this part of the road in conjunction with that of the Canal; and in part to the failure of two contractors who successively undertook it. In the hands of the Company it is now rapidly advancing. The timber for the superstructure is also being delivered and the framing begun. The deep cut upon the same section is progressing well in the hands of a new contractor, who may be relied on to complete it.

The Bridge over the Potomac at the mouth of Savage River.—This viaduct is on the 30th section and consists of three semicircular arches of 56 feet span each. The contractor failing at an early stage of the work, it was taken in hand by the Company, and is now in so forward a state as to make certain its completion next Spring in good time. It was designed to build the arches of brick; but the bricks, made on the ground by contract for that purpose, turning out of inferior quality, it has been found necessary to use stone instead, at an increase in the cost but an improvement in the character of the work.

Of the Thirty Sections between Cumberland and the mouth of Savage River, 5 are entirley finished, 2 very nearly so, and the remaining 23 in various stages of progress. The most backward is the 21st, just mentioned; but it, together with the rest, may be conpleted in the ensuing Spring, so as not to retard the extension of the track from Cumberland to the "Piedmont" station opposite Westernport, by June next. This extension will effect a connection with the coal field at that point.

The heavy Sections on Savage River and Crab Tree Creek, from the 31st to the 45th, on the grade assending to the "Glades." are all in an advanced state, and may be finished in season to permit the track to be pushed on without interuption. Among these sections, the 31st, 34th, 35th and 42d are finished, and the 33d on the eve of completion. The short tunnel (of 300 feet) on the 32d is now progressing well after much unavoidable delay; and the very deep cut on section 38, (substituted for a proposed tunnel on that section) is far advanced. The 45th section, at the Summit, is now working well, and should be completed in season with the others. The remainder of these sections are getting on well.

The lighter sections from 46th to 63d through the Glades, were kept back by the failure of most of the first contractors to go on with them, but are now in new hands, making fair progress, and about their completion in time with the rest no anxiety is felt. Among them the 52d section is finished.

The masonry of the bridge on the 55th section over the Youghiogheny river is also nearly finished, and the timber for the superstructure of 180 feet span is cut and being delivered.

The heavy sections from 64th to 75th, on the grade descending Salt Lick Creek from the Glades to Cheat river, are all well advanced except the 67th, which will require some effort to complete it in time; but by proper measures now in hand it may be done.

The masonry of the bridge over Salt Lick Creek, has been delayed by inefficiency on the part of the contractors, but is now advancing better and will be finished in time. It is to have an iron superstructure.

The masonry of the bridge over Cheat river is being rapidly carried on by the Company and will be completed by winter. The timber for the superstructure is cut and in part delivered.

The heavy sections from 76th to 87th, embracing the grades on each side of the Laurel Hill summit between Cheat and Tygart's Valley rivers, are all in favourable progress. *The 77th section*, whose commencement was postponed by the difficulty of obtaining a suitable contractor for it, is now in the hands of the Company's Agents, making satisfactory headway, and will be so far forward by the time it is reached by the track from Cumberland as to permit the passage of the road either over the high bridge walls which form the principal work on this section or (temporarily) around the two deep ravines which they cross.

The heavy retaining walls upon the 78th and 79th sections on the slope of Cheat river hill are well advanced and substantially built. The deep cut on section 80 is progressing well.

The Kingwood Tunnel on section 82, has made very satisfactory progress. Out of the 4,100 feet total length of the tunnel there have been upwards of 1,500 feet of the heading driven, or more than a third. The three shafts of about 170 feet average depth, were completed in April and May last and the deep cut of the western portal was down at the same time, so as to permit the commencement of tunnelling at seven points. In five months then the above stated extent of heading has been driven, or at the rate of 300 feet per month, which would complete the whole length of heading in about fourteen months, or by July, 1851. This advance has been so much more rapid than was anticipated that the horse-gins provided for hoisting out the material have been found insufficient, and steam engines with improved gearing, &c. have been prepared for the 2d and 3d shafts. Tunnelling has been commenced at the eastern portal, the drifts will proceed hereafter at eight different points, and with increased speed, when aided by the new machinery. The tunnel is generally in compact slate rock favourable for excavation, and yet promising to stand, for a time at least without artificial support. In the neighborhood of shaft No. 2 the roof is not so sound, and a fall took place soon after the heading was commenced there, but the defective material will not it is believed extend far. There is little or no water thus far in the trunk af the tunnel, a very favourable circumstance. The ventilation is effected by fans driven by the hoisting power. It will be observed that the heading alone