

10½ to 10¾ per rod run, the contractors furnishing the stone sills, a part of the broken stone and laying the track,) as sufficient to complete the work and making a reasonable allowance for incidental expence that may attend its construction, it is believed that the cost of a single track will vary from 6000 to 6500 dollars, per mile, exclusive of the horse path, but including such contingent expenditures as were considered in the cost of the wood rail way.

For a more full and detailed account of the "expenses" of laying the rails on the first division reference may be had to the fourth annual report of the president and directors of the company.

From the foregoing details it will be perceived, that the city and first divisions of the road, thirteen miles in length, are very nearly completed with a double track. That a single track on the second division of twelve miles, is completed within rather more than two miles. That another, and parallel track on the 2d division, embracing together, a distance of twenty nine miles; are in progress of completion, that materials are preparing, and arrangements in progress to lay down the track from Parr spring ridge, to Frederick, a distance of eighteen miles, by the ensuing fall, and that the main stem of the road from Baltimore to the "Point of Rocks," including the branch road to Frederick, a distance of about seventy miles, may be ready for travel by the end of the year 1851.

The cost actually incurred for laying down the rails on the portions finished, and the estimated cost of the work, not yet completed, but under contract, are exhibited in the accompanying statement, marked (A.)

It is worthy of remark, that the road has been in constant use for upwards of seven months, and the iron rails exhibit no perceptible wear or diminution of their substance from oxidation.

A desideratum in the construction of the Winans' car, has recently been attained. The inventor has been able to construct the friction wheels of such hard metals, as to promise very great durability and strength. Some of the cases on the most simple construction, viz. with the steel pointed journals and ebitted cast iron boxes of Elgar's improvement, have run from seven to eight thousand miles, without exhibiting any perceptible wear from the friction. The parts resemble more the appearance of having been burnished, than worn. These are the two kinds of cars mentioned in the last annual report.

Some parts of the heavy embankments of but recent formation where the track in the first division was laid, have frequently settled, and in one case where the embankment was 57 feet high, not less than four feet, since the track was laid—several