

and wealth, and of consequence to increase the population and stimulate the enterprise of the country, would be followed by an equal ratio of increase of travel on that we allude to, whence we may suppose it probable that we may have an average of 80 passengers per day on our road from the peninsula alone, and this number may, we think, be assumed to pay on an average, the price of a half trip upon the road, and we would therefore have, without resorting to foreign travel, an aggregate of passage money nearly equal to what was required by the Engineer from that source of revenue. In corroboration of these anticipations, we may refer to the fact that we have heard stated, that there has been a very great increase of local travel from the County of Cecil, since the opening of the Baltimore and Philadelphia rail road.

The object of the Commissioners' report we know, was not to attempt an estimate of the future revenue of the road; the statements of revenue then exhibited go merely to shew the quantity of tonnage, the number of passengers, and the amount of post office service, requisite to meet the interest on the investment, and to maintain and work the road, under the conviction, (as the gross revenue necessary for these objects was so small, compared with the probable amount of business,) that the statement of that fact should be sufficient to satisfy any enquiring mind, that the state has hazarded nothing in the investment which she has authorized in it. It was for this reason too, that no stress was laid upon the amount of local travel, and that no detailed statements were exhibited to sustain this opinion, that the road would command a large portion of the general travel between the northern cities and the south and south-western; this opinion, however, was advanced, and as its correctness has been questioned, it may be as well at once, to put it at rest. There can be no doubt, we suppose, that in general the superior advantages of cheapness, comfort, speed and time, are leading inducements to a preference of any one line of transit over others, and these we undertake to say, are in a high degree characteristics of ours. As rivals for the conveyance of passengers parallel with the seaboard, we shall have, proceeding from the northern termination of the Wilmington & Roanoke rail road, destined for Philadelphia, the rail road to Petersburg 63 miles, the one thence to Richmond 23 miles, and that from Richmond to Fredericksburg 61 miles, in all 147 miles of rail road to Fredericksburg, located in a hilly country, with consequent high grades and abrupt curves, insurmountable obstacles to great speed or efficiency, and incompatible with economy of construction, and cheapness of transportation.

Northward the travel proceeds 12 miles by stage coaches over a very steep country road to Potomac creek, thence by steam boat 50 miles, to Washington, where it is transferred in omnibusses and stages, a distance of between one and two miles, to the very efficient Baltimore and Washington rail road, between 38 and 39 miles long, making the total distance from the steam boat landing at the latter city about 40 miles, and finally by Baltimore and Wilmington 95 miles by rail road. These distances, (total 341 miles,) are taken from a pamphlet published in Richmond last year, and distributed by the agents of the Virginia companies. From the same source, we learn that the time in which the journey is promised to be performed between Roanoke and Philadelphia, is 38 hours, including stoppages,* that is during

memorial has been prepared, it has been ascertained that the great southern route since the first of the present month, (March,) by the rail road, via Petersburg; and that the time between Roanoke and Philadelphia, has