

With this brief reference to the views which we have heretofore had occasion to advance—(and which will be found more fully stated in the report of the United States Engineers on the reconnaissance of the country between Baltimore and the Ohio river, to which we take the liberty to refer the Committee,) we shall now proceed to such a description of the country intermediate to Baltimore and the City of Washington, as may serve to lead the Committee to our own conclusion, that the contemplated Rail Road is not only entirely feasible; but, that its rapid completion could confidently be anticipated for a sum so limited, as to promise a revenue at least proportionate to the investment necessary to its efficient execution.

A Geographical view of the district under consideration will readily suggest to the Committee a recollection of those prominent features, which must necessarily influence the character and cost of the contemplated work; and such are the main water courses, which, flowing from the north west to the south east, and the ridges that separate them, would intersect any proposed route from Baltimore to Washington. But, while these may be regarded as almost insurmountable obstacles to such a graduation as would be perfect in its character—however unprepared, from the hilliness of the present Turnpike Road, for a result approximating our wishes—we find in the general direction and vicinity of that road tributaries to the streams alluded to, the valleys of which indicate the easy practicability of a route—thro' marked depressions in the ridges—which, by moderate excavations and embankments would be so slightly undulating, as to permit the advantageous use of locomotive power throughout the whole extent of the Rail Road.—This we are enabled even at this time confidently to assert, from the facts deduced from the surveys and examinations previously made by one of us, in reference to a Canal—the Maps and Profiles of which, with all the field notes, have been furnished us by the Engineer Department at Washington.

A reference to the report which was made upon that subject—also herewith submitted—will serve to supply much information applicable alike to the present subject, which it may not in consequence be requisite to repeat.—Our present object shall be to indicate, as concisely as we may, the location of the most favorable route for a Rail Road, the circumstances under which this route may be executed, and the cost of the work.