

between Cumberland and the mouth of Savage; and it is, moreover, perhaps the only plan, by which sufficient room could be afforded to the rail road company, at certain difficult points, to pass with their road. Although a subject of frequent enquiry, no survey or estimate for such an improvement has ever yet been made by this company. The locations were commenced as early in the spring as the weather and state of the river would permit, and they have been, since, steadily progressing, under the immediate superintendence of the chief engineer. The particularity required for accuracy in the estimates, has caused the survey to advance more slowly than, under the circumstances, was otherwise desirable; but the privilege allowed to the rail road company to proceed at once with the prosecution of their works in all those parts of their line where no collision is apprehended, has rendered it unnecessary for them to wait until our locations were completed, and they have accordingly, as we learn, already entered into contracts for the construction of their road in those places. If the application to this company had been made earlier, or anterior to the original locations of the rail road company, the surveys of the two companies might have gone on simultaneously, and been completed at a time perhaps more satisfactory to both. As this, however, was not done, we have endeavored to obviate the delay to the rail road company, which the omission would otherwise have produced, by conceding to them the privilege to which we have adverted.

From the report and calculations of the examining engineers of the Baltimore and Ohio rail road company, made in June and September, 1848, and from the communication submitted by the president of the company to his board of directors on the 4th of December last, the opinion may be gathered, that it is the purpose of that company, to use, to some extent, the new portion of their road, when it is constructed to the mouth of Savage River, as a feeder to the canal, in regard to the coal trade from the great deposits of the North Branch. Such a policy would be promotive of the interests of both companies, and greatly facilitate the opening of the Southern section of the coal fields of Alleghany. The rail road, from the mouth of Savage to Cumberland, will have a descending grade and may carry at the lowest rail road cost, and at that point a connexion may be made with the basin of the canal, at the expense of but a few feet of trussel work or road. In this view of the subject, it is a matter of no small interest either to the rail road or canal company, that the upper line through Cumberland was adopted instead of the Knobly route, in as much as by the latter route, the new road would have joined the main steam on the opposite side of the river from the canal, and could not have reached it *at that point*, except by the construction of a costly viaduct. Should the Baltimore and Ohio Rail Road Company hereafter pursue the policy to which we have above alluded, it will, in our opinion, be an indication of the