

quate supplies for winter consumption, in the fall; and if these should prove insufficient, or unsuitable, the evil must be borne—there is no remedy. For all purposes of trade the peninsula is as inaccessible as if it were an island in the ocean. The Eastern Shore Rail Road will remove these difficulties: and it must from necessity become the medium through which the Eastern Shore of Maryland, and the whole State of Delaware, for one-fourth of the year, are to receive all their supplies. The amount of transportation which will thus be thrown upon the road, will be immense, and will increase with the population, and increasing wants of the country. To this is to be added the lime, plaster, iron, &c. which for agricultural and other purposes, will be transported over the road to a great extent, more especially if the road should be connected, as is now contemplated with the limestone region of Pennsylvania. The domestic productions of the peninsula to a great extent will find an outlet through this line of communication: and when it is remembered, that the Eastern Shore of Maryland, from its more southern locality, has the advantage of those regions which now supply the Philadelphia and New York markets with horticultural productions, of at least two weeks in the time of the maturity of its fruits and plants, and when this work will bring it within a convenient distance of those cities, no one can fail to perceive that she will be a competitor in those markets, for this description of trade; and that the Eastern Shore Rail Road must be the only medium by which she can avail herself of it.

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“The third source of revenue relied on will be the transportation of the mail. The Eastern Shore Rail Road opens the shortest, and of course the speediest communication between Charleston, Norfolk and all the southern Atlantic states, with the northern cities; and the convenience of the country indicates it as part of the route for the transmission of the great southern mail. Congress at the last session, by law, provided that every rail road should be, ipso facto, a mail route. The revenue from this source, therefore, while it will be very considerable, will also be certain and permanent. The length of our line from Elkton to Norfolk, including the passage of the bay in steam-boats, is a fraction over 200 miles, on all which our company would carry the mail. The price of transmitting the mail daily by rail roads is about \$300 per mile. The Baltimore and Ohio Rail Road Company receive for carrying the mail from Washington, to Baltimore, a distance of 40 miles, \$12,000 per annum, or \$300 per mile; and the Baltimore and Philadelphia Rail Road Company receive for transmitting the mail between those cities, 95 miles, \$27,500, or rather less than \$290 per mile. But it is proposed to regulate the price by law; and a bill is now before Congress, if it has not already passed, fixing it at \$300 per mile. If this sum be allowed to the Eastern Shore Rail Road Company for this service, and the same price be given for the transmission across the bay, and no good