

the boating season on the Potomac. In winter, the journey from Fredericksburg to Washington, 56 miles, is performed in stage coaches through a district of country, where it would require an unusual expenditure of money to provide good roads of any kind, and where steep grades are inevitable.

It will have been seen that the changes are not unfrequent upon the route, not only as it respects the owners of the line, but the modes of conveyance also; and that detention is unavoidable, and moreover that the time of passage between the termini taken at a minimum, in summer, must be greatly increased, as well as the discomforts of the journey, in winter. The other lines of communication between Roanoke and Philadelphia, unite in the Portsmouth and Roanoke rail road; which, departing from the Petersburg road, near the Roanoke river, is nearly 78 miles, and is as characterized by its straightness and levelness, as the Eastern Shore rail road; its eastern terminus is at Portsmouth and Norfolk. All the routes of which we are speaking may be considered, with reference to the travel from Wilmington, North Carolina, as branches of the Wilmington and Roanoke rail road, which will be 160 miles long, and is now very actively progressing, and has trains upon it to the extent of at least 110 miles. This road drawing to it already, the chief part of the travel from Charleston and Savannah, its completion, which will not be delayed beyond the month of July, is looked to, with great solicitude, by the roads north of it, as it is certain, that those which may be able to attract any considerable portion of its business, must from its extent be profitably employed. It will be seen hereafter that the superior speed attainable on the Portsmouth and Roanoke, and the Eastern Shore rail roads, as well as the cheapness of transportation, will be strong inducements for the public to resort to them. Our main reliance however, is in our own ability to compete successfully with every line of travel parallel to us.

We have shewn that the distance from Roanoke river to Philadelphia by Petersburg and Richmond is 341 miles. From the pamphlet already quoted, we find the greatest speed upon the whole, including the time lost in taking wood and water, and including the delay arising from the use of horses to the Mount Clair depot, to be, on the Baltimore and Washington branch rail road, where the trip is made in two hours and a half, to be 15.7 miles per hour. Notwithstanding the great care and expense bestowed upon the construction of this road, and notwithstanding its present able management, we know that an average speed may be safely and cheaply maintained upon our line, greater than the average speed upon the Baltimore and Washington branch, by unusual levelness and straightness of much the

been shortened to thirty hours and a half. This has been effected by reducing their stoppages to the least possible time.

It has also been found by actual timing on the 3d instant, that there are 15 minutes lost between the Pratt street depot and the time of starting from the outward depot; and that the average speed by steam on the Baltimore and Washington road, is in fact nearly sixteen and a half miles an hour, instead of 15.1 as assumed in the memorial, for the entire trip; shewing that at the speed attained on that road, we can still beat them very nearly in the ratio we assume in the memorial.

But while in the memorial we assume for the argument but 15.1 miles per hour on the rail road and 12 miles on the bay, we believe it entirely within our ability to sustain an average speed of 20 miles an hour on the road, and 15 miles an hour on the bay; and after allowing ample time for changing from one mode of conveyance to another, reduce the time by our line, from Roanoke to Philadelphia, to a few minutes over twenty hours.