

Committee think, as was said by illustrious men, to the Legislature of a sister State, with reference to a kindred work, which has even more than realized their truly prophetic and most sanguine hopes, by daily diffusing countless and invaluable blessings to the inhabitants of her territory, itself, in space, an empire: "That there would seem to be a want of wisdom, and almost of piety, not to employ, for public advantage, some of those means which Divine Providence has placed so completely within our power."\*

But as some persons may doubt whether the Chesapeake and Ohio Canal presents as favorable prospects to its friends, as those which the New-York or Erie Canal held forth to cheer its advocates, your Committee consider it a duty to place their respective *and relative* advantages fairly in view.

The projectors of the New York or Erie Canal, estimated that it would cost from 8 to 10 millions of dollars—extending from Buffalo to Albany, its length is 353 miles—and the distance, by the River, from Albany to New York, being 180 miles, the whole navigation, from Buffalo to that Seaport, is 533 miles. The pursuits of the people who inhabit the country through which this Canal passes, are chiefly agricultural—neither Coal or Lime *abound* at any part of its route. The productions of agriculture, of the forest, and the Salt works, constitute the principal part of the articles, or tonnage, yielding tolls for passing on it.

The revenue of this work, derived from tolls during the past year, your Committee have been informed, *and believe*, amounts to upwards of one million of dollars, notwithstanding a reduction of 25 per cent. was made a few years ago in the rates; and a larger receipt from tolls is confidently anticipated this year from its rapidly increasing tonnage, although a further reduction of 25 per cent. is soon to be made in the tolls, in pursuance of an agreement entered into with the State of Ohio.

\* See page 72, vol. 1, New-York Canal Laws.