combinations of men have been formed at various points along the line of the Baltimore and Ohio Railroad in this State, and that a conspiracy exists, the object of which is to impede the traffic and interfere with the legitimate business of the said railroad company; and

“Whereas, various acts of lawlessness and intimidation to effect this purpose, have been perpetrated in this State by bodies of men with whom the local authorities are, in some instances, incompetent to deal; and

“Whereas, It is of the first importance that good order should everywhere prevail, and that citizens of every class should be protected;

“Therefore, I, John Lee Carroll, Governor of Maryland, by virtue of the authority vested in me, do hereby issue this my proclamation, calling upon all citizens of this State to abstain from acts of lawlessness, and to aid the lawful authorities in the maintenance of peace and order.

“Given under my hand and the great seal of the State of Maryland, at the City of Baltimore, this 20th day of July, 1877.

“JOHN LEE CARROLL, *Governor.*”

“By the Governor: R. C. HOLLIDAY, *Secretary of State,*”

Immediately upon receipt of his orders, General Herbert sent for Captain Zollinger, the commanding officer of the 5th regiment, and directed him to assemble his men, and be ready to march from his armory at six o'clock. Colonel Clarence Peters, of the 6th regiment, was also notified to call his regiment together, and hold it ready for any emergency. As the men were slow in gathering at their armories, General Herbert, seeing the necessity for prompt action, about six o'clock gave an order to J. F. Morrison, the Superintendent of the City Police and Fire Alarm Telegraph, to strike the military call, 1-5-1, on the City Hall and fire bells, and soon after the alarm was sounded. Merchants and others returning from their offices, and the streams of workmen just then being dismissed from factories and warehouses, knew what it meant; and soon men and boys of all ages and conditions congregated in front of the armories, and their conduct and actions showed that the majority were in sympathy with the strikers, and determined, if possible, to prevent the soldiers leaving the city for the scene of the disturbance.

General Herbert gave orders that the men should march from their headquarters direct to Camden Station, the depot of the Baltimore and Ohio Railroad. These were the 5th regiment, with two hundred and fifty men, and three companies of the 6th, numbering one hundred and fifty men, with five thousand rounds of ammunition and one day's rations.

The 5th regiment filed out of their armory over the Richmond market into Garden street, about 7 o'clock, and thence moved up Madison to Eutaw street, and proceeded to Camden Station. As they left the armory, they were received with rounds of applause, but when near Lombard street, they were met by an excited crowd of several hundred men, who hooted and jeered them as they passed along. At the intersection of Eutaw and Lombard streets, great crowds had collected on the sidewalks and at the corners, who threw volleys of bricks and stones into the ranks, which was repeated until the soldiery reached the corner of Pratt street. Notwithstanding the annoyance of this rain of missiles, Captain Zollinger ordered his men, who were perfectly cool, collected and resolute, not to fire. At the junction of Camden and Eutaw streets, a solid mass of rough-looking men blocked the passage of the soldiers, who halted a moment, by order, and fixed their bayonets. Drawing his sword, Captain Zollinger shouted to the mob to give way that his regiment might pass. He was answered with another volley of stones and bricks, by which a dozen of his men were struck. In an instant, he ordered his command to charge into the depot, which they did at a double-quick, amid a storm of flying missiles and the hoots and yells of the mob.

During this exciting march about twenty-five of the soldiers were more or less injured. As soon as the 5th regiment entered the depot, they proceeded to get into the cars there in waiting for them, while the mob proceeded to tear up the tracks leading out of the station, destroying the switches, and otherwise injuring the company's property.

The armory of the sixth regiment, on the northwest corner of Fayette and Front streets, at about 7 o'clock was surrounded by a mob numbering at least two thousand persons. This crowd was reinforced by fresh arrivals until about half past seven, when an impenetrable mass of men and boys extended along Front street, all the way from Baltimore to Gay on the north and south, and High street and the Fayette street bridge, on the east and west. The rioters at intervals threw volleys of stones and bricks at the windows of the building, accompanied by shouts and hurrahs from the crowd. In the midst of this, Colonel Peters ordered the guards who were stationed at the door to enter the building for protection. This movement the mob regarded as an indication that the military were afraid to face them, and the stoning of the armory was continued with renewed activity. Many of the officers and men of the regiment in attempting to reach their command were attacked by the crowd, knocked down, kicked and otherwise maltreated. The windows of the armory were shattered by stones, and every moment the mob became bolder and more reckless. A large force of police arrived, but after viewing the crowd they declared that they were unable to preserve the peace. At this critical moment Company J, Captain Wm. H. Tapper; Company F, Captain J. C. Fallen, and Company B, Captain J. F. Duffy, who had been detailed for duty, determined to face the crowd and march to Camden Station at all hazards. The men were ordered to load their muskets and present a bold front to the mob in case of attack. They marched down the stairs but upon their appearance at the door they were greeted with a storm of stones, brickbats, pieces of iron and other missiles. The assault upon them was so furious that the soldiers were compelled to withdraw again into the building. After various attempts they ventured out again, and were met by another storm of stones and bricks, by which several of the soldiers were severely hurt. Unable to proceed in the face of this attack, and finding that they were in danger of being overpowered, the men then fired upon the mob, which recoiled and allowed them to pass. Company J and F proceeded to Camden Station by way of Front and Baltimore streets while, Company B went by way of Front and Gay streets.

