

In conformity with the sixty six feet level, it became necessary to descend the Patapsco to a corresponding elevation, and, after leaving the Patapsco, to conduct the road transversely, to the direction of the water courses of the hilly country through which it was to pass. It will be seen at once, that this made the road, after leaving the stream and for a distance of seven miles, a continual succession of deep cuttings and high embankments, instead of the easy hill side excavation, of which it would have been formed, had it adhered to the Patapsco by the route before suggested. But although the additional expense which the adoption of this route occasioned, was very great, yet the ends obtained by the expenditure were perhaps commensurate; since, had the sixty six level been rejected, and the southern approach to the city adopted, there was, at the time, every reason to believe, that the corporation of Baltimore would have withdrawn from all participation in the project, and refused any facilities to its execution within the limits of the city.

The location of the road having been decided upon, and the point of entrance into the city fixed, the corner stone was laid by Charles Carroll of Carrollton, on the 4th of July, 1828, with civic ceremonies, manifesting the enthusiasm of the population of Baltimore, in the great work about to be commenced. On the 14th July, notice for proposals to contract for the construction of the work of the first division, extending from Baltimore to Ellicott's Mills, was publicly given, and, by the beginning of September following, this part of the road was allotted to the several contractors; but, owing to various causes incident to the commencement of a work of the kind, it was not until the middle of October that all the sections of the first division were in process of execution.

In the month of November, the second division, extending from Ellicott's Mills to the Forks of Patapsco, a distance of twelve miles, was also put under contract. During the fall of 1828, and winter of 1828--29, all the energies of the company were employed in overcoming the difficulties, which, owing to the adoption of the sixty six feet level, presented themselves upon the first seven miles of the first division of the road. Among the principal of these may be enumerated, the passage of Gwyn's Falls by a bridge of stone rising sixty five feet from its foundations, and upwards of three hundred feet in length; the cut at the first crossing of the