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BALTIMORE AND OHIO RAILROAD.

PRESIDENT'S OFFICE.

Baltimore 9th Feb'ry, 1867.

HON. OLIVER MILLER,

Speaker of the House of Delegates.

SIR: I have received a copy of an order passed by the House of Delegates on the 31st January, 1867, as follows:

“Ordered, That the President of the Baltimore and Ohio Railroad Company, be requested to inform this House, what amount of work has been performed under his direction towards the construction of the Metropolitan Railroad, from the Point of Rocks to the District of Columbia, how far the same has progressed, and how long it will require, at the present rate of progress, to complete said road; further, that he be requested to state, what, in his opinion, will be a fair estimate of the proceeds from travel, tonnage and freight expenses, which upon the completion of the road will be diverted from the main stem of the Baltimore and Ohio Railroad, and from the Washington branch of said road.”

In reply to the first inquiry made in the order, I have the honor to state that the surveys which necessarily preceded the location and construction of the Metropolitan Railroad were not completed until December, 1866, although commenced in 1865. They were delayed first by the winter and afterwards by the time occupied by citizens of Washington in procuring legislation to authorize a route and terminus which they preferred and which it was thought the Company might properly adopt, if the necessary privileges were granted. Notwithstanding the uncertainty which thus retarded the final location of the whole line, it was determined to commence the work of construction in the spring of 1866, at the crossing of Parris ridge, because that point was common to all the routes in contemplation, and there the heaviest work was to be done; accordingly that part of the work was commenced and prosecuted, so that on the first day of January, 1867, there had been removed 17,118 cubic yards of earth, and 21,126 cubic yards of rock. But little other work has yet been done in construction. The surveys being now complete and the neces-