

Washington road; the "Deep Cut," whose greatest depth was seventy feet, and from which were removed 308,470 cubic yards of earth; the embankment of forty five feet beyond the Annapolis road; the bridge and great embankment at Gadsby's Run, elevated fifty seven feet above the natural surface of the ground, and containing 210,101 cubic yards of earth; the Cut at Vinegar Hill, and the embankment at Still House Run. On the city division, the bridges and embankments at Gwynn's and Carroll's Runs, may be added to the above list of obstacles to be encountered in adhering to the sixty six feet level. Some idea of the difficulties of the first part of the road may be formed from the fact, that the graduation and masonry of six miles between Baltimore and the second crossing of the Washington road, have cost as much as the estimated expense of the next thirty six. Besides the increased expenditure caused by the level in question, the crossing of the Patapsco, and the Fredericktown road, by extensive and permanent structures of stone, added considerable items of cost to the first division.

The graduation and masonry of this division were entirely finished in April, 1830, and, in their completion, were overcome all the difficulties that were considered of a serious character in the whole line of the road between Baltimore and the Point of Rocks. The cost of the graduation and masonry of the first seven miles alone, of the city and first divisions, was \$438,775 85, making the average cost of this part of the work, \$62,654 80 per mile.

The cause of this enhanced cost has been already fully explained. In no portion of the route between Baltimore and the Ohio, is a similar expenditure for the same distance anticipated, or deemed, in the remotest degree, possible.

The graduation and masonry of the remainder of the first division, and the whole of the second division, with the exception of a rock excavation, near Ellicott's Mills, are finished. On the third division, extending from the Forks of Patapsco to Parr's Spring ridge, and let to contractors in July last, the whole of the masonry, with the exception of a small bridge, which is three-fourths completed, is entirely finished, as are also eighteen out of the thirty five sections into which this part of the road is divided for graduation. The remaining sections of this division are far advanced, and but for the late inclement season, would now be ready on the rails. Greater part of the fourth and fifth divisions,