

The location of the lateral rail way from the main stem to Frederick, is in a state of forwardness, and will also be completed in time to be put under contract for graduation early in the spring.

The location not yet having been finally determined upon throughout, it is not practicable to give a minute detail of the graduation, or of the ascents and descents of the whole distance from Baltimore to the Point of Rocks. This will be given in a tabular form in the next annual report.

The following statement will, in the mean time, afford information, which may be necessary to convey a general idea of the grades, and it is hoped will be satisfactory.

The city and first divisions, length 13 miles.

The first eight miles of this line are level, with slight exceptions of undulation, principally to promote drainage and permanency in the three deep cuts: these do not exceed the rate of twenty feet rise per mile. This rise in the "Deep Cut" is about half a mile long, the residue of the first division, extending to Ellicott's Mills, rises from 13 to 21 feet per mile.

Second division, length 12 miles.

Two miles of this division rise 21 feet per mile, the residue from 9 to 11 feet per mile to the Forks of Patapsco.

Third division, length 17 miles.

Fifteen and an half miles of this division are of various grades from a level to a rise of nearly 35 feet per mile, to the foot of the inclined planes at Parr's Ridge; whence the line of levels as already run, continues as follows—

For a distance of 0 miles, 100 feet ascent, 37 8 ft. per mile.
 1 " 750 76 6
 0 " 3000 176 9
 0 " 200 level on summit of Parr's Ridge, and 817 feet above tide.

Fourth division, length 14 1/2 miles.

Descending westward from the summit of Parr's Ridge:

Miles.	Feet.			
0	3400	descent,	253	4 per mile.
0	100	"	28	5 do.
0	1300	"	34	3 do.
0	4200	"	87	1 do.
0	4600	"	47	5 do.
0	2900	"	32	7 do.
1	2120	"	37	5 do.
1	3120	"	35	4 do.