In the march towards Camden Station, companies I and F were repeatedly attacked by the mob who followed them from the armory to Baltimore street, and from this point to Light street the firing from the members of the 6th was brisk. The sharp rattle of musketry, the popping of small arms mingled with the yells of an infuriated mob, echoed through the streets, while the scene was fitfully illuminated by the vivid flashes from the soldiers' guns. At various points lay wounded and bleeding men, and here and there a corpse pierced by a musket ball.¹

¹ The following persons were killed: Thomas V. Byrne, William Haurand, Patrick Gill, Cornelius Murphy, Lewis Zwarowitch, John H. Frank, George McDonald, Otto Manecke, John Rinehardt, Mark J. Doud; and about twenty-five wounded. On the part of the militia, the 5th Regiment, which was assaulted with stones and other missiles and used no firearms, had eighteen wounded by stones, etc.: and the 6th Regiment, twelve similarly wounded.

Soon after the arrival of the military at Camden Station, Governor Carroll and Mayor Latrobe succeeded in entering the depot, when the Governor issued the following order to General Herbert:

"Brigadier General James R. Herbert, Maryland National Guards:

"SIR:—I have just received the following communication from His Honor Ferdinand C. Latrobe, Mayor of Baltimore:

"*Baltimore, July 20, 1877.*

"His Excellency John Lee Carroll, Governor of Maryland:

"DEAR SIR:—In view of the condition of affairs now existing in this city and the violent demonstration that has taken place within the last hour, I would suggest that neither of the regiments of military be ordered to leave Baltimore this evening. I make this suggestion after consultation with the commissioners of police.

"Very respectfully,

"FERDINAND C. LATROBE, *Mayor of Baltimore.*"

"In consequence of the above request, the order to proceed to Cumberland with the 5th regiment is hereby revoked, and you will hold the men under command ready to aid the city authorities in case they should be required in preserving order throughout the city.

"JOHN LEE CARROLL, *Governor.*"

In the meantime the crowd surrounding the depot continued to swell in numbers, and kept up continuous vociferation of the names of leading railroad officials, with cries of "hang them," "shoot them," "burn them out," etc. In front of the depot on Camden street the police, under Commissioner Gilmor and Marshals Gray and Frey, at great risk, did their duty gallantly in keeping back the furious mob. Police were also stationed at all the streets around the fencing enclosing the depot yard. At the Lee street end of the passenger shed, the people were crowded together in a compact body, filling the streets for several blocks. The militia were on the platforms in the passenger sheds, fully aware of their critical situation, and determined to sell their lives dearly if they were attacked by the mob.

About ten o'clock the crowd probably numbered about fifteen thousand persons. They had destroyed several railroad engines and burned three passenger cars attached to an engine. At the same time the enraged populace set on fire the south end of the passenger platform. The fire alarm was struck, but it was believed that the mob would not allow the fire to be extinguished, and the alarm in the company's offices was very great. The fire engines hurriedly arrived on the ground, laid out their hose and started their pumps to put out the flames. A number of the engines were driven off by the mob, while others had their hose cut; but the police came to their rescue, driving back the crowd at the muzzles of their pistols, and the firemen, who had stood gallantly at their posts of danger, finally extinguished the burning depot. A good portion of the roof and the train-despatcher's telegraph station on the platform was destroyed. Three passenger cars, a passenger locomotive and the switchman's house at Lee street, were also burned. The fire created a great blaze, and excited much alarm, the apprehension being general that the mob intended to burn the depot, and other property of the

railroad company, while many even feared that they would burn the city. Just as the fire at Camden Station was subdued, the bells rang out a second alarm, when it was discovered that some cars and a switch-house at Bayley's round-house, south Baltimore, was on fire. The fire engines quickly responded, and after some trouble and resistance, put out the flames. Some shots were fired by the police and mob, and several were wounded.

Governor Carroll, knowing that the slender force at his command was incompetent to protect the city, while the Camden depot was surrounded by a menacing mob, and the building itself on fire, telegraphed the following message to President Hayes:

"*Camden Station, July 28.*

"His Excellency, R. B. Hayes:

"SIR—An assemblage of rioters that cannot be dispersed by any force at my command, has taken possession of the Baltimore and Ohio Railroad depot here, set fire to the same, and have driven off all the firemen who attempted to extinguish the flames, and it is impossible, with the force at my command, to disperse the rioters. Under the circumstances, as Governor of the State of Maryland, I call upon you, as President of the United States, to furnish the force necessary to protect the State against domestic violence. The Legislature of the State is not in session, and cannot be convened in time to meet the emergency.

