

may be graded in time for the reception of the single track of rails, during the next summer.

Arrangements have been made for procuring materials, to lay one track of rails from the summit of Parr's ridge to the Monocacy river, and to continue the single track to Frederick. The greater part has been contracted for, and a portion already delivered on the line of the road. Arrangements are also making for the delivery of materials for a single track on that part of the line between the Monocacy and the Point of Rocks.

Experience acquired in the progress of construction on the parts of the road already completed, justifies the conclusion that the work now on hand and in prospect, of laying the two tracks of rails from Baltimore to the forks of Patapsco, and a single track from that point to the city of Frederick, and if required, from the Monocacy river to the "Point of Rocks," may all be completed during the present year. It is true, disappointment has been felt at the apparently slow progress made in laying the track of stone and iron, when compared with the parts constructed of wood. But it is believed, when the subject is understood, this comparison to the advantage of the former mode, will be greatly removed. The quantity and cost of iron used in both methods, being nearly the same, the difference in time, required to complete a given length of each track, will be nearly in the ratio of the cost, the materials for each track being in the same state of preparation. In laying the wood-track on the first division, the materials were in readiness at the commencement of the work, and were delivered by the company to the mechanics, who were not delayed in their operations for the want of them. The stone sills since used, were, at the period of making the contract, reposing in the quarries. The ratio will be shewn to be only about thirty per cent in favour of the wood, when the materials for the stone and wood tracks are both in readiness for delivery and laying down.

The average cost per mile, for the twelve and an half miles laid with wood on sleepers, exclusive of the cost of the horse path, and of the salaries of the Engineers but including the cost of eleven turn outs (or one to nearly each mile of road,) was \$4,002 06½ cents. The horse path for the same distance, cost \$228 73 cents, per mile. It is now costing, including the dressing off the road, on the stone tracks, about \$250 per mile for single track.

The average cost per mile for the part laid with wood string pieces and stone blocks, exclusive of the horse path, was \$5,115 97 cents. The cost per mile, for a double track of the wood and iron rail way, would be about \$9000. The cost of a double track of the same, laid on stone blocks, about \$10,000 per mile. Assuming the contract price of the forty seven miles of single track of stone way now in progress, (which contracts vary from