

in as great a ratio, the committee are satisfied that no works of this description, requiring the constant employment of a large number of men, can be expected to be completed for less than an advance of at least 20 per cent. above what would have been required under the prices of 1834. This would increase the cost of the construction of the Susquehanna Road by \$160,000.

With regard to the policy which dictated the adoption of the heavy rail proposed to be used, the committee find the reasons for it strongly set forth in the report of the Engineer of the Company, accompanying the 9th annual report of the President and Directors; and they also find his opinions fully corroborated by those of the Chief Engineer of the Baltimore and Ohio Rail Road Company, who, in his last annual report, unhesitatingly recommends for adoption on that road, the heavy iron rail, of the weight of 60 lbs. to the yard, which is precisely that contracted for by the memorialists.

The increased cost of this rail, upon the whole line of said road, from Timonium to York, is stated by the company, and the committee have no doubt, from the evidence before them, of the correctness of the position, to amount to \$198,000, which sum, together with that of \$160,000, before stated, will, according to the last reports of the Engineer, cover the whole additional amount required for the construction of the road between those points; when so completed, however, it will be necessary to provide means for the purchase of engines and cars, and for the establishment of proper depots to enable the road to be at once opened for the transportation of passengers and produce upon it. It is also an object of great importance to improve the construction of the old road between Baltimore and Timonium. The committee forbear, however, to give in detail the reasons for their finding it necessary to do so, as they will be found set forth in the ninth annual report of the President and Directors, and of the Engineer, which the committee ask leave to submit with this report. The committee have also examined the returns made under oath, according to the provisions of the act of 1834, to the Treasurer of the Western Shore and now on file in his office. These contain full accounts, as well of the expenditures of the company, as of the progress of their works; and so far as the committee can judge, all their operations have been judiciously conducted. The committee believe that it cannot be for a moment doubted that the early completion of the Baltimore and Susquehanna Rail Road is an object of