

nexion with the main line of improvements leading from Philadelphia to Pittsburg. The Columbia Rail Road extends now from Philadelphia to Wrightsville. Crossing the river, either with that road over the Columbia bridge, or with the canal boats, we reach at Columbia the termination of the main stem of the Pennsylvania Canal, which extends up the Susquehanna and Juniatta rivers to Hollidaysburg, whence the Portage Rail Road over the Allegany mountains, thirty-six miles in length leads to the western division of the canal, which extends to Pittsburg. Whole distance to Pittsburg from Columbia 312 miles. From the mouth of the Juniatta a canal extends up the Susquehanna likewise, a distance of 39 miles, to Northumberland, whence one canal is extended up the North Branch of the Susquehanna 75 miles, and another up the West Branch 78 miles. At Harrisburg the Cumberland Valley Rail Road, which is now finished and in operation, thence to Chambersburg a distance of 50 miles, strikes the line of State improvements.

From Williamsport on the West Branch of the Susquehanna, a rail road is constructing to Elmira in the State of New York, and 25 miles from Williamsport are now completed and in operation. There are several other works, leading to and connected with the different Pennsylvania works mentioned above, which are shewn on the lithographic sketch herewith submitted. In a statement of canals finished or nearly so, passing through and connecting with the Susquehanna Valley, lately published, the length, (including the Portage Rail Road) is stated to be 660 miles.

5. With what works projected, but not commenced or completed?

The map above referred to, will shew the great number of works projected, many of which are now in course of construction in Pennsylvania, New York, and Ohio, with which the Baltimore and Susquehanna Rail Road would indirectly connect through the Wrightsville and York Road, and the Pennsylvania State works. The total length of these works of internal improvement to which access may be had from Columbia, is estimated (including those completed as mentioned in the last preceding answer,) at upwards of 1880 miles.

One great advantage which the Baltimore and Susquehanna Rail Road would enjoy if connected with Wrightsville, would be that of participating in all the benefits of whatever works may be constructed at any time, either in New York or Pennsylvania, leading from the Atlantic to the Western waters. This will give to the city of Baltimore, an opportunity of carrying on her trade with the West, over the same routes for the greater part with the cities of Philadelphia and New York, with a difference of distance in favor of Baltimore, a circumstance which shews at once the vast importance of the enterprise in which this company have been so assiduously engaged. Thus the distance from Pittsburg to Baltimore by the way of Wrightsville, will be about 382 miles—