

reasonable expense, terminating farther within the city than the present depot at the head of Pratt Street, we remark that such a scheme is entirely practicable.

If the object be to avoid any confusion apprehended from throwing the travel of two great thoroughfares into one channel, an independent line might be made for the whole distance at a cost greatly below that of the original road, from the diminished quantity of excavation and embankment required, either to increase the width of that Road, or to construct another, (beyond its limits) parallel to it. If on the other hand, it be required to terminate the Washington Rail Road within the more populous part of Baltimore, or in the vicinity of its navigable waters, after pursuing the route of the Baltimore and Ohio Rail Road, across Gadsby's Run and through the "*Deep Cut*," instead of turning Westwardly, at a uniform elevation and crossing the Washington Turnpike—the Washington Rail Road could gradually descend the valley of Furnace Run, cross Gwynn's Falls at a convenient level and be prolonged across the low grounds, east of the Turnpike, to or beyond "*Spring Gardens*."

The cost of effecting this object will be seen to depend on various contingencies—as whether the Baltimore and Ohio Rail Road shall be used to Furnace Run, or a Rail Road entirely independent be resorted to. It may therefore suffice to state that either of the plans spoken of are very practicable, and that the ground along Furnace Run and beyond it is of a favorable character.

We have also assumed the termination of the Rail Road in the city of Washington, at a point in the neighbourhood of the General Post Office, leaving any continuation beyond this point to be more satisfactorily determined by local authorities and local circumstances. In reply, however, to your enquiry as to the practicability of connecting the Rail Road with the Chesapeake and Ohio Canal, either at the basin of the Tiber, or that of Rock Creek, we remark that either scheme is perfectly feasible and at a moderate expense.

It would be necessary for us to be informed of so many particulars to render us capable of judging where this connexion would be most expedient and satisfactory to the different interests concerned, that we cannot now enter into the details of any individual plan, but must content ourselves on this head, with the general conclusion we have just given.]

Very respectfully, Gentlemen,

We are your obd't. serv'ts.

WM. GIBBS McNEILL,

WM. HOWARD.

Annapolis, January 25, 1831.