the anxious desire of the public to have a railroad from the northern boundary into the Park. Eighteen months since they ordered a reconnoissance, starting from northern boundary and making a circuit of three and a quarter miles within the outer drive, and bringing into view many of the beautiful portions of the Park. This railroad would have been made, but the Druid Hill Railway Company procured a charter from the Legislature granting them the exclusive right of laying down . a railroad on any street that might be opened between Pennsylvania Avenue and Jones' Falls. This charter prevented the Park from making this road unless they bought the charter, which they determined not to do as the distance was only five-eighths of a mile. It has been a matter of regret to me that our citizens have been compelled to walk over this part of the road through dust and rain for the last eighteen months in consequence of this charter. I trust the holders of it will see their error and not subject our citizens to this unpleasant tramp another year.

PATTERSON'S PARK.

This Park is one of the highest points in the eastern section of the city. It presents one of the most commanding and picturesque views, overlooking the harbor, shipping, river, city, and surrounding country. The Councils last year appropriated twenty thousand dollars for its improvement, less ten per cent. for a sinking fund. This amount was to be expended in grading, making drives, laying out walks, planting trees, and embellishing the grounds generally, and to enclose it with a neat and substantial fence. They also secured to it one-eighth of the one cent city passenger railway fund after the expenses are paid. This amounts to \$1,200 or \$1,500 a year, to be expended in keeping up these improvements. This Park contains about forty acres. The centre, or ten acres of it, is the gift of one of our most estimable citizens, whose name it bears. This portion had been entirely neglected, and the land added to it was exceedingly rough, requiring considerable amount of labor before it could be made to assume a proper shape. It is gratifying to know that the heavier portion of the work is already completed. The fencing will be commenced early in the

spring, and the embellishing will progress rapidly after it is enclosed. Gist street fronts the Park, and is now under contract for grading, and will be finished as early as possible. The water from the high reservoir is being taken down Gist street, from which there will be a fountain in the Park

BALTIMORE AND OHIO RAILROAD.

The City holds in this road her subscription in stock of three and a half millions. A loan to aid this road, made in 1844, of five million less, the sinking fund of \$850,000, reduces the loan to \$4,150,000, and the extra dividend stock of one million fifty thousand dollars makes the City's direct interest in the Baltimore and Ohio Rail Road eight million seven hundred and fifty thousand dollars. The city is represented in her three and a half millions of stock by eight Directors. She has been refused a representative in her one million and fifty thousand dollars extra dividend stock. A resolution was passed on the fifth of February eighteen hundred and sixty three, (offered by the Chairman of the Committee of Ways and Means,) enquiring into the expediency of selling a portion of this interest. I was gratified to see the passage of this resolution; and I am under the impression that a fair representation of the facts will convince you of the injustice of the Baltimore and Ohio Rai! Road in refusing this representation, and induce you to order the saie of this one million and fifty thousand dollars extra dividend stock. The city would then have remaining the large amount of seven million six hundred and fifty thousand dollars in this road, which is as much as she ought to hold.

That portion of the Baltimore and Ohio Railroad, which passes through the State of Virginia, has