recommended, which after being examined by the President and a corps of engineers, they expressed themselves as being much pleased with the proposed change. The President has ordered a survey to be made, which is to be completed in one month from the 23d of December, 1863. The advantages and disadvantages, cost, interference with the grades, and other city interests of both routes, will then be compared, and the result thereof made the subject of a future communication to your Honorable Body.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAIL ROAD.

This Company is building a large addition to their depot, and making great improvements in the entire line of their road, their intention being to furnish a route that presents every advantage to the traveling public. I would through you present a suggestion, the reasonable character of which must command their serious attention.

The locomotive and train as it passes up Canton Avenue, runs at too rapid a rate after it passes Broadway, and, as it approaches the depot, it is compelled to increase its speed to at least twenty miles an hour, so as to drive the train into the depot, while the locomotive runs upon a different track. This is dangerous in the extreme, and is attended with a great number of accidents. The depot presents a front on Canton Avenue of about three hundred feet, and I would suggest a change of the office and entrance to that front. The locomotive should then run through to President street. This would enable the train to run at a speed not exceeding six miles an hour, thereby preventing accidents. The trains should also be allowed to

stop a few moments at Broadway for the accommodation of persons living in distant parts of the city, to avail themselves of the Passenger Railway. If the change thus proposed should not meet the views of the Company, I would advise the construction of a side track at Canton. The locomotive should then go behind the train and push it into the depot at a speed not exceeding six miles an hour. The citizens of East Baltimore require some action to protect them from the numerous accidents which so often occur.

WESTERN MARYLAND RAIL ROAD.

The completion of this road to Hagerstown was the object promised to be accomplished by the Directors when the city agreed to endorse its bonds.

The city has already endorsed five thousand dollars per mile on forty miles, amounting to \$200,000, which has completed it to Union Bridge. There still remains \$300,000 which the city has agreed (by ordinance) to endorse, to carry it to Hagerstown. On my visit to that flourishing village during the past summer I found that the citizens were exceedingly anxious to have this road completed, and offered to furnish \$200,000 towards the accomplishment thereof. I am under the impression that the remaining amount can be obtained from farmers and manufacturers between Union Bridge and Hagerstown, which is less than forty miles.

The city of Philadelphia, seeing the advantages which a connection with this rich agricultural district would give her citizens, has made a road 180 miles long to Hagerstown. Baltimore is only 80 miles from Hagerstown. If this road is completed the farmers and manufacturers of Washington and