(Signed)

"JOHN LEE CARROLL, *Governor of Maryland.*"

The President immediately responded to this call, as follows:

"*Soldiers' Home, Washington, D. C., July 21, 1877.*

"To Governor John Lee Carroll, Baltimore, Md.:

"The President directs me to say that he will aid you to the extent of his power. Available troops will be sent, but a call upon neighboring States will probably be necessary. Communicate with me here, and I will advise you more definitely in a short time.

(Signed)

"GEORGE W. McCRARY, *Secretary of War.*"

The same night, the telegraph was employed by the Secretary of War, and General Thomas M. Vincent, Acting Adjutant General, to summon troops from various points in adjoining States. The Secretary of War, a short time after he sent his first dispatch, telegraphed the following:

"*Soldiers' Home, July 21.*

"To Governor John Lee Carroll, Camden Station, Baltimore:

"General Thomas M. Vincent, Acting Adjutant General, has been ordered to send to your aid any available force, especially artillery, from Fort McHenry, which it is hoped may prove very useful. If General French can be spared from West Virginia he will be sent to your aid. Address any further communication to-night to General Vincent, who has full authority.

"GEORGE W. McCRARY, *Secretary of War.*"

At the same time, the Secretary of War sent the following to General Vincent:

"*Soldiers' Home, July 21—1.55 P. M.*

"General Vincent, A. A. G., Washington:

"You will order any troops now at Fort McHenry to respond to the call of the Governor of Maryland to aid in suppressing riot in Baltimore. Also order any artillery at the Fort to be used for the same purpose, under the governor's orders.

"Also direct General French to use in his discretion, for same purpose, any troops under his command not needed in West Virginia. The president directs that all possible aid be extended to State authorities, and you may use discretion in ordering any force in reach to be sent to the governor.

(Signed) "GEORGE W. McCRARY, *Secretary of War.*"

Troops were ordered from Fort McHenry, Fortress Monroe, Fort Columbus, New York harbor, and the marines from the Washington navy yard, to report to Major General Hancock at Baltimore, "to act under the orders of Governor Carroll in quelling the riot at that point."

During the night, however, the mob dispersed from Camden Station, and it became apparent that such order was restored to the city that the State authorities and the civil administration could maintain the public peace. Therefore, about 3 o'clock on Saturday morning, July 21st, Governor Carroll forwarded the following dispatch to Washington:

"Camden Station, Md., July 21.

"To Hon. George W. McCrary:

"Order has been restored for the present, and I hope we may be able to restrain violence with our military and the police. There is increasing lawlessness at Cumberland, and as I will not be able to send a force from here, I may be obliged to ask the government for aid. I will communicate again in the morning. Please convey my thanks to the President for promptly responding to my request.

"JOHN LEE CARROLL."

The receipt of this intelligence by the Federal authorities produced a modification of their orders; yet, on Saturday afternoon, the following dispatch was received from Washington:

"This morning, the Secretary of War ordered five hundred marines from Norfolk and four companies of infantry, now stationed at Fort Monroe, Va., to proceed immediately to this city and Baltimore, that they may be on hand to promptly quell any further disturbance. About one-half of this force will be quartered in Washington, and the other half at Fort McHenry, near Baltimore. There is also a light battery at the last-named fort ready for service at a moment's notice."

General Winfield S. Hancock, commander of the military division of the Atlantic, with his staff, reached Baltimore on Sunday morning from New York, and made Barnum's Hotel his headquarters. On Saturday and Sunday, nearly two thousand United States troops were concentrated in Baltimore, in addition to about six hundred marines. In addition to this force, the 5th and 6th Maryland regiments were ordered to recruit to their maximum of one thousand men each, and two new regiments and one battery of artillery were organized and equipped within a very few days. The 7th regiment was commanded by Colonel James Howard, and the 8th by Colonel Charles E. Phelps. The 1st Maryland artillery was commanded by Captain Thomas S. Rhett. And to aid in the preservation of the peace of the city, Messrs. E. Wyatt Blanchard, James H. Barney, John Donnell Smith, and J. Thomas Scharf, were appointed by the police commissioners, under the direction of their secretary, Marriott Boswell, to select five hundred special

policemen. The bar-rooms and drinking establishments of the city were also ordered to be closed for several days. At the request of Hon. John L. Thomas, collector of the port, General Barry, in command of Fort McHenry, sent a guard to protect the United States bonded warehouses, the custom house and postoffice. The United States revenue cutter, *Ewing*, under Captain A. A. Fenger, with a gun battery and a squad of infantry from the fort, also protected the Baltimore and Ohio Railroad elevators, at Locust Point.

