mater extension at the last representation of the second state of

Total.....\$620,000

This condition of things existed when I came into office, and they impressed me seriously. I began to look in every direction for some mode by which this large amount might be redeemed, either by sale of interest or the completion of the road. I conversed with the President as to my desire to get an independent outlet through Southern Pennsylvania and Western Maryland. He always contended that there was no practical route in this direction. I was next called upon by the President with this proposition: That if I would use my influence to change the city's first mortgage and interest into stock, he could negotiate the money to complete the road. I replied that I could not do that, as the city's interest in this road cost one million five hundred thousand dollars, and the Baltimore and Ohio Rail Road Company held seventeen thousand shares of stock, which only cost eight thousand five hundred dollars, and that his proposition was not a fair one; that the city's interest of a million and a half should be surrendered, to the control of an interest that cost but eight thousand five hundred dollars. I then made this proposition, that if he would purchase for the city, from the Baltimore and Ohio Rail Road Company, the seventeen thousand shares of stock at eight thousand five hundred dollars, with interest from the time of its purchase, I would agree to use my influence to change the city's interest into stock. The President left. and never returned with a reply to this proposition.

In May, 1863, a committee of the Connellsville Railroad desiring to complete this road to Cumberland, waited upon the President of the Baltimore and Ohio Road for the purpose of establishing a rate of freights, that would be satisfactory before they made the exertion to complete the road; (the correspondence is before me), all propositions were rejected, but those that would give the Baltimore and Ohio Road the entire control. The Connellsville Directors having the experience of the treatment of the Parkersburg Road before them, returned home, determined not to connect with Cumberland, and immediately went to work to obtain legislation and to negotiate means to connect with the Western Maryland Road. Last summer I determined to see if there was not a route through Southern Pennsylvania that would connect the Connellsville Road with the Western Maryland Road at Hagerstown. During my summer vacation I rode over a route, in company with W. W. Taylor, Esq., a practical engineer, and his conclusion was,

that it was an extraordinary route, and that a road could be constructed without a tunnel, the grades not to exceed 60 feet to the mile. This is an important feature when we remember that there is one grade on the Baltimore and Ohio Road of one hundred and sixteen feet to the mile for twenty miles. The distance from Hagerstown to Connellsville is one hundred and forty miles. The distance from Baltimore to Pittsburg by this route would be two hundred and eighty miles, passing through a country abounding in agricultural and mineral wealth; semibituminous coal brought within 110 miles of Baltimore, and Kennell and full Bituminous coal, the best in the world, brought within 220 miles of Baltimore. You would then have a route crossing the Alleghany Mountains without a tunnel at light cost, half grades, and shorter in distance than either the Central Pennsylvania or Baltimore and Ohio by one hundred miles, passing in its whole line midway between both, through a country entirely isolated and cut off from the railroad world. Such a road would confer lasting local and national blessings. I know that a desperate attempt will be made to induce you to believe that no such route exists. I ask that the Connellsville direction carry out the survey recently ordered by the direction just gone out of power, and if it does not prove the shortest and best route to the Ohio by 25 per cent. I will pay the expense. I have a survey before me of 28 miles of this route which runs from the centre of Cumberland Valley through the Tuscarora Mountain by the way of Cowan's Gap, to the beautiful village of Burnt Cabins, and the estimate is fifteen thousand dollars per mile; this was made within the last five years, and the advance in material and labor would not exceed 25 per cent. I am certain that a contract can be made to complete this route for twenty thousand dollars per mile, because the survey just referred to is a fair sample of the whole distance.

When in New York to extend hospitalities to the Russians, I was unexpectedly invited to visit (at his dwelling) one of the principal bankers of that city. I met there a Committee of the Fort Wayne and Chicago, and a Committee of the Connells-ville Roads, appointed by the Connellsville directors to negotiate funds to complete this road. In the course of conversation I gave the particulars of the route I had recently passed over, and it produced the impression that it was the route that should be adopted. I was assured that the money would be furnished to complete the road as soon as a survey and legislative matters could be arranged. The principal reason assigned for the great anxiety to have the road completed at an early day was to get an outlet for the immense freight coming over the Fort Wayne and Chicago Railroad which the Central