

crease of cost. In this, as in every other instance, it has been the desire of this company to give the character of durability to its work, and it is believed that in every instance it will be found that this has, as far as practicable, been attained.

From the statements here made, and the data for calculation that they furnish, it is believed that the average cost of the Baltimore and Ohio rail road through to the Ohio river, will not exceed the originally estimated cost of twenty thousand dollars per mile, including the additional expense occasioned by adhering to the sixty six feet level for seven miles in the approach of the road to the city of Baltimore. Had the original idea of a wooden rail way been adhered to, as was proposed when the above estimate of twenty thousand dollars per mile was first made in 1827, the average cost per mile, would be even less, by about four thousand dollars, than that sum; since in the present estimated average cost of twenty thousand dollars, there is included two tracks of stone rail throughout the greater portion of the distance, at an increased cost of two thousand dollars per mile for each track above the known cost of wooden rails.

It is not anticipated that the average will be materially increased in ascending the valley of the Potomac; because, although on the one hand, the increased difficulty of passing the Rocky Points, now the objects of dispute between this company and the Chesapeake and Ohio canal company may increase the expense of those places, yet the long and uninterrupted reaches of fine sites, along the edge of the bottom lands, for the location of the road, will diminish the cost in an equal, if not greater, proportion; and thus keep the average the same, even if it is not reduced. The passage of the Alleghany will add the expense of stationary power to the cost of the work, but it is not anticipated that the cost of the road itself will be materially increased on account of greater difficulty of excavation or multiplication of masonry.

The first division of the road has been fit for use since the 21st of May last, when transportation was commenced upon it. The work of laying the rails is now going on on the second division, and will soon be commenced upon the third division. The graduation and masonry on the fourth and sixth divisions, will be finished before the first of August next; and the rails being speedily laid, there will be a continuous line of