

may come when Maryland will find herself free from debt, and ready perhaps to reap the fruits of her geographical position, it may be as well to notice briefly the physical advantages which nature has lavished on this State, by laying through her bosom the only western route, possessing a summit sufficiently well watered to guarantee the maintainance of a continuous navigation across the mountains; which by its superior economy in the carriage of the heavy and slow trade, would inevitably enable its proprietor, to disregard and overthrow the competition of all the rival lines in such a traffic.

Whoever studies a map of the United States, will perceive these facts—the Erie Canal turns the north eastern flank of the Apalachian chain, by an admirable water route; whilst Tennessee and Georgia with their improvements turning its flank in the south western quarter, have been compelled to resort to rail roads; and of all the western lines of transport between these limits, surmounting the crests of the Alleghany, none are practicable without a railway portage—save the Maryland route alone—with this line, but two can by any possibility enter into competition, and these are the Pennsylvania and Virginia routes, the relative advantages of which will be perceived by a comparison of the following tabular statements.

VIRGINIA ROUTE,

From tide water on the seaboard to steam boat navigation on the western waters.

TERMINI.	Character of Improvement.	Length in miles.	Height of the Alleghany summit above tide in feet.	Total Ascent and Descent in feet.	Miles of Canal.	Miles of Rail Road.
Richmond to Covington, Covington to the Kanawha,	Canal R'l R'd	239 138	1987	1229 2137	239	138
Tide water at Richmond to steam navigation on Kanawha, }	Mixed	377	1987	3366	239	138

The above is deduced from a work upon the "Laws of Trade," by C. Ellet, Jr. Esq., late Chief Engineer of this improvement.