Easton Star.

EASTON, MD.

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T. E. ROBSON Editor

THE BALTIMORE, CHESAPEAKE, AND DELAWARE BAY RAILROAD.

We are glad to learn that work on this road will be resumed in the Spring. When built, it will constitute a very important link in our Peninsular chain of railroads.

It would seem that the railroads of the Eastern Shore of Maryland, being all more fed eas to the Delaware railroad, have been projected expressly to divert trade from Baltimore. We cannot go to Baltimore by any of them without going by Wilmington, which is within 32 miles of Philadelphia; then we have to come back and head the bay, making a long and expensive route. This is manifest by an just to our State emporium. If it was the first idea, Baltimore should not be placed in a disadvantage in this respect. If possible, it should be placed on an equality with Philadelphia as to distance and cost of transportation, and then if Philadelphia can beat Baltimore in the competition for our trade, so be it.

It was a bold idea of Dr. Goldsborough, President of the Baltimore, Chesapeake & Delaware Railroad Company, to cut the Delaware railroad in the middle, and turn the trade of the lower part of the peninsula to Baltimore. The Junction & Breakwater road starts at Lewis, the mouth of the Delaware bay, and runs to Harrington, on the Delaware road. The Baltimore, Chesapeake & Delaware Bay road is an extension of the Junction & Breakwater road across the country west ward, to Love Point, on Kent Island, at the mouth of the Chester river, thence to Baltimore by steamers and floats.

The distance from Harrington to Baltimore by this new road will be 74 miles shorter than by the old route via Wilmington, and it will place the whole of the lower part of this Peninsula by rail nearer to Baltimore than it is to Philadelphia. The new road will cross the Md. & Del. road at Greensborough, and of course our railroad trade will then go to Baltimore by this short and cheap route instead of Philadelphia. It will be only a four hours run from Harrington or Easton to Baltimore. *One third of the road is already graded*, and as it is only 40 miles long it will not take long to complete it after the necessary financial arrangements are completed.

Baltimore made a great mistake 25 years ago, when it defeated the construction of the old Eastern Shore rail road. Delaware soon afterwards stepped in and built a trunk line down the peninsula, and now the Eastern Shore trade is diverted to Philadelphia by reason of the Delaware road. This artificial and unnatural state of affairs must be corrected, or Baltimore must compete for this trade at great disadvantage. Of all the projects which have been suggested to correct the mistakes of the past, and restore to Baltimore what she has lost by reason of our railroad system, this Baltimore, Chesapeake & Delaware Bay railroad project appears to us to be the most practicable. Persons can come up the Delaware railroad to Harrington and change cars, then in less than two hours they will be on a Steamer at the mouth of the Chester river in sight of Baltimore city. The route will be short and cheap, and that must make it popular. All the other Maryland railroads on the Peninsula are tributary to the Delaware road, and their business is dwarfed by the tariff of the P. W. & B. road; the Baltimore, Chesapeake & Delaware Bay road in connection with the Junction & Breakwater road will be an entirely independent line, and can regulate its tariffs to suit itself, without consulting the P. W. & B. road.

But will it pay to build this road? We think it will. It runs through a splendid country and must do a fine local business. It will necessarily command all of the Baltimore railroad trade and travel of the Peninsula except from Dorchester, and even a portion of that county. It will draw a large portion of Sussex county trade to Baltimore, because of the shortness of the distance. In connection with the Old Dominion Steamship Company, it will open a short and direct route from Washington and Baltimore to Cape May, Ocean city, Long Branch &c. It will be *the route* from Baltimore to Rehoboth. In summer it will be a delightful route between Baltimore and New York. It will open a new route for the peach trade of this section, both to Baltimore and New York. A few miles added to the Queen Annes road would enable it to form a junction with Baltimore, Chesapeake & Delaware Bay Road somewhere between Wye Mills and Queenstown, and then Baltimore might even compete for the trade of New Castle county, Del. When the road is built, there is scarcely a doubt that the Government would establish a coal depot at Lewis, and the Cumberland coal from Baltimore for the depot would necessarily be transported over this short and direct route. No other road could compete with it for this trade. Goods freighted from Baltimore for the lower part of the Eastern Shore of Md. and Va. would necessarily go by this route, because the freight would be less, and they would reach their destination quicker than by any other route. We think the road would possess sources of revenue far surpassing those of any other road on the Peninsula and we have no question about its paying, and paying handsomely.

We sincerely hope that Dr. Goldsborough may succeed in building this road. The merchants of Baltimore take a lively interest in its progress, the Board of Trade of Baltimore has approved it, and it is not unlikely that the city may extend it to a helping hand, by endorsing the bonds of the Company, so as to assure its early construction. It is really a Baltimore road, projected in the interest of Baltimore, and when built, it will restore to the present generation of Baltimore traders the profitable Eastern Shore business which was so unwisely thrown away by the past generation. As a local route the road will be very important, as it will open up all of our shipping points, and more daily steamers in the bands of the people of the eastern shore at least three hours in advance of the Philadelphia and New York papers. If anyone will consider for a moment the advantages to business, the saving of money, time, wear and tear, the difference there will be in the cost of freight, the facility with which people here may go to that city for Baltimore to trading or to visit, and many other ends that the speedy construction of this road will subserve, will appear important to the Eastern Shore and to Baltimore.

A Pittsburgh telegram of the 6th to the New York Sun says the Tribune having footed up the returns of the Pennsylvania legislature, and taking into account the Philadelphia districts, which are Democratic, and allowing for the Democratic majority in Allegheny county, which will be cut down, it concludes that the next legislature will stand 126 Democrats to 74 Republicans, a Democratic majority of 52 on a joint ballot. This will secure the election of a Democratic United States Senator to succeed Mr. Cameron, and will be a Democratic House of Representatives to work with Governor Hartranft during his remaining term. The Tribune says: "Of course, the Republicans will do what they can to prevent the consummation of this result, but the Democrats will be in a position to defeat them in all their efforts. The Democrats will be in a position to elect a Speaker, to control the committees, to pass such bills as they may agree upon, and to compel the Governor to veto them if he will not sign them. The Democrats will be in a position to make a Democratic apportionment of the State for Congressmen, and to make a Democratic apportionment of the State for Senators and Representatives, which will be in force for the election of 1878 and 1879