

and time, are leading inducements to a preference of any one line of transit over others, and these we undertake to say, are in a high degree characteristics of ours. As rivals for the conveyance of passengers parallel with the seaboard, we shall have, proceeding from the northern termination of the Wilmington and Roanoke rail road, destined for Philadelphia, the rail road to Petersburg 63 miles, the one thence to Richmond 23 miles, and that from Richmond to Fredericksburg 61 miles, in all 147 miles of rail road to Fredericksburg, located in a hilly country, with consequent high grades and abrupt curves, insurmountable obstacles to great speed or efficiency, and incompatible with economy of construction, and cheapness of transportation.

“Northward the travel proceeds 12 miles by stage coaches over a very steep country road to Potomac creek, thence by steamboat 50 miles, to Washington, where it is transferred in omnibusses and stages, a distance of between one and two miles, to the very efficient Baltimore and Washington rail road, between 38 and 39 miles long, making the total distance from the steamboat landing at the latter city about 40 miles, and finally by Baltimore and Wilmington 95 miles by rail road. These distances, (total 341 miles,) are taken from a pamphlet published in Richmond last year, and distributed by the agents of the Virginia companies.— From the same source, we learn that the time in which the journey is promised to be performed between Roanoke and Philadelphia, is 38 hours, including stoppages,* that is during the boating season on the Potomac. In winter, the journey from Fredericksburg to Washington, 56 miles, is performed in stage coaches through a district of country, where it would require an unusual expendi-

“*Since this memorial has been prepared, it has been ascertained that the great southern mail has gone since the first of the present month, (March,) by the rail road, via Richmond and Petersburg; and that the time between Roanoke and Philadelphia, has been shortened to thirty hours and a-half. This has been effected by reducing their stoppages to the least possible time.

“It has also been found by actual timing on the 3d instant, that there are 15 minutes lost between the Pratt street depot and the time of starting from the outward depot; and that the average speed by *steam* on the Baltimore and Washington road, is in fact nearly sixteen and a-half miles an hour, instead of 15.1 as assumed in the memorial, for the entire trip; shewing that at the speed attained on that road, we can still beat them very nearly in the ratio we assume in the memorial.

“But while in the memorial we assume for the argument but 15.1 miles per hour on the rail road and 12 miles on the bay, we believe it entirely within our ability to sustain an average speed of 30 miles an hour on the road, and 15 miles an hour on the bay; and after allowing ample time for changing from one mode of conveyance to another, reduce the time by our line, from Roanoke to Philadelphia, to a few minutes over 20 hours.