

Philadelphia & Baltimore rail road company have invited us to unite with them at the place intended for their depot, and make one there, for both companies, on terms to us the most liberal. Were there not other advantages sufficient to determine our company in the selection of this route, it is believed that those flowing from the having a joint and common depot, would be a full equivalent to the cost of the extra filling and embankment on this, over every other route heretofore contemplated. But the advantages as a Maryland work, of forming our junction with the Philadelphia & Baltimore road, so nearly at the half way point, between the two cities, instead of some miles east of it, are of themselves of a paramount character: as this point of equal distance puts our commercial emporium upon an equal footing, in her fair competition, for the trade and travel of our road, with her sister city of another state.

As a stopping point on the road for travellers, and as the proper point whence may be distributed to the whole peninsula, the great northern and western mails, no other can bear a comparison with it, either as the most appropriate or convenient. The company have yet seen no good reasons for varying materially from the route selected by the Commissioners for that part of the road which lies between the Nanticoke and Greensborough; but between Greensborough and the head of Bohemia river, we have not yet finally determined on the route. In addition to the line located by the Commissioners, which was called the western line, running through Millington and near Sudler's Cross Roads, we have run another line parallel to and near the Delaware state line, and the reasons in favor of and the objections against either of these lines, have been so well calculated to create doubts as to which is the best, and to suspend our election between the two, that we have determined on an examination of a middle line between them, before we finally determine on the proper route for this part of the road. Anxious, wherever we can, to gratify and consult the wishes and interests of villages and neighbourhoods, without increasing the distance and diminishing the speed so as to endanger the success of the road by failing to secure a fair portion of the northern and southern travel, we have felt obliged to incur more expense in surveys, and time in examinations, than would seem to a superficial observer to be justified by the occasion, or requisite and necessary; but such is not the fact, and although ignorance and prejudice may cavil at it, we are resolved to do all that may be necessary to enable us, with the aid of our enlightened Engineer, to select according to our best judgment, (liable like others to be in error) that route and that location which in the end will be likely to be the best for all the objects and purposes of the road. Errors in location have proved well nigh fatal to the two great rail roads of our state which have preceded us, and if we do not profit by the experience of others, and escape like errors in our work, it shall not be from the want of the necessary precaution, and efforts after due consideration to do so; but they will alone arise, if they unfortunately occur with us, from causes over which we can have no controul, and from liability to the operation of