On Saturday, Baltimore was quiet, but there was no lack of defensive activity and energetic effort to restore the sway of law and order. Business was suspended, and the streets were thronged with people, but the disorderly element for the time had disappeared. Governor Carroll occupied quarters in the governor's room of the City Hall, and in connection with Attorney General Gwinn, Mayor Latrobe, the police commissioners and other civil and military authorities, was active and energetic in preparations for any emergency which might occur. In the afternoon the governor issued the following:

"PROCLAMATION:

"Baltimore, July 21.

"WHEREAS, The riotous demonstration that took place in this city last evening evinces a spirit of lawlessness, which, if not suppressed, must end in the ruin of vast interests and the destruction of large amounts of the property of our citizens. Now, therefore, I, John Lee Carroll, Governor of Maryland, do hereby issue this, my proclamation, calling upon all law-abiding citizens of Baltimore to aid in the maintenance of quiet, and I hereby command all persons not to assemble for purposes of violation of law, but to retire forthwith peaceably to their respective homes, warning them that a persistence in these violent proceedings will compel resort to the strongest measures for the re-establishment of order in our midst.

"JOHN LEE CARROLL, *Governor.*"

Shortly after this was issued, the following was circulated in hand-bills throughout the city:

"Office of Board of Police Commissioners, July 21.

"In the present excited state of the public mind it is important that no opportunity should be afforded for any disorder. All peaceable citizens are therefore expected to abstain from gathering in crowds, and to pursue their usual occupations, in order that the constituted authorities may maintain the peace of the city without difficulty or confusion.

"JOHN LEE CARROLL, *Governor.*

"WM. H. B. FUSSELBAUGH, *President Board of Police.*

"HARRY GILMOR, JAMES R. HERBERT, *Commissioners of Police.*"

At night the city was feverish and excited, and the frequent alarms sounded by the fire department occasioned much apprehension. Early in the evening an unsuccessful attempt was made to burn one of the Baltimore and Ohio transportation barges, at Fell's Point; and almost simultaneously, a building was burned in west Baltimore. About midnight, a train of oil cars was burned on the track of the Baltimore and Ohio road, a short distance beyond the city limits; and about daylight on Sunday morning, a large lumber-yard and sash factory in the southeastern section of the city, was

entirely consumed. In the midst of this excitement, apprehension pervaded the community of another outbreak at Camden Station, which, as the sequel showed, was not without foundation, and, but for the strong measures for protection, would no doubt, have resulted in arson and greater bloodshed. About ten o'clock, a mob several thousand strong had collected on Eutaw and Camden streets, and were assuming threatening attitude. Police Commissioner Gilmor, determined to have the crowd dispersed and sent for a large police force, under Deputy Marshal Frey. The police arriving on the ground, Commissioner Gilmor, and Marshals Grey and Frey at the head of their force, advanced upon the mob under a heavy fire of pistol-shots and a storm of missiles, and captured many of the rioters. These were taken into the depot and placed under the guard of the 5th regiment. In the station the military reserve were under arms and in readiness to repel an attack. Other charges were made by the police upon the crowd in quick succession, and the mob dispersed in all directions. Many of the rioters made violent resistance, and the scenes in the depot were most exciting. About two hundred were arrested, composed of the most lawless element of the city, and from all portions of it, and nearly all were more or less intoxicated. No railroad men were among them. By direction of A. Leo Knott, State's Attorney, they were all committed to jail without bail.

This cool and determined action of the police, dispersed the crowd around the depot and suppressed the railroad riot in Baltimore. About midnight, a special train having on board a battalion of 120 officers and men of the United States marine corps from the navy yard at Washington, under Colonel Charles Haywood, arrived at Camden Station, and at daylight on Sunday morning, General Barry sent a battery of three rifled pieces of artillery, under Captain J. J. Ramsay, to the same point. On Saturday afternoon, President Hayes issued the following proclamation:

"WHEREAS, It is provided in the Constitution of the United States that the United States shall protect every State in the Union on application of the Legislature, or of the Executive (when the Legislature cannot be convened) against domestic violence; and whereas, the Governor of the State of Maryland has represented to me that domestic violence exists in said State at Cumberland and along the line of the Baltimore and Ohio Railroad in said State, which the authorities of said State are unable to suppress; and whereas, the laws of the United States require that in all cases of insurrection in any State or of obstruction to the laws thereof, whenever in the judgment of the President it becomes necessary to use the military force to suppress such insurrection or obstruction to the laws, he shall forthwith by proclamation command such insurgents to disperse and retire peaceably to their respective abodes within a limited time;

"Now, therefore, I, Rutherford B. Hayes, President of the United States, do hereby admonish all good citizens of the United States, and all persons within the territory and jurisdiction of the United States, against aiding, countenancing, abetting or taking part in such unlawful proceedings; and I do hereby warn all persons engaged in or connected with said domestic violence and obstruction of the laws, to disperse and retire peaceably to their respective abodes on or before twelve o'clock noon, of the twenty-second day of July instant. In testimony whereof I have hereunto set my hand and caused the seal

of the United States to be affixed. Done at the City of Washington this 21st day of July, in the year of our Lord 1877, and of the independence of the United States of America the one hundred and second.

