

The plane of the Rail Road would therefore be, as has been remarked, well adapted to the advantageous use of locomotive power throughout its extent; and (including the distance of six miles between Gadsby's run embankment, and the commencement of the Baltimore and Ohio Rail Road, which may be regarded as a level) would render a conveyance between the Cities of Baltimore and Washington easily practicable within three hours—or, even (if such an increased speed be ever desirable) within the short space of about two hours.

Our opinion, of the facility or difficulty of effectuating such a graduation, will be best seen by the estimate which we shall offer of the probable cost of the work; which, with the general remark that with a due exercise of skill, industry and good management we believe it to be fully ample to the rapid and efficient execution of the entire road, we now respectfully submit.

Ord. Estimate of the probable cost of a Rail Road, with a double track.

**FORMATION OF THE ROAD BED.**

<i>Graduation and Masonry.</i> —From the end of the Gadsby's run embankment, 1 mile		
	a \$1,000 00.	\$1,000 00
Ditto	5½ miles up the valley of Deep Run, a \$6,000 00 per mile.	\$3,300 00
Ditto	3½ miles from the end of the deep cut through the 1st Ridge, to the North Branch of Patuxent, a \$5,000 per mile.	17,500 00
Ditto	1½ mile from the West bank of the North Branch of Patuxent to the commencement of deep cut through the 2d Ridge.	6,000 00
Ditto	1½ mile from the end of that cut to the main Patuxent, a \$6,000.	10,500 00
Ditto	3 miles to the commencement of the deep cut through the 3d Ridge, a \$5,000.	15,000 00
Ditto	10½ miles from the end of that cut to Bladensburg, a \$5,000.	51,250 00
Ditto	6 miles from the West bank of the Eastern Branch to the General Post-Office, at Washington city, a \$7,000.	42,000 00
Ditto	1½ mile which comprise the deep	