

reaching to the Point of Rocks, are now under contract and in process of execution. The distance from the end of the first seven miles of the first division to the Point of Rocks, is sixty miles and an half; and from the data already furnished, by experience, obtained in the execution of a part of the distance, the average cost per mile of the graduation and masonry will not exceed ten thousand one hundred dollars. This average is swelled by the heavy rock excavation of the last six miles of the first division, and the Patterson and Oliver Viaducts, two massive and expensive structures of stone, necessary for the passage of the Patapsco below the Thistle Factory, and the Fredericktown turnpike road at Ellicott's Mills. On the third division, as far as it is contracted for, being about fourteen miles, the average cost of graduation and masonry will not exceed \$6,515 per mile; and the average cost per mile, of the three divisions between the Forks of Patapsco and the Point of Rocks, forty two miles, including a bridge of three arches of one hundred feet spans each, over the Monocacy, most probably will not exceed \$7,292. The lateral road to Frederick of three and a quarter miles, it is estimated, will be graduated, and the masonry completed, at the average of \$4,500 per mile. A single track of wooden rails has been completed from Baltimore to Ellicott's Mills, the first seven miles of which rest on wooden sleepers, at a cost of \$4,002 06 $\frac{1}{4}$ per mile, and the last six miles of the wooden rails rest on stone blocks, at a cost of \$5,116 per mile. A second track of wooden rails and sleepers has been laid for the first six and an half miles of this division, and the remainder of the second track, consisting of stone sills, bedded in broken stone, and forming a continuous base for the iron rail; and costing six thousand dollars, is on the eve of completion.

A double track of stone rail is under way, and fast progressing on the second division; and the contractor for the first track of stone on the third division, is actively engaged in preparing the stone to be laid as soon as the graduation and masonry shall be completed to receive it.

The continuous stone rail is believed to be the best known, and superior to the iron rail in use in Europe. Its permanency has recommended it to this company, even at an enhanced expense, whenever the facility of obtaining the proper materials enabled it to construct it without an unwarranted in-