"By the President—

"R. B. HAYES.

"WM. M. EVARTS."

The strike, which had been in progress in Maryland for a week, had run its course by Monday, July 23, although the troubles spread all over the country. It had stirred up the vicious and criminal classes and furnished them with an opportunity for rioting and pillage. The train-men on the Pennsylvania railroad had struck, and the moving of freight trains was suspended, while the passenger trains were run by the sufferance of the strikers. But it was at Pittsburg that the riot assumed the most formidable proportions, and the devastation there was terrible. All the depots and shops of the Pennsylvania company and of the roads connecting with it were burned; one hundred and twenty-five locomotives were destroyed, and hundreds of cars broken into, rifled of their contents, and then pushed into the burning sheds, where they were quickly consumed. A regiment of Pennsylvania militia, which was hurriedly despatched from Philadelphia on the night of July 20th to protect the company's property, after a sharp skirmish with the mob on the afternoon of the 21st, in which many persons were killed on both sides, was driven into an engine-house, where it remained until the building was set on fire. It cut its way out and retreated across the Alleghany river, pursued by the rioters. After retreating ten miles from the city it encamped on a hill, threw up fortifications, and so remained until relieved. The loss of the Pennsylvania Railroad Company at Pittsburg was estimated at three millions of dollars. To suppress the riot in Maryland it cost the State nearly \$85,000.

Through the personal exertions of Mr. John W. Davis, the general agent of the Northern Central Railroad, and George C. Wilkens, superintendent, there was no disturbance among the men of the Northern Central, though a strong pressure had been brought to bear by strikers on other roads, and threats and promises had been made to induce the company's firemen and other employees on the road and in the shops to strike. On this road the wages had been cut down ten per cent., on the 15th of June, some weeks before the reduction went into effect on the Baltimore and Ohio Railroad.

On the 28th of July, the strike being over in Baltimore, and all perceptible danger of disorder having disappeared, freight trains were despatched from Camden Station and the regular traffic resumed. Governor Carroll issued a proclamation commanding the sheriff of each county through which the Baltimore and Ohio Railroad runs, to summon a posse and proceed to the points at which any interference with the running of the trains was likely to occur, and to secure free passage therefor. The military were also on hand to assist them, in case their services were needed. There was no interruption of the business of the road, as the better sense of the men had

overcome their obstinacy. On the Chesapeake and Ohio Canal an attempt was made by the boatmen to interfere with the coal trade, but through the energetic efforts of President A. P. Gorman, with the assistance of the 7th regiment which was sent to the scene of the troubles, the riotous boatmen were dispersed.

For the efficient services rendered by the military and police during the railroad riots of July, 1877. Governor Carroll paid them well-merited tributes. To the latter he addressed the following letter of recognition and commendation for their services, which was read to the police accompanied by the letter of the police commissioners:

"To the Honorable Board of Police Commissioners of Baltimore City:

"GENTLEMEN—I take this early opportunity to convey to you my sincere admiration of the efficient manner in which the police under your control have been managed during the trying and critical times of the past few days.

"Our citizens are taught to rely upon the energy of the civil process for the protection of their lives and property, and fortunately on this sad occasion it has been clearly shown that their confidence was not misplaced.

"The untiring activity of the men, and their bold assaults upon the lawless crowds assembled, have excited the admiration and gratitude of our citizens, and have carried conviction to the minds of all that peace and order will be restored without the effusion of blood. Allow me to thank you for the readiness with which you have responded to every call which, as the representative of the State, I have made upon you.

"JOHN LEE CARROLL."

The police of Baltimore, during this trying scene, gave full evidence of their discipline and efficiency. Two-thirds of the 600 officers of the regular force were on their feet forty-eight hours without any rest whatever, and in this condition they successfully fought down bodies of rioters outnumbering them by thousands. It was largely due to their firmness that the first outbreak of mob violence on Friday evening, July 20th, was kept within bounds, so that the governor was able to telegraph to President Hayes at 3 o'clock on Saturday morning, that the riot was subdued, and that the military assistance which he had asked for earlier in the evening, would probably not be needed at Baltimore. On Saturday evening, they effectually quelled the incipient riot, which was beginning to gather around Camden Station, by the vigorous measures which they took to disperse the crowd, and by the promptness and number of the arrests they made. Altogether, they merited the hearty commendation of the community by the fidelity and courage with which they performed their duties, and demonstrated their ability, when their efforts are properly directed, thoroughly to restrain the evil-disposed and lawless elements in Baltimore.

The 5th Maryland regiment fully sustained the high reputation it had gained for discipline and courage. The 6th regiment had also done its duty, but in deference to a false sentiment was disbanded.

