

been assumed on a rapid view of the profiles because it appeared to present a fair view of the general character of the country through which the road will have hereafter to be definitively located, when all the questions connected with the subject will, I doubt not, be carefully considered and determined.

South of Northwest branch, there is but the one line, thence to Bohemia river, the western line, (marked in red ink) is the one I have been describing, as the estimated route—north of Bohemia, it is the middle line until it has crossed the Chesapeake and Delaware Canal—thence it is the Feeder's Valley line. Vide Map No. 2.

Sheets numbered 20 and 21, are the profiles of the continuation of the western line from Bohemia river to Elkton. Sheets 22 to 25 inclusive, are the profiles of the eastern line south of Bohemia river. The Eastern and the Feeder Valley lines, are identical from picket numbered 342, north of the Canal to the Wilmington and Susquehanna rail road. Vide sheet No. 19.

In tracing these lines the provisions of the act to incorporate the Eastern Shore rail road company, and the spirit of the resolutions under which the Commissioners are acting, have been observed. Had it been discretionary to choose a route, none could have been selected (I speak of the general direction of the lines) more in harmony with the general interests of the shore, nor in my opinion, more consonant with the true interest of the counties, apparently not most immediately benefitted by it. Its directness relative to its termini gives it much of its efficiency as a competitor for the general travelling business of the Union, on which it has necessarily, for some years at least, to rely for its principal support, added to which the rapid intercourse which the southern parts of the shore will by it be enabled to maintain directly and at all seasons of the year with a good harbour within its own borders, is, I conceive, an argument of no little consequence in its favor.

From the estimate, it appears that the road will cost exclusive of motive power, and of the connecting line of steamboats, one million and twenty four thousand three hundred and seventy-eight dollars and sixty-two cents.— (\$1,024,378 62) or about \$8,663 a mile, a sum far below that of most of the artificial channels of communication in the United States—equally favorable are the grades and