

These are the chief varieties of soils in the district of country which has been under consideration. There are many other varieties, modifications and mixtures of the above, confined to small localities, but all partaking in the general merit—of easy cultivation, facility of improvement and convenience to market.

SOILS ON THE BALTIMORE AND WASHINGTON RAILROAD.

These are entitled to separate notice, as, unfortunately for the reputation of our State, amongst strangers who merely pass through it on the Railroad, they embrace all of the *very worst* that can be found in the State, with a *very* slight modicum of those which are even passably good. For the first nine miles of the road from Baltimore to the Relay House, the face of the country is pleasantly rolling, but for the most part composed of tough, close, retentive clay, poor in production and hard to work—suffering alike from too much water in rainy and from drought in dry seasons; it was formerly, and to a great extent is now owned in large tracts, whose chief value consisted in the iron ore mined on it, which is of first rate quality, and from the scrubby oak wood cut from the surface. But few attempts have been made towards its agricultural improvement. The texture and physical characters of the soil being such as in a great measure to impede the value of the nutrient substances existing in it. But even here, where proper efforts have been made, great improvement has taken place. A gentleman of energy, talent and capital has purchased largely of it, and has been rewarded with ample returns. Between the Patapsco and the Little Patuxent River, the country is gently rolling, and though a kinder soil than the one above mentioned, yet for the most part, in its natural condition, is poor and unproductive; having been exhausted by long and improvident cultivation. It, however, quickly responds to the proper means of improvement,—has risen, and is now rapidly rising in value.

Between the Little Pautuxent and the Big Pautuxent, at the Laurel Factory, there is an alternative of close, compact clayey soils and loose light sandy soils, in their natural condition poor and unproductive, presenting anything but an inviting appearance to the traveller. These soils, however, will respond readily to means of improvements, and speedily realize very propitious results.

Between the Big Pautuxent (Laurel) and the District Line, the soils for the most part are of a close, poor clay—and very poor and barren when unimproved. Yet, as has been demonstrated, they at remunerative expense can be (for some of them have been) made very productive.