

remarks as will shew the present "prospects" entertained upon the subject.

It having been the desire of the directors of the company, to have a portion of the road opened for travel at as early a period as was compatible with economy and the proper graduation of the road bed, in order to demonstrate the utility and superior facilities of communications by rail ways between the sections of country interested in the promotion of this work, arrangements were made last spring to lay a single track, composed of wood and iron, from the city of Baltimore to the Valley of the Patapsco, a distance of about seven miles.

The heavy embankments on this part of the route, not having had sufficient time to consolidate, and the materials of wood being more cheaply and easily procured than those of a more permanent character, and more readily adjusted if deranged by the settling of the embankments, the single track to that point was laid with yellow pine scantling, six inches square, (surmounted by the iron rails,) resting on sleepers of locust, oak and red cedar, laid transversely of the road, and bedded on broken stone. At the same time, arrangements were made to continue the single track to Ellicott's Mills, up the Valley of the Patapsco, a distance of six miles further. The country adjacent furnishing stone of an excellent quality, and in great abundance, it was deemed expedient to lay this portion with the pine string pieces resting on, and confined to, blocks of granite, with cast iron knees. These blocks were imbedded also, in broken stone. Its greatest durability over the part laid wooden sleepers, was considered equivalent to the additional expense incurred, especially as the road bed on this part of the route, admitted of a more permanent structure being laid at this time, it being free from heavy embankments which were necessary on the first seven miles.

The entire line of a single track from Baltimore to Ellicott's Mills was constructed in about two months, and the road opened for travel on the 22nd of May last.

During the time occupied in making the first track, several portions of a second track, amounting to about three miles, were constructed; and subsequently, the remaining portion of the second track was laid, including the distance from Baltimore to a point near to the Valley of the Patapsco. The same reasons existed for making the second track of wood on this part of the road, which had influenced the decision in relation to the first track.