the state of New York to Ogdensburgh on the St Lawrence river, the entire distance being about 335 miles. A railroad extends from Boston to Taunton, thirty-two miles, which it is proposed to unite with the Boston and Providence Railroad at Sharon, eighteen miles from Boston. ft is also proposed to extend the Worcester Railroad to Norwich, a distance of sixty miles.

*New York.—*The Mohawk and Hudson Railroad extends from Albany to Schenectady, about fifteen miles, and affords communication between the tide-water of Hudson river and the Erie Canal. It is continued by the Saratoga and Schenec­tady Railroad, twenty-one miles, to the villages of Ballston Spa and Saratoga, which it unites with the line of steam-na­vigation upon the Hudson. The Ithaca and Oswego Railroad extends from the village of Ithaca, at the head of the Ca­yuga lake, twenty-nine miles, to the village of Oswego on the Susquehannah river. The Haerlem Railroad is from New York to that city. The Rensselaer and Saratoga Rail­road, in length twenty-five miles, commences at and crosses the Hudson at Troy, and passes to Waterford, and thence to Ballston Springs. The Catskill and Canajoharie Railroad extends between the two places, a distance of seventy miles. The Utica and Schenectady Railroad, between these two places, extends 100 miles. Railroads are besides projected, 1st, from New York to Lake Erie, with a capital of 10,000,000 dol­lars; 2d, from New York to the Hudson, opposite Albany ; 3d, from Newburgh to the Delaware river, distance fifty-one miles; 4th, the Brooklyn, Jamaica, and Long Island Rail­road, from Brooklyn to Greenport, about 100 miles, thence by steam-boat to Stonington, thirty-five miles, then by railroads now in progress through Providence to Boston, 90½ miles; total from New York 225½ miles. This work was commenced in 1835. In 1832, various companies were incorporated for railroads in different directions, which would require a capital estimated to amount to 12,000,000 dollars.

*New Jersey.*—The chief railroads in this state are, the Camden and Amboy Railroad, ninety-six miles in length, which unites the two great cities of Philadelphia and New York ; the Paterson and Hudson Railroad, extending from Paterson to Jersey city on the Hudson, opposite to New York, sixteen miles in length; the New Jersey Railroad, ex­tending from New Brunswick to Jersey city, opposite New York. The New Jersey, Hudson, and Delaware Railroad is intended to unite the Delaware with the Hudson, opposite New York.

*Pennsylvania* The Philadelphia and Columbia Railroad

extends 81½ miles in length, from the former city to Colum­bia on the Susquehannah. The cost, including engines, is estimated at 3,595,809 dollars. From this railroad branches extend in different directions to Westchester, twenty-one miles ; and about forty miles from Philadelphia the Oxford Railroad, passing through Oxford, terminates at the south line of the state, where it will unite the Baltimore and Port Deposit Railroad ; the distance being twenty-one miles.

Alleghany Portage Railroad commences at Holidays-burg, the termination of the main division of the Pennsyl­vania Canal, and crossing the Alleghany Mountains at Blair’s Gap Summit, descends to its final termination at Johnstown, where it intersects the western division of the canal, being a distance of 36½ miles. There are railroads from Philadel­phia to Germantown, seven miles, and to Morrisville, oppo­site to Trenton, twenty-six miles.

The Central Railroad commences two and a half miles be­yond Pottsville, and extends 44½ miles to Sunbury, oppo­site the forks of the Susquehannah river. There are besides numerous railroads on a smaller scale from the coal-mines which are found in this state, or connected with the main canals or railroads which are formed.

*Delaware.—*The Newcastle and Frenchtown Railroad extends 16½ miles from Newcastle on Delaware river to Frenchtown in the state of Maryland, and affords a direct communication between Delaware river and Chesapeake Bay. The Wilmington and Susquehannah Railroad will extend 26½ miles from Wilmington to Semper’s Point on North-East Bay, which communicates with Chesapeake Bay near the mouth of the Susquehannah river.

*Maryland.—*The Baltimore and Ohio Railroad, begun in 1828, will extend from Baltimore to Pittsburg, Pennsylvania, thus affording a communication between the waters of the Chesapeake Bay and those of Ohio. A farther extension of thirty miles will carry it to Williamsport, and another of seventy-five miles to Cumberland, a country abounding in rich bituminous coal, making the whole distance 325 miles.

Baltimore and Susquehannah Railroad, commenced in 1830, extends seventy-six miles in length, from Baltimore to York. A railroad from York to Columbia, eleven miles in length, which was sanctioned by the Pennsylvania state legislature in 1835, will unite the Baltimore, and Susque­hannah, and Philadelphia, and Columbia Railroads, and will form a railroad communication between the cities of Phila­delphia and Baltimore, 168 miles in length. Branches are proposed from this railroad, to improve the communications of the country ; one from Baltimore, in length fifty-two miles, to join with the Oxford Railroad, and to form a rail­road communication of 117 miles between the cities of Bal­timore and Philadelphia.

*Virginia.—*The Petersburg and Roanoke Railroad ex­tends from Petersburg to Blakeley, North Carolina, at the foot of the Roanoke Canal, a distance of fifty-nine miles. The Portsmouth and Roanoke Railroad, seventy-seven miles in length, commences at Portsmouth, opposite Norfolk, and terminates at the head of the Roanoke Falls, a short distance below the Petersburg branch. The Winchester and Po­tomac Railroad extends from Winchester to Harper’s Ferry, about thirty miles, where it unites with the Baltimore and Ohio Railroad. This is an important link in the great chain of communication now extending in the southern section of the Union; and measures have been taken to continue it through the great valley of Virginia towards Tennessee. The Richmond, Fredericksburg, and Potomac Railroad is to extend from the river Potomac, at the mouth of the Poto­mac creek, through Fredericksburg, to Richmond, about seventy-five miles. This work connects at Richmond with the Richmond and Petersburg line, twenty-one miles long, and, with the Petersburg and Roanoke Railroad, will form a continued railroad communication from the Potomac to the Roanoke rivers of 155 miles in length. Railroads are also proposed from Fredericksburg to Guyandot on the Ohio river ; from Richmond to Lynchburg, thence to Knox­ville, Tennessee; and from Lynchburg to New River.

*North Carolina—*Cape Fear and Yadkin Railroad com­mences at Wilmington, and extends to the Yadkin river by the way of Fayetteville; thence to Beatty’s Ford, or some other point on the Catawba river, a distance of about 230 or 250 miles. This work is advancing very rapidly. A railroad is begun from Newbern, on the Neuse river, through Raleigh, to Clinton on the Yadkin. The Roanoke, Raleigh, and Fayetteville Railroad will begin at the termi­nation of the Petersburg and Roanoke Railroad, and will extent to Fayetteville.

*South Carolina.—*The South Carolina Railroad, begun in 1830 and finished in 1833, in length 135¼ miles, com­mences at Charleston, and terminates at Hamburg on the Savannah river, opposite Augusta. At Augusta the Au­gusta and Athens Railroad will connect with it, which it is proposed to carry on westward to unite with the Tus­cumbia, Courtland, and Decatur Railroad in Alabama, and the great Tennessee Railroad to Memphis on the Mississip­pi, which when finished will be one of the most important works in the Union. The Columbia and Branchville Rail­road will extend from Columbia to Branchville, where it will unite with the South Carolina Railroad. This work