

laware. Although this plan of working and making the road was unquestionably the policy which the company should have adopted at the outset, yet owing to the jealous fears of the stockholders at the southern extremity of the road, who apprehended that the road might be permanently stopped at the Nanticoke river, it was thought best for the interest of the work, after these views had been urged, to agree, for the purpose of obviating these apprehensions and removing these distrusts and to aid if possible the stockholders in that quarter, that the road throughout the whole line should be put under contract for graduation. The superstructure however, when the road bed is ready for it, should, we think, be commenced at the northern end of the road, and pushed down the peninsula with all possible dispatch: in order that the company may derive revenue from it as early as possible. The desirable object of putting the road in full operation after it is made two thirds of its distance, we expect to accomplish within two years from this time, and at a cost so low, as to leave a sufficient balance to complete the road according to the estimates, to its proposed terminus at the Little Annamessex.

The original location as made by the Commissioners has been departed from, after a more complete examination by the Engineer, through a considerable portion of Somerset county, and the road will pass Princess Anne on its eastern side, instead of the western side as was at first proposed. By the adoption of this line, the road itself will be less curved, it will cut the farms through which it passes less injuriously to them, consequently cost less money, whilst it will be greatly more acceptable to a large majority of the citizens of the town and neighbourhood. We have also departed from the line of the Commissioners somewhat at the northern terminus. It was thought at one time that although it would be longer, it might be cheaper to form a junction with the Philadelphia and Baltimore rail road above that Company's bridge over the Elk river, but an ascertainment of the probable damages for condemnations, as well as they could be come at, on the different routes proposed, determined the directors to cross the river by the most direct route and form a junction directly at the Philadelphia & Baltimore Company's depot in the town of Elkton.— It is true that by crossing the valley of the river at this point we shall have the heaviest piece of filling which any part of the road will require; but this done, the river and street can be bridged for a sum which need not exceed 6 or \$7000. The advantages held out for the adoption of this route are many, and well worthy of consideration.— In the first place, from the point where the road will be curved, to leave the straight line parallel with the Delaware line, and shape its direction for the town, it affords the shortest distance any where to be found over tolerable ground, by which we can form a junction; and the damages on this part of the route have been already agreed on at perfectly fair rates: the town of Elkton itself, feeling as it should do, a deep interest in this matter, has tendered to the company the use of its streets, to pass through them free of charge for damages, whilst the