

after also put under contract; not much progress was however made in the excavation and embankment until about the month of November, and on account of the difficulty of procuring masons, but little was done towards the bridges and culverts before the month of April last; yet notwithstanding the unfavorable state of the weather throughout the greater part of the winter, and the unusual quantities of rain during the late spring and summer, the work has progressed with a rapidity, which it is believed has rarely been equalled in any public undertaking in this country; the graduation and masonry upon the whole line, extending twenty-five miles, being now, with the exception of some of the more difficult parts, in a state of readiness to receive the Rails, and there is no doubt but that by the time the two bridges across the Patapsco and Gwynn's Falls shall have been finished, the entire line can be made ready for laying down the Rails.

The cost of this portion of the Road has exceeded the original estimate; this increase of expenditure upon that part of the work arises, First, from the difficulty and cost of procuring stone suitable for the bridges and culverts on the first fifteen sections, having been found to be vastly greater than was anticipated. Secondly, from the great advance which took place in the price of labour, subsequent to the time when these estimates were made. Thirdly, from the occurrence of extensive beds of rock and tenacious hard clays, in many places, along the line of the road, where the surface of the ground afforded no indication of their existence; and Lastly, from the board of directors having concluded to substitute permanent stone bridges over the streams and embankments of earth across the extensive valleys, which intersect this division of the Road, in the place of wooden viaducts as was originally contemplated. Although this alteration has very greatly augmented the cost of that portion of the road, the Board are satisfied that the change was proper, and that it will be approved by the Stockholders, particularly as it is known that the same circumstances will not recur on the entire line of the road between Baltimore and the Ohio river, and the Board have every reason to feel assured, that notwithstanding the very formidable difficulties presented on the first divisions of the road, and the consequent heavy expenditure upon this section of the work, the road can be completed upon the plan proposed, throughout the whole line, from the city of Baltimore to the Ohio river, at an expense not ex-