

which for agricultural and other purposes, will be transported over the road to a great extent, more especially if the road should be connected, as is now contemplated, with the limestone region of Pennsylvania. The domestic productions of the peninsula to a great extent will find an outlet through this line of communication: and when it is remembered, that the Eastern Shore of Maryland, from its more southern locality, has the advantage of those regions which now supply the Philadelphia and N.York markets with horticultural productions, of at least two weeks in the time of the maturity of its fruits and plants, and when this work will bring it within a convenient distance of those cities, no one can fail to perceive that she will be a competitor in those markets, for this description of trade; and that the Eastern Shore Rail Road must be the only medium by which she can avail herself of it.

The transportation of merchandise for the south is also expected to increase its profits to some extent; and this is rendered the more probable, by the fact that in this way goods from Philadelphia, for any of the southern atlantic states, can reach their destination in the spring, before they could leave that city by any other mode, on account of ice. The commerce generally of Philadelphia, both export and import, especially that which she carries on with southern climates, is looked to as another source of profit. Philadelphia for two or three months of every year is inaccessible to her own shipping. With the Delaware breakwater she has no line of communication; and even if she had, the capacity of that work ultimately to answer the objects of its projectors, has been doubted by some. She must look for some other place as a winter port; and if we consider the danger her commerce must encounter along the coast of New Jersey in the winter season, to reach either New York or Amboy, we may conclude she will not be likely to select either of those places, unless compelled by necessity, especially for her ships arriving from the south. This consideration is the more powerful, when to the reason already assigned, it is remembered that by sending her ships to either of the places named, she would be contributing to build up a rival city at her own expense. The harbor at the southern terminus of the Eastern Shore rail road, has sufficient depth of water, is safe, and always easy of access, and for southern trade is nearly as convenient; and Philadelphia will be prompted to select it, by the powerful motive of rivalry. The directors are therefore justified in looking to this trade, as an additional means of increasing the revenue of the company. If however the breakwater should be practicable, Philadelphia, by a branch of our road, starting from some point south of Greensborough, not exceeding 32 miles in length, can form a connection with it.

The third source of revenue relied on will be the transportation of the mail. The Eastern Shore rail road opens the shortest, and of course the speediest communication between Charleston, Norfolk and all the southern atlantic states, with the northern cities; and the convenience of the country indicates it as part of the route for the transmission of the great southern mail. Congress at the last session, by law, provided that every rail road should be, ipso facto, a mail route. The revenue from this source, therefore, while it will be very considerable, will also be certain and permanent. The length of our line from Elkton to Norfolk, including the passage of the bay in steam boats, is a fraction over 200 miles, on all which our company would carry the mail. The price of transmitting the mail daily by rail roads is about \$300 per mile. The Baltimore and Ohio Rail Road Company re-