

COMMUNICATION.

OFFICE OF THE BALT. & OHIO RAIL ROAD CO.

January 6th, 1842.

To the Speaker of the

House of Delegates:

Sir,—Pursuant to an order of the House of Delegates adopted on the 31st ultimo, and in reply thereto, I have to state,

First,—That no State Bonds have been sold or hypothecated by this Company in the year eighteen hundred and forty one.

It is deemed proper, however, in order that not only all the past proceedings, but the future intentions and expectations of the Company, in regard to the State Bonds in its possession, may be fully known to the Legislature, to state that these Bonds or such part as may be necessary for the purpose, have always been relied upon as the best and only means of procuring the requisite quantity of iron rails to finish the work to Cumberland; and it appearing from the official reports of the Engineers, that in the month of March last the progress in the Graduation, Masonry and Bridging was such as to authorize the expectation of finishing the road to Hancock by the month of January 1842, and to Cumberland in the autumn of the same year, the Board proceeded to take the necessary measures to procure the iron rails.

The cost of the entire Graduation, Masonry and Bridging, and also of most of the materials for the structure having been defrayed by the subscription of the city, without the aid of the State Bonds, this proceeding was deemed the more imperative in order to avoid the loss of interest upon the capital expended in the Graduation and Bridging, and the dilapidation in the work which would unavoidably result from leaving it in an unfinished state.

The total quantity of iron required to finish the work to Cumberland, is eight thousand and fourteen tons, for which, under the direction of the Company, the Messrs. Baring contracted in England at the low rate of £8.5 per ton, amounting in the whole to the sum of £66,115.10s. or \$330,577 50.

According to the company's directions, four thousand tons were deliverable in given quantities monthly from July to the autumn inclusive, of 1841, and to be paid for upon a credit of six months from the time of delivery in England. After the supply of the