

2d. The present condition of the work in which the company is engaged; the difficulties which have been overcome, and those which are anticipated, together with the manner and probable time of its completion, and the results which it is expected to produce, are next to be considered.

After the surveys of the engineers mentioned in a previous part of this report, had fixed the route of the road along the Valley of the Patapsco, the next subject of importance, in relation to its location, was the point and the elevation at which it should enter the City of Baltimore. The obvious and natural, and, by far the most economical course, was to follow the windings of the Patapsco eastwardly, until it extricated itself from the hilly country, and then turning to the north, near the western side of the Ferry Branch, cross the low land between it and the basin, and then enter the city a few feet only above the level of tide. Had this course been pursued, the peculiar site of the city would have rendered every branch road to its different parts, an ascending one from the main stem, in many places requiring the use of stationary power to overcome, or causing expensive and injurious alterations in the grading of the streets. It was also feared by many, that if the rail road first reached navigable tide water to the south, it would there cause the formation of a new city, to the injury and certain depreciation of property of that city of Baltimore, the corporation and property holders of which had furnished the funds that would thus be made the means of doing them an irreparable injury, to the exclusive benefit of the few land holders at the point where the rail road would first meet the navigable tide.

The results thus anticipated excited a feeling among the stockholders, and in the city of Baltimore as one of the largest of them, that left the board of directors no alternative; and it accordingly directed the board of engineers to locate the rail road, with reference to its entrance into the city, in a manner, "best calculated to distribute the trade throughout the town as now improved."

In pursuance of these directions, the engineers, after numerous and careful surveys and calculations, fixed upon the level of sixty six feet above tide, as that which was best calculated to attain the desired ends, and recommended it to the board of directors, which at once determined to adopt it, and, in so doing, harmonized in a great degree the conflicting interests that had before agitated the stockholders.