

practical demonstration of its incapacity to accommodate the
instrument of transportation now having over it; but when
its transportation had reached and somewhat exceeded 40000
tons it ran down a double track.

With a foreknowledge that from Annapolis from Annapolis,
from Severn from, Chamokin from all the Whiteoak region
millions of tons of coal are only awaiting an outlet to flow
themselves into the shipping at our wharves, and bringing along
with them all the concomitant advantages attending the ac-
cession to our City of the capital and personnel required in the
moving of this vast amount of business and which advantages
will stream across from this great seat of our State through
our vein, furnishing to the subannan to the mechanic and
manufacture, an enlarged market and increased prices for the
products of their labor; to the merchant and capitalist exten-
sive means to be employed in the opening of new channels of trade
new sources of wealth, greatness and prosperity to our City and
through it to the State: With the foreknowledge that this out-
let is about to be furnished by the extension of the Susquehan-
na rail road up the valley of the Susquehanna: shall we be
less provident, than the Reading Rail Road Company relative
to the great interests of this City and of our State, than was that
Company to the interests of our Sister City. I trust not and had
I failed to present these views to you in the hope that you will
commend them to the favorable consideration of the legisla-
ture, it would have been dereliction from an imperative duty
which attaches to me as a guardian, in however humble a
sphere of the interests of our City and State as well as those of
the stockholders of this Company.

Having presented to you a view of the immense trade to
which the Baltimore & Susquehanna rail road Company may
justly look forward - leaving entirely out of sight the great
accession to the travel over the line of our roads from the
proposed junction with the New York and Erie Rail Road
at Emma, which placing Baltimore thirty miles nearer to
Buffalo than the City of New York, will give us a connection
with that City in ten hours. And invited your attention
to the necessity of making provision to meet the demand
for enlarged capacity in our road which must infallibly
arise therefrom, it may be supposed that I have given some
indication to the best mode of compensating these increased
facilities and it may be expected that I should present
some suggestions upon the subject.

In the first place then it is manifest, that to accom-
modate the Coal trade alone to which I have referred
there must be made a double track from some point