

Mr. Robinson, from the Committee on Railroads and Canals, presented the following:

WASHINGTON, D. C., March 28th, 1892.

*S. Gambrill, Esq., Laurel, Md.*

DEAR SIR:—In the amendment of the charter of the Washington and Western Maryland Railroad Company now pending before the House Committee of Congress for the District of Columbia, I notice through the press that at the hearing before said Committee on Saturday last, Mr. John K. Cowen, counsel of the B. & O. R. R. Co. did you great injustice, in that he charged that you were one of the incorporators of the Washington and Maryland R. R. and to your efforts was due the passage of that Act by Congress, and that afterwards you sold the charter to the B. & O. R. R. and was now endeavoring to defeat its objects, &c. The facts in the case are these: In 1886 I prepared a bill for Congress to incorporate the W. & Md. R. R., with the following incorporators: T. H. Dowling, H. P. Gilbert, Austin Herr, G. S. Dunlop, J. W. Walsh, T. L. Cropley, F. A. Miller, of the District of Columbia, L. P. Wright, of Illinois, Frank Hume, of Va. and Spencer Watkins, A. B. Cropley, L. Victor Baughman and S. Gambrill, of Maryland, requesting the use of your name. The bill failed in 1886 and 1887 and was finally passed March, 1889. The object of the bill was to build a railroad from Georgetown to the Great Falls, where it was contemplated to make a pleasure resort. It was intended to run from the Alexandria Aqueduct Bridge along the line of the canal, between the canal and the river to Chain Bridge; above the Chain Bridge we were to cross the canal to the east side and beyond the canal line run the railroad to Great Falls. After we obtained the charter we called a meeting and organized the company, each member paying in the first assessment of 10 per cent. We had several meetings afterwards without practical results, one or two of which you attended. At our last meeting Messrs. J. J. Darlington, J. Murry Dove, John Leitch and J. Stelanger offered to pay us what the charter cost if we would turn it over to them.

This we decided upon, and the transfer was made, whereby the B. & O. R. R. became its owner.