A kind of sequel of the railroad riots was the formation of a so-called "Workingmen's Party" in Baltimore, which placed candidates in the field at

the fall elections for mayor and members of the Legislature. The democratic nominee was George P. Kane; that of the "Workingmen," Joseph Thompson, and of the "Reformers," Henry M. Warfield. The municipal election passed off very quietly, in October, 1877, and resulted in the election of George P. Kane and the entire regular democratic nominees for both branches of the City Council by overwhelming majorities. Kane carried all the wards of the city excepting the 13th and 20th, in which Thompson had small majorities. The total vote of the city was 51,091, of which Kane received 33,188, Thompson 17,367, and Warfield 536. Mayor Kane died on June 23d, 1878, and a new election was ordered to fill the vacancy, which resulted in the election, on July 11th, of Ferdinand C. Latrobe, democrat, by a majority of 13,214, over R. Henry Smith, candidate of the "Greenback" and "workingmen's" parties. The total vote was 16,002, of which Latrobe received 14,608, and Smith 1,394.

The political complexion of the Legislature of 1878, was as follows: Delegates, sixty-five democrats to seventeen opposition; Senate, eighteen democrats to seven opposition. On the 18th of January, the Hon. James Black Groome, of Cecil, was elected United States Senator for the term of six years, beginning March 4th, 1879.¹ Hon. Barnes Compton was re-elected treasurer, and Hon. George Colton was elected State printer. John Milroy was elected Police Commissioner for Baltimore City.

The Legislature was organized by the election of Edward Lloyd, of Talbot County, as president of the Senate, and Fetter S. Hoblitzell of Baltimore City, as speaker of the House.

Among the many important measures passed at this session of the Legislature, was the following resolution introduced in the House of Delegates, by Hon. Montgomery Blair:²

¹ The result of the election in the several congressional districts was as follows: First district—Henry, dem., 11,419; Graham, rep., 10,338—majority for Henry, 1,081. Second district—Talbot, dem., 9,818; Milligan, ind., 3,594; McCombs, green'k, 1,271—majority for Talbot over all, 4,843. Third district—Kimmel, dem., 11,676; Thompson, labor green'k, 4,908—majority for Kimmel, 6,768. Fourth district—McLane, dem., 11,064; Holland, rep., 6,671; Quigley, labor green'k, 627; Gittings, ind. dem., 398—majority for McLane over all, 3,368. Fifth district—Henkle, dem., 11,558; Crane, rep., 9,679; Calvert, green'k, 179—majority for Henkle, 1,700. Sixth district—Peter, dem., 12,437; Urner, rep., 14,168; Resley, green'k, 1,107—majority for Urner over Peter, 1,731.

² This resolution was a substitute both for an original memorial and a previous set of resolutions which had been introduced by Mr. Blair, in advocacy of which he spoke in the House. The resolution was without the qualifying clause—"in case Congress shall provide for expediting the action." These words were added

by the Judiciary Committee of the House. The writer of this, as chairman of the Committee on Federal Relations, to whom the original memorial and resolutions of Mr. Blair were submitted, reported them unfavorably, and, in support of his report, said: "The prayer of the proposed memorial of the gentleman from Montgomery is, 'that needful legislation may be adopted to ascertain, judicially, who was elected President at the recent election, and to give effect to the will of the people.' After careful consideration which the grave importance of the subject demanded, a large majority of the Committee on Federal Relations, on the 7th of February, reported them unfavorably. Although differing from the distinguished author of the memorial as to the character of the action which Congress ought to be called upon to take in the premises, nevertheless, as the matter is before us, it is entitled to consideration. In my judgment, whatever influence this State may claim to exercise upon Congress, may be brought to bear more effectually than by asking for legislation to try the title of Mr. Hayes or Mr. Wheeler

"Resolved by the General Assembly of Maryland, That the Attorney General of the State be, and he is hereby instructed, in case Congress shall provide for expediting the action, to exhibit a bill in the Supreme Court of the United States, on behalf of the State of Maryland, with proper parties thereto, setting forth the fact that due effect has not been given to the electoral vote cast by this State on the 6th day of December, 1876, by reason of fraudulent returns made from other States, and allowed to be counted provisionally, by the Electoral Commission, and subject to judicial revision; and praying said court to make the revision contemplated by the act establishing said commission; and upon such revision, to declare the returns from the States of Louisiana and Florida, which were counted for Rutherford B. Hayes and William A. Wheeler, fraudulent and void, and that the legal electoral votes of said States were cast for Samuel J. Tilden, as president, and Thomas A. Hendricks, as vice-president; and that by virtue thereof, and of 184 votes cast by other States, of which eight were cast by the State of Maryland, the said Tilden and Hendricks were duly elected; and praying said court to decree accordingly."

