

than could be attained, either by the best constructed turnpike roads or canals, yet the anticipations then formed of its capabilities have been vastly more than realized. The many important improvements introduced within the last few years, both in the construction of rail roads and in the application of machinery upon them, having perhaps doubled their effective power. It is honourable to our country that the system is indebted for several of these improvements to the genius and science of American citizens.

The ordinary speed now attained upon the Liverpool and Manchester rail road, which work has not been so well executed as that part of our road laid on stone rails, is from 15 to 30 miles an hour, according to the horizontal position and structure of the road; and it is even asserted, that the whole distance of 32 miles, between these places, has been run in 33 minutes, or at the rate of 58 miles an hour.

From the experiments made upon the Baltimore and Ohio rail road, there is no reason to doubt but that the travelling on it may at least be safely carried at the rate of from 12 to 15 miles an hour, by the aid of steam power, and that passengers may be conveyed from Baltimore to the Ohio river within from 24 to 30 hours, at all seasons of the year.

The successful accomplishment of this work, so far as it has been extended, and within so short a time, under the numerous and complicated difficulties which opposed its progress, cannot but yield a high gratification to the people of Maryland, and affords a satisfactory guarantee that the resources of the state, added to the aid which may be relied on from other quarters, are fully adequate to the early and triumphant completion of the magnificent undertaking in which we have embarked.

Maryland has the honour of being the first state in the Union to incorporate a company for the construction of a rail road. She was the first state to embark