

the navigation is open; and it is rarely except in winter, that people undertake to travel abroad by land, and it is for this reason also that we are obliged to take the daily number of passengers at that inclement season, as the basis of an estimate, nor have we learned the total average even then, but it is understood that through Millington and Smyrna it is about 20. In the Engineer's report to the State Commissioners, (page 13,) it is stated, that experience up to that time had shown, that where rail roads had been substituted for the most perfect turnpikes, worked in the most efficient manner, both here and in Europe, on routes where the travel might reasonably have been supposed to have already arrived at its maximum, the increase consequent of this substitution might be taken at twice the previous amount, that is, the actual amount of travel would probably become three times what it had been. This ratio, we learn has, since the date of the report, advanced upon some roads, even now to four-fold that of the continuous turnpike. This being the case, we may well suppose that an improvement so eminently calculated as is ours, to enhance the resources and wealth, and of consequence to increase the population and stimulate the enterprize of the country, would be followed by an equal ratio of increase of travel on that we allude to, whence we may suppose it probable that we may have an average of 80 passengers per day on our road from the peninsula alone, and this number may, we think, be assumed to pay on an average, the price of a half trip upon the road, and we would therefore have, without resorting to foreign travel, an aggregate of passage money nearly equal to what was required by the Engineer from that source of revenue. In corroboration of these anticipations, we may refer to the fact that we have heard stated, that there has been a very great increase of local travel from the county of Cecil, since the opening of the Baltimore and Philadelphia rail road.

“The object of the commissioners report we know, was not to attempt an estimate of the future revenue of the road; the statements of revenue then exhibited go merely to shew the quantity of tonnage, the number of passengers, and the amount of post office service, requisite to meet the interest on the investment, and to maintain and work the road, under the conviction, (as the gross revenue necessary for these objects was so small, compared with the probable amount of business,) that the statement of that fact should be sufficient to satisfy any enquiring mind, that the State has hazarded nothing in the investment which she has authorised in it. It was for this reason too, that no stress was laid upon the amount of local travel, and that no detailed statements were exhibited to sustain this opinion, that the road would command a large portion of the general travel between the northern cities and the south and south-western; this opinion, however, was advanced, and as its correctness has been questioned, it may be as well at once, to put it at rest. There can be no doubt, we suppose, that in general the superior advantages of cheapness, comfort, speed