In pursuance of the resolution, Mr. Kimmel, of Maryland, introduced in the House of Representatives a bill to provide a form of action and mode of proceeding by which the title to the office of president and vice-president may be tried before the Supreme Court upon a bill filed for the purpose in the name of any of the States of the Union. The bill was a general one, and the provision which it proposed to make was for all future time, so that the

to the Presidency or vice-Presidency of the United States. If the object is to secure the creation of some especial tribunal, there is no reasonable ground for believing that any such tribunal organized by the present Congress would, so far as the impartiality and freedom from partisan bias of its members is concerned, be any improvement upon the Electoral Commission. Besides, I consider that it would be as uncalled for as unwise for the General Assembly of Maryland to commit itself to the proposition that, under existing law, there is no adequate legal remedy now open to Mr. Tilden, to contest upon its merits the title of Mr. Hayes to the Presidency of the United States. It is very clear that the General Assembly would distinctly commit itself to such a proposition by formally praying, in the language of the memorial, 'that the needful legislation may be adopted to ascertain, judicially, who was elected President.' To assert that legislation is needed to give a remedy, is to admit that, under existing law, there is no remedy. And the question as to whether, under existing law in the District of Columbia, there is not such a remedy, is still an open question. That it is so, and was so considered by Congress, is clear from the terms of the Act establishing the Electoral Commission, quoted in the very memorial, which provided that no decision of the Presidential election, under that Act, should preclude a judicial decision of the question. If this question should happen to be judicially raised, by the appropriate form of proceeding, in the proper court

of the District of Columbia, its determination might, and probably would be found to depend, in part, upon the laws of the State of Maryland in force at the date of session. The judicial interpretation of those laws should, in that event, be unembarrassed by a subsequent legislative interpretation volunteered by this General Assembly. Such an expression of opinion as would be implied in the adoption of this memorial, would not, of course, be binding upon the courts, but it would furnish a specious and dangerous argument against the remedy. It would be said that the Legislature of the very State whose ancient laws are invoked to redress, denies that any redress is given by those laws. So far as a mere protest against the successful consummation of a stupendous fraud (by which the constitutional majority were defeated by the minority, a result never likely to occur in any free country without imminent danger of domestic violence and civil war, and only averted by the moderation and patriotic forbearance of the insulted majority) can avail, the voice of Maryland has already been heard through her representatives in Congress, in the resolutions passed by the House of Representatives, on the 3d of March, 1877, declaring, after a recital of the facts in the case, that, as the sense of the House, Samuel J. Tilden and Thomas A. Hendricks were duly elected President and vice-President of the United States, for the term of four years, commencing on the 4th of March, 1877.

title of any President could be litigated before the Supreme Court upon the application of any single State. The bill, however, failed to become a law, and thus the matter ended.

In the political campaign of 1879, the contest was narrowed down to a mere struggle between the democrats and republicans. The municipal election for Mayor and City Council in Baltimore City, on the 22d of October, resulted in the re-election of Mayor F. C. Latrobe, by a majority of 5,899 votes, and the election of eighteen democratic and two republican members of the First Branch of the City Council, and nine democratic and one republican member of the Second Branch. Mayor Latrobe, the democratic nominee, received 25,729, William J. Hooper, the republican nominee, 19,830, and Mathiot, the greenback nominee polled 95 votes. The democratic majority was smaller than it had ever been since 1866, in a straightout political contest between democrats and republicans; the contest in 1875, being a fusion of reform democrats and republicans.

The election for Governor and other State officers on the 4th of November, resulted in the election of the entire democratic State ticket by very heavy majorities. The issues of the campaign were above the level of personal altercations or attacks upon individual character as there was no personal objection against either of the candidates for governor. Hon. William T. Hamilton,¹ the democratic nominee for governor, had been long and favorably known to the people of Maryland, and in every position of public trust that he had occupied he had proven himself to be not only a man of high ability, but of the strictest personal honor and integrity. Mr. James A. Gary, the republican nominee, was known to the people of the State principally as a large manufacturer, and an eminently respectable gentleman. The issues of the campaign were distinctively conservative, and the response proved "that our citizens have not forgotten the past, and have no intention of returning to its disorders and its general discreditableness." The democrats elected Hon. Wm. T. Hamilton for Governor; Thomas J. Keating, Comptroller, C. J. M. Gwinn, Attorney General, and Spencer C. Jones, Clerk of the Court of Appeals, and a large majority in both Houses of the Legislature.



WILLIAM T. HAMILTON.

¹ William T. Hamilton was born in Hagerstown, Washington County, September 8, 1820. His parents were residents of Boonsboro, in which town, under the tuition of James Brown, Esq., former surveyor of Washington County, the foundation of his education was laid. His mother died when he was six years of age, and his father—Henry Hamilton—some two years afterward. He was adopted by his maternal uncles, and his education was continued at the Hagerstown Academy, and completed at Jeffer-

son College, Cannonsburg, Pennsylvania. Upon his return to Hagerstown, he studied law under the Hon. John Thomson Mason, and was admitted to the bar of Washington County in 1845. In 1846, he was nominated and elected to the House of Delegates by the democratic party. He supported Governor Pratt in the payment of the interest on the State debt, and in 1847 he was again nominated upon the democratic ticket for the House of Delegates, but was defeated by the whigs, although he ran largely ahead of his

The democrats carried for governor Anne Arundel, Baltimore, Calvert, Caroline, Carroll, Cecil, Dorchester, Harford, Howard, Kent, Montgomery, Prince George's, Queen Anne's, Talbot, Washington, Wicomico and Worcester Counties, and Baltimore City. Mr. Hamilton received 90,820 votes, and Mr. Gary, 68,612 votes.

