

Branch of the Potomac and Cash's Branch, (a tributary to the Patuxent,) four and a half miles South East of the Turnpike. But in consequence of the extensive embankments, required across the broad valley of the Patuxent to cross the ridge in this depression, we incline to the opinion that as the ridge is but 15 to 16 feet more elevated, in a depression near the Turnpike between the 21st and 22d mile stones, fewer difficulties would probably interpose by giving the road this latter direction.

The ridge separating the two branches of the Patuxent differs but a few feet in its general height from that of the two ridges before mentioned, and like them would be passed with the least difficulty to the south-east of the Turnpike road, within a quarter of a mile of which will be found the lowest and most favourable depression, for a considerable distance on either side of it.

On the supposition then that these several ridges shall be passed at the points designated, the descent from the first ridge to the Patapsco, would be readily effected through the valley of Deep run; between which and Mr. D. A. Smith's bridge, the Rail Road would cross the Patapsco, and in about one mile from it unite with the Baltimore and Ohio Rail Road, near its present intersection with the Washington Turnpike:—And, having reached the summit of the third ridge, dividing the waters of the Patuxent and Potomac, the valley of the North-east branch of the latter affords a favourable descent to Bladensburg; when below the confluence of the North-east and North-west branches, we should cross the valley of the Eastern branch.

From this point two routes present themselves, by which the Rail Road may be prolonged to Washington; the one, being the same as that adopted for the Canal along the right bank of the Eastern Branch, whence diverging it crosses the Turnpike road near the first toll gate, and passes north of the Capitol to the vicinity of the General Post Office; the other, uniting with the first route near the toll-gate, would at once leave the valley of the Eastern Branch and occupy a succession of valleys, which lie parallel to the Turnpike on the Western side of it. The latter is the more direct route, being in three-quarters of a mile the shorter of the two, but where both are sufficiently practicable for our purpose, the question of preference may more properly be left to open to an actual location. It will be merely an approximate estimate of cost, that we should adopt of the shorter route.