

perintendency of operations during the progress of the work; in the absence of more certain data to be afforded only by an actual *location*, we have aimed rather at an exhibition of the maximum than the probable cost of the work.

That its execution would amply remunerate those whose enterprize may urge them to the undertaking, even were its cost eventually far to exceed our present expectations, we think can scarce be doubted. Baltimore, from its position and the facility with which it is accessible by means of its navigable waters, may almost be said to stand in the direct line of communication with Washington, scarce less from the Southern than the Northern and Western States. Already the intercourse between these cities is found to afford constant employment to numerous lines of Public Coaches, which with other conveyances transport, as is supposed, not less than one hundred persons daily; and when an additional avenue shall be opened, such as would be afforded by means of a Rail Road, this intercourse would obviously, so far increase, that the transportation of passengers alone—at a cost even less than the moiety of the present rate of mileage—promises to yield abundantly upon the amount of capital invested. The speed and certainty of conveyance along a Rail Road would likewise insure its preference for the transportation of the Mail, and the facilities to be afforded by it for the transportation of more heavy commodities, would bring it in successful competition, for a portion of the trade which now seeks the circuitous route by the Potomac River and the Chesapeake

All which is respectfully submitted, by,
Gentlemen,

Your obed't serv'ts.

WM. HOWARD, U. S. Civil Engineer.

WM. GIBBS McNEILL, Capt. Top. Eng'rs.

Baltimore, January 22, 1831.

In the foregoing Report we have assumed as most expedient, the making use of the Rail Road already constructed, for about six miles from Baltimore, to the termination of the embankment over Gadsby's Run.

In answer, however, to your enquiries whether—should circumstances render it necessary or expedient—an independent Rail Road could not be made for this distance at a