

Grace. The Western division of this section is in the general form of a triangle, whose base is the Baltimore and Washington Railroad, forty miles broad, and its apex, Point Lookout; the distance between these points is about seventy miles in a direct line; the two sides of the triangle are formed by the Patapsco river and the Chesapeake Bay on the East, and the Potomac river on the West.

The Potomac River is about 125 miles in length; it is about $7\frac{1}{2}$ miles wide at its mouth; seventy miles above, 3 miles wide, and at Alexandria, 1 mile wide. The depth between its mouth and Washington, is from 18 to 120 feet; and the tide flows to Georgetown, 128 miles from its mouth. The distance, by air line, from Washington to the mouth of the Potomac, is about 72 miles.

This river is navigable along its entire border of this section, for vessels of the largest class. One of the navy yards of the United States is at Washington, the extreme western limit of navigation, where the largest frigates are built. This river varies in breadth from about $7\frac{1}{2}$ miles at its mouth to about 1 mile at Washington, the head of tide-water, and, anywhere else, would be regarded as an unequalled convenience to commerce and navigation. On the north-eastern border is the Chesapeake Bay, where all the navies of the world could sail up and down without danger of collision. Numerous creeks, inlets and small bays branch out from these two great water expanses, affording safe harbors and convenient landings within a few miles of every farm on this Peninsula. But, in addition to this, there is the Washington Branch of the Baltimore and Ohio Railroad, one of the best, if not the very best, judging by its performances for the last four years, in the United States. Midway between Washington and Baltimore, the Annapolis and Elkridge Railroad, admirably managed and constructed, goes to Annapolis, the Capital of the State, and is twenty miles in length. On the northern part of this west division, from Baltimore to the Susquehanna, is the Philadelphia, Wilmington and Baltimore Railroad, only a few miles distant from and parallel to the Bay.

These are the commercial facilities already existing, and ought to be sufficient to satisfy the most exacting requirements. But, in addition, the Baltimore and Potomac Railroad, extending from Baltimore through Anne Arundel county, crossing the Annapolis and Elkridge Railroad about ten miles from Annapolis and the Patuxent river, bust below where its two main branches unite thence to a point about four miles south-west in Prince George's county, on the Collington Branch, where it divides; one branch thence runs to Washington city, by the nearest route, and the other through the eastern and middle portions of Prince George's county, passing near Upper Marlboro', the county town, to