

Another end is also designed to be promoted by this substitution,—security and comfort to the traveller.

It is known that many lives have been lost on the canal of New York, by the erection of bridges across them. Such bridges must be very low, or the inclined plane or road leading to and upon them so steep, as to be alike laborious and dangerous to ascend. A low bridge necessarily occasions a low pitched boat with a single deck, and a roof which no passenger dare stand upon without encountering continually occurring hazard, from the bridges under which he is to pass. From such a boat, exposed to the direct action of the sun's rays, the current of air is excluded by the canal banks; while every noxious winged insect is attracted to it by the stagnant atmosphere in its vicinity. A boat on the contrary, unobstructed by bridges, may be lifted by a second or third story, above the banks of the canal, so that the traveller will be regaled by currents of fresh air, and an unobstructed prospect of the country around him, and find ample accommodation for exercise by day and quiet repose by night. All this too, he will have added to increased velocity and perfect safety, especially if the steam boat be used to tow the passage boat. The undersigned are confident of obtaining a velocity of 150 miles a day, for the passage boats of their canal, if no other impediment be thrown in their way by bridges.

They therefore ask to be relieved from any supposed necessity of constructing them, and in lieu of them, to be allowed to establish ferries on public roads, and to enter into a reasonable composition with the proprietors, whose estates are divided by the canal line, to supply a boat for their use when needed, or to purchase or acquire the slip of land cut off from any larger tract by the canal, and afterwards to sell, let, or otherwise dispose of it, for the benefit of the company. The undersigned are induced to believe that this power may be advantageously extended so far as to enable the President