

In addition to this, there is a very considerable amount annually received, for carriage in wagons, and passage money in transient coaches, but which cannot be so precisely estimated.

It may be remarked, that the above estimate is derived from persons who cannot easily be deceived, possessing as they do, practical experience upon the subject. And it is also to be observed, that it only states the amount of the present receipts for transportation of goods and passengers, upon the existing avenues of communication. From this, however, it is quite obvious, that if the road should cost the sum of \$576,000 as above estimated, or should even cost 600,000 or \$650,000, the annual income which it would yield, would render it an immensely profitable work.

The committee rely with much confidence on the estimate made by the engineers from their known standing, and also from the advantageous circumstances under which the reconnoissance was made; but that the cost of the road will not exceed the latter sum of \$650,000, the committee have the additional evidence, of proposals having been made by persons of the most perfect responsibility, to accomplish the work for that sum, under the supervision of state commissioners, and under approved security.

Such is the present prospect of profit from the work in question; but there is perhaps no road any where to be found, the increasing profits of which have, year after year, been so rapidly progressive, as that between Baltimore and Washington. Nor is it unreasonable to suppose that the establishment of a rail road, creating an immense reduction in the expense of transportation, and greatly accelerating the progress of goods and passengers, will increase the amount of both, with a rapidity and to an extent, heretofore unknown.

Indeed when the committee consider the advantages of this road, its position between the seat of the general government and a large, populous and flourishing city, its intended connection with the Chesapeake and Ohio canal, itself an immense source of profit, and above all, when they look upon it as the great avenue of communication, between the extensive regions of the north and south, they cannot but believe that it will be a source both of abundant and permanent profit to its proprietors.

The committee therefore recommend that the work shall be undertaken; and are of opinion that the present is a most propitious period for the adoption of the measure.