

The mode in which these goods are transported to the Maryland side of the Peninsula, has been to ship them in Philadelphia, to some of the towns on the Delaware bay, (Smyrna generally,) and then send them across in wagons to the places of their destination. This means of supply is both tedious and expensive: and if another, cheaper and more speedy, be opened, it will certainly attract this trade. By our road, goods can be delivered, at a slight cost, in a few hours, at any point on the line, which is convenient to nearly every part of the Shore—This trade may be, therefore, certainly relied on at all seasons. To this must be added the transportation of merchandize for the Delaware side of the peninsula, much of which is anticipated for this road. Goods for this section of country now find their destination by means of the navigation of the Delaware bay: and for all the heavy articles of trade, this mode of transportation will be persevered in: but of the light articles of merchandise, destined for this portion of the country, much will be withdrawn, and given to our road, because of its superiority as regards time, which is one essential element in the cost of transportation.

By this road, all the heavy products of the forest and field, both in the interior of Delaware as well as Maryland, will be thrown upon the respective navigable depots, on the line of road which discharge themselves into the Chesapeake bay; whilst all the heavy articles of trade wanting from the cities which will not bear long transportation on the road, will be received at those depots through the waters of the Chesapeake bay. A road therefore, it will be seen, which passes on the western side of the Delaware line, and intersects several of the waters of the Chesapeake bay, either at, or near, navigable points, will cause the state of Delaware to be tributary to the commerce and navigation of the Chesapeake bay and city of Baltimore: whilst if a road through Delaware were made, cutting the navigable streams which fall into the Delaware, Maryland would in like manner, become to a much greater extent than she now is, tributary to the trade and commerce of the Delaware bay.

We beg leave to invite the serious consideration of your honorable body to this view of the subject as an important matter of *state policy*—Our route we believe to be the shortest and best to form a link in the northern and southern travel, and when made it may for a long time, if not forever, prevent the construction of another road through Delaware, and having its northern terminus at Wilmington—But if by any untoward circumstances our road should not be made, it is not doubted, that a road will be made on the Delaware side of the line, by the Philadelphians and others.

The profits to be derived from these several sources, must necessarily be greatly increased during the winter months, when the Delaware and Chesapeake bays are closed with ice—The common habit of the whole peninsula is to lay in what are deemed adequate supplies for winter consumption, in the fall; and if these should prove insufficient, or unsuitable, the evil must be borne—there is no remedy—For all purposes of trade the peninsula is as inaccessible as if it were an island in the ocean—The E. S. Rail Road will remove these difficulties: and it must from necessity become the medium through which the Eastern Shore of Maryland, and the whole state of Delaware, for one-fourth of the year, are to receive all their supplies—The amount of transportation which will thus be thrown upon the road will be immense, and will increase with the population, and increasing wants of the country. To this is to be added the lime, plaster, iron, &c