

greater part of it. Nevertheless, to avoid all grounds of cavilling, we will assume for that part of it on which the travel will be on rail roads, an average speed equal to that on the Baltimore and Washington branch, from the Pratt-street Depot to the other terminus: moreover for the speed of the Steamboat, between our road and Norfolk, we think we are much within the limits of our ability, when we assume but 12 miles an hour, on that part of our line; taking then, the length of the Portsmouth and Roanoke road at 78 miles, and the road from Somers' Cove by the way of Elkton to Philadelphia at 162 miles, in all 240 miles, and the average speed at 15 1-10 miles, per hour, we shall have 15 hours and 36 minutes, say 16 hours; and estimating the Steamboat line, of 84 miles, at 12 miles an hour, or in all 7 hours, and allowing two hours for stoppage and delay in changing to the Steamboat at Portsmouth, to the cars at Somers' Cove, to the Philadelphia line at Elkton, and for a meal there, or on the route, we have 25 hours for the time, between Roanoke River and Philadelphia, which deducted from 38 hours, the time by Petersburg and Richmond, shew a loss of time of 13 hours, or more than 50 per cent. in point of time, when compared with the performance by the Eastern Shore rail road.

Looking to the summer line by Steamboat, via Norfolk and Baltimore, we find that the distance is from Roanoke river, by the rail road to Portsmouth, as above 78 miles in five hours, by Steamboat to Baltimore 196 miles, at the speed assumed for that mode of conveyance in the estimate for the Eastern Shore route, 16 hours and 20 minutes; and we find from the pamphlet heretofore quoted the distance from Baltimore to Philadelphia (95 miles) to be travelled in 7 hours and 30 minutes, to which adding 1 hour and 10 minutes for delay and stoppage, we have 30 hours as the time by this line, which shews a loss of 5 hours at least, or 20 per cent. when compared with the Eastern Shore rail road; and the difference would be about the same, by the Frenchtown and New Castle line.

By the Richmond route, the passage money, referring to the same document, is stated to be \$15, which is exclusive of the usual contributions to porters for shifting baggage, and for expenses while detained at Richmond. The fare via Norfolk and Baltimore, may be calculated at the same, while the fare by our route from the Roanoke river to Philadelphia would be \$13, and somewhat less than \$10 from Norfolk to Philadelphia. In reference to the question of comfort, without designing to reflect upon the management of other companies, or questioning the admitted excellence of the arrangements provided for the accommodation of their customers, it may be reasonably supposed, that our line will be capable of equalling any, and must surpass some of them.

Secondly. The transportation of merchandise.

This is intended to comprehend every thing except passengers and the mail. From this, a large revenue is expected; and when the wants of the country, and the course of trade already existing are considered, the directors are justified in believing that this source will not be relied on in vain.

The road connecting with the Baltimore and Philadelphia rail road at Elkton, runs nearly the full length of the Maryland part of the peninsula, and is nearly as convenient to the towns, and more populous districts of Delaware, as it is, to those of Maryland. All the eastern side of the peninsula trade exclusively with Philadelphia; and fully half, perhaps more, of the Eastern Shore of Maryland, purchase in that city all their dry goods, and a great proportion of their other goods.