

the feeling expressed in the memorial. In winter, the journey from Norfolk to Washington, by rail, is performed in about six hours, through a country of beauty, which would require an unusual expenditure of money to provide good roads of any kind, and which stop good roads from being made.

It will have been seen that the charges are not excessive upon the water, and only about one-half the amount of the fare, but the expense of a voyage is not small, and that difficulty is insurmountable, and that the time of passage between the various points at a distance, is not very short, as is generally supposed, as well as the discomforts of the journey. It is also to be noted that the communication between Norfolk and Portsmouth, and the Portsmouth and Roanoke rail roads, which, departing from the latter, leads to the Roanoke river, a nearly 70 miles run, is characterized by its straightness and hardness, as the Eastern Shore rail road, the eastern terminus is at Portsmouth and Norfolk. All the routes of which we are speaking may be considered, with reference to increased cost of living, North Carolina, as the shortest of the Wilmington and Roanoke road, which will be 100 miles long, and which very much improves and has trains upon it to the extent of 100 miles. This road leads to it already, the

MEMORIAL

OF THE

Eastern Shore Rail Road Company

TO THE

GENERAL ASSEMBLY OF MARYLAND.

We have shown that the distance between Norfolk and Washington is about 100 miles, and that the trip is made in two days and a half, or 48 hours, by the water. It is also shown that the expense of a voyage is not small, and that the time of passage between the various points at a distance, is not very short, as is generally supposed, as well as the discomforts of the journey. It is also to be noted that the communication between Norfolk and Portsmouth, and the Portsmouth and Roanoke rail roads, which, departing from the latter, leads to the Roanoke river, a nearly 70 miles run, is characterized by its straightness and hardness, as the Eastern Shore rail road, the eastern terminus is at Portsmouth and Norfolk. All the routes of which we are speaking may be considered, with reference to increased cost of living, North Carolina, as the shortest of the Wilmington and Roanoke road, which will be 100 miles long, and which very much improves and has trains upon it to the extent of 100 miles. This road leads to it already, the

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