Cincinnati to Baltimore via Columbus and

	miles	difference against Benwood
Benwood, by route now open	634	
Through Parkersburg	585	49
To Phila. via Columbus, Benwood & Baltimore	734	
Through Columbus, Steubenville & Pittsburg	690	44
Through Parkersburg and Baltimore	685	49

The Baltimore and Ohio Railroad may be claimed as the most most advantageous connecting link between the navigable waters of the east and the West. In estimating its ultimate power and destiny, however, we must look beyond its terminus in our own city, and estimate the advantages which are likely to result through the agency of its more distant allies. With Parkersburg as its western terminus, this road offers to Boston and New York the cheapest line of communication with the commercial centers of the West, in its combination with the Ocean on the one side and the Ohio river on the other. But in her connections by rail, Baltimore must show also, notwithstanding the difference in favor of our own market, that distance between Cincinnati and Philadelphia, by the Baltimore and Ohio Railroad, and its extensions, is substantially no greater, than that of the Pennsylvania route through Pittsburg, or not so much greater as to counterbalance the superiority of her own great lines. How can this be accomplished?

Cinnati to Philadelphia via Benwood to Baltimore is 734 miles
" " " Parkersburg " 685 "
" " " Pittsburg " 690 "

The route from Cincinnati to Philadelphia is via Columbus, and to Pittsburg is by Columbus to Newark, thence to Steubenville by the Steubenville and Indiana Railroad, thence to Pittsburg by the road along the Ohio river, and thence to Philadelphia by the Pennsylvania Railroad. It will be seen that the Parkersburg route is not only 49 miles shorter than the Benwood route (via Baltimore) but is 5 miles shorter than Pittsburg route, while the Benwood and Baltimore route is 44 miles longer than the last.

The route to Philadelphia, therefore, via Benwood and Baltimore, could not compete with the route to Philadelphia via Pittsburg, for the Philadelphia travel and trade.

But the route via Parkersburg may compete with the route via Pittsburg, certainly, if the short road of 9 miles now contemplated from Scott's Landing to opposite Parkersburg, were completed, and the through arrangements between the North Western Virginia and Marietta roads, placed upon a satisfactory footing

What has been the result of our efforts to meet this competition?

The difference of time between Philadelphia and Cincinnati westward, under the late arrangements with the northern companies, is 3 hours, and eastward 5½ to 6 hours, against the Baltimore and Benwood route. Between New York and Cincinnati the time lost on the Baltimore route is nearly 6 hours compared with the Pittsburg route going eastward, and 3 hours westward

The effect upon the throug travel has been—

The Pennsylvania Railroad carried during the year ending
" Dec 31. 1857. passengers through — 98646
The Baltimore and Ohio Road, september 30. 1857 — 38236
Difference in favor of the former — 60410

Those who have taken the pains to examine into the past operations of these roads will see at a glance, how useless it is to attempt to maintain a successful competition, with our main dependence on our northern arm. It is seen, by the official reports, that there has been no increase of revenue on the Main stem of the Baltimore and Ohio Railroad since 1854. In 1858, the tonnage from Wheeling, Benwood, and Monundsville, was less by nearly 8000 tons than the preceding year, and about as much less than an average of the last four years, and some 20000 tons less than the average of the years 1855 and 1856.

Those who projected the North Western Virginia Railroad, foresaw the developements which have since taken place, and the importance of being prepared to meet them, by timely precaution, at any reasonable cost. The appropriation of the trade of the Marietta line, with its numerous tributaries must, greatly augment the tonnage of the Baltimore and Ohio Railroad. The value of the connection by the proposed short line from Scott's Landing to Parkersburg, and the establishment of a permanent system of through transportation, giving credit for diminished distance between Cincinnati and Baltimore, it would be difficult to estimate, in the midst of rivalries now growing forward. If it be contended that in the present unfinished state of the Marietta road, our reliance must rest upon tonnage only; we must point to the fact that the Baltimore and Ohio Railroad has heretofore derived its revenue principally from tonnage, and has depended in the main on the river for its supply. Our safety as a commercial city, consists in removing as far as practicable from Northern influence — to establish combinations upon which we can rely, and intercept, before it becomes permanently fixed, a trade which, although more convenient to Baltimore than any other market, is fast seeking an outlet at other points in the absence of facilities to conduct it to our own city. The outlay required in completing the chasm of 9 miles from Scott's Landing to