

convenient; then it has the Delaware railroad running but a short distance from its eastern border, entering Somerset county on the north, it meets tide-water at Salisbury on the line between Somerset and Worcester, then by Princess Anne to an arm of the bay this railroad ends at the extreme southern border of Somerset county.

In addition to this, the Delaware and Maryland railroad enters the Eastern Shore in the upper part of Caroline county, thence passes through Greensboro', the head of navigation on the Choptank, thence to Hillsboro', the head of navigation on one of its largest branches, thence through Talbot county to Easton, its county town, thence to Oxford, near the mouth of the Choptank. This road is nearly completed to Hillsboro', and will soon be finished to Oxford. There are several other roads which will traverse the different counties and connect the Chesapeake bay with this road, and which will be spoken of in their proper places.

There is another improvement not local only, but of national, even cosmical importance, which in a few years will be made. The onward march of commercial progress incident to commercial necessity, will insure its completion. This is a *ship canal* via the Chester river to the Delaware bay—opening thus direct tide water navigation to New York and all the marts of Europe. This being finished, the natural advantages of Baltimore will make her a successful competitor with any of the Northern cities and tend to a most rapid increase in her population and trade. With each advance of these, a corresponding one will be made in the value of lands and the products of the soil of this region.

The money value of transportation, and its effects on the value of land and its products, is well shown by the following table: