

of the rail road from its suspension were the only consideration, it would, it is believed, amply compensate every disadvantage from the increased investment which the state by any possibility could ultimately encounter. It is judiciously surely to adventure a sum comparatively small, with the assured prospect of rescuing from jeopardy interests involving vast amounts, and prospects of incalculable and permanent advantage to the public. By adopting the arrangement we conduct the rail road to a point of easy junction with the Winchester rail road, running through the fertile and populous valley of Virginia, which with its abundant produce will be tributary to the prosperity of not only the Winchester, but the Ohio rail road also. In the natural and convenient progress too, of the latter road, after thus meeting that of Virginia, we may with confident anticipation, trace it to its ultimate destination in the extreme West, with the accumulated commerce and revenue that will thus be directed to the East and into this State. The canal too, will by the additional investment, be advanced toward a region of mineral and agricultural product, seeking the convenience of its transportation, and bringing an income for the expenditure of the canal. And it is not hazarding, it is believed, too much to say that the augmented income from the extension of the canal and rail road now to be secured will, notwithstanding all the intermediate delays of construction, at the close of a year hence, yield more than enough to meet the interest of the outlay for the additional stock.

The undersigned are thus convinced that the arrangement detailed is highly advantageous in itself, and for the objects it will effect. An adjustment has been long and anxiously desired. The parties have been long and ardently contending for the vantage ground for their great prizes. They, and the state of Maryland herself materially concerned in their fortunes may be congratulated upon the opportunity now proffered of harmonising the views of those two important and energetic corporations, and directing each of them upon a useful and unimpeded course.

CHARLES F. MAYER  
BENE S. PIGMAN