

seeding the original estimate of twenty thousand dollars per mile.

The numerous unavoidable obstacles upon the first ten miles of the road, were still further greatly augmented by the necessity of sustaining a level, sufficiently high, upon the entrance of the road into the valley of the Patapsco, to overcome, the rapid rise of the country along that stream, for the first twelve miles, in its passage across the granite range between the tide water and the mill-dam of the Union Manufacturing Company without the additional aid of local or stationary power, as well as from the necessity of also continuing that elevation, from the valley of the Patapsco to the city of Baltimore, in order to pass the several ridges intermediate to that stream and the valley of Gwynn's Fells, and to secure the entrance of the road into the city at a height sufficiently elevated to accommodate its trade. These difficulties have however been overcome, and although the expenditure has of necessity been heavy, yet a route for the road has been secured extending from Baltimore to the Potomac river, a distance of sixty-six miles, which, with the exception of a slight elevation between the Monocacy and Potomac, has only a single summit, and across this summit a track has been gained of so easy access as to occasion no very great obstacle or increase of expense to the transportation. • By pursuing the valley of the Potomac from the "Point of Rocks," the road may be continued, if desired, without one additional summit to the Coal Mines in Alleghany county, and would then exhibit a

• By reference to the maps and profiles which accompany this report, the advantages of the route selected and its decided preference over all others that have been examined, will at once become manifest. The equated distance from Baltimore to Williamsport along the route adopted, is 129.97 miles, whilst the distance in equated miles by the most favourable route north of it, is 162.90 miles. It should be observed, that no route was discovered north of the Point of Rocks with less than four summits, whilst the route selected has necessarily but one summit requiring stationary or local power.

The comparative heights and distances of all the routes examined, will be still further illustrated, upon reference to the following tabular exhibit, shewing the result of the several surveys as actually made and reported upon, in the first Annual Report of the Board of Engineers, viz: