

Rail Road extending about one hundred and eighty miles, with but one summit requiring stationary power; a result which it is believed has not been paralleled in any work of the kind; either in this country or in Europe; or if it should be deemed preferable, with the view of shortening the distance, the road in several places may be conducted from the immediate border of the river, over slight elevations, so inconsiderable, as probably not only to lessen both the expense of its construction, but also the cost of transportation.

The work, as far as it has been completed, is executed in the most substantial and permanent manner. The bridges are all built of stone, that over Gwynn's Falls, is a single arch of 80 feet span, with an elevation of 58 feet to the top of the parapet, and 300 feet in length. The bridge across the Patapsco has two arches of 55 feet span each, and two arches of 20 feet span each; it rises 46 feet high, and is 375 feet long. There are numerous other bridges, of various dimensions, from 25 feet chord down to 10 feet, all of which are nearly finished, and in the same substantial and permanent manner.

In passing from the valley of Gwynn's Falls to the Patapsco, the excavations and embankments have unavoidably been very great; the deepest cut will be 79 feet, and the highest embankment is 57 feet, the quantity of

Route, No. 1.	Aggregate height of summits in feet	Distance in miles.	Equated distance in miles.
By Jones' Falls and Harman's Gap, to Williamsport.	2375	95.43	162.90
2			
By Gwynn's Falls, Sam's Creek, and Harman's Gap.	2618	91.23	165.60
3			
By Elk Ridge, Bush Creek, and the valley of Potomac.	1065	100.50	130.76
4			
Route adopted. By the valley of Patapsco, Bush Creek and Point of Rocks.	886	104.60	129.77