Governor Hamilton's majority was 22,208, showing a large increase over the vote for Governor Carroll in 1875 of 9,294 votes.

There is no country, however insignificant, whose history is not instructive; there is no history, however feebly written, if it be but a faithful record of facts, but is fraught with profitable lessons. And whatever may be the defects of the present work—and the writer is conscious that they are many—the mere events that it recites are full of warning, of encouragement, and of admonition. Many considerations of this kind have been pressed upon the writer's mind during the performance of his task, but he has forborne to dwell upon them, leaving the thoughtful reader to make his own reflections. One point alone will he touch.

It has been often said that history repeats itself; and this has been conspicuously the case in the History of Maryland. More than once or twice, in her two centuries and a half of existence, has an unscrupulous faction arisen, stimulated by hostile external influences, has trampled on the rights of the people, and, for a while at least, exercised arbitrary and oppressive power. In every case the proceeding has been the same: first, the disfranchisement of the great body of the citizens, and, secondly, an eager haste to lay the

ticket in the county. In 1848, he was placed upon the Cass electoral ticket for his congressional district, and in the year 1849 he received from the democratic party his first nomination for Congress, and was elected in a close and very animated contest, although the district had, the year before, given a large majority for General Taylor. During his first term in Congress, Mr. Hamilton gave steady support to the compromise measures of 1850, introduced by Mr. Clay. In 1851, he was re-elected to Congress for his second term. In 1853, Mr. Hamilton desired to withdraw from public life, and declined to be a candidate, but, at the urgent solicitation of prominent gentlemen throughout the district, he was, for the third time, nominated a candidate for Congress by the regular democracy, and again elected over the Hon. Francis Thomas, who ran as an independent candidate against him. This was one of the most animated and exciting contests ever had in the district, involving joint discussions between the candidates in every county, and resulting in a majority of upwards of one thousand for Mr. Hamilton over his eloquent and veteran competitor. In 1855, Mr. Hamilton again determined to withdraw from public life, but the American or know-nothing party having come into power, he was once more induced to bear the standard of the democratic party, but was defeated.

From that time to the adoption of the constitution of 1867, Mr. Hamilton persistently declined all nominations to office, including that of Governor in 1861, and devoted himself exclusively to his profession. During his congressional career, Mr. Hamilton had associated with him in his practice of the law, the Hon. Richard H. Alvey, now (1879), chief judge of the Circuit Court of Washington County, and judge of the Court of Appeals. After his retirement from Congress, and up to his election to the United States Senate on the 4th of March, 1868, he applied himself to his profession, in the prosecution of which he has been signally successful, and very soon became one of the leading members of the bar of Western Maryland, which, in point of ability, is not exceeded by any in the State. His practice has of late years frequently carried him to the Court of Appeals in the trial of important cases, where his standing as a lawyer has been as clearly defined as at home. His term of office, as United States Senator having expired in 1875, Mr. Hamilton, in that year, was a prominent candidate for governor at the democratic convention, and came within a few votes of receiving the nomination. On August 8, 1879, however, he was rewarded with the nomination by the unanimous voice of his party, and was elected by a majority of 22,208 votes over his competitor, James A. Gary.

rights, liberties, and franchises of Maryland itself at the feet of some external power. Claiborne and his party handed the province over to Parliament; Coode and the Associators handed it over to King William. And wisely they did so, for they knew that so long as Maryland was self-governed and independent, there was no hope of success for their schemes.

So now, in the freedom, sovereignty and independence of his State, lies the chief bulwark of every citizen against arbitrary power, the only guaranty of his personal freedom. Every attempt to impair these, or to weaken the general attachment to them, should be resisted to the utmost, unless, indeed, in the very madness of folly, we are willing to sell our birthright for a mess of poisonous pottage, and fling away what our ancestors prized so inestimably, and for which they paid so dear a price.

No man is better known in Maryland than Mr. Hamilton, and none certainly more respected for high courage, rectitude of principle and thorough honesty. He is at all times and in all places, fearless and outspoken, and into all the offices which he has deservedly honored, he has carried the same unyielding devotion to what he believes to be just and upright. As a member of the Legislature, Congressman and United States Senator, his governing principle has been

to perform the duties that were devolved upon him, that, entering the office without stain, he should leave it at the end of his term without reproach. Sincere, frank and generous, he combines in most unwonted harmony the dignity, grace and reserve of a thoroughbred gentleman, with that winning good humor, that generous approachableness and that cheerful courtesy, which are so needed in a governor, and yet so seldom witnessed.