

15 1-2—47 1 2) of 68 cents greater per ton, or from Baltimore via Westminster at a cent (\$1.49—47 1 2) \$101 1-2 cents greater per ton, &c. &c. of one thing they can assure those interested in the subject; that they have put down all the elements which enter into the comparison of expense at a minimum. If they have erred it has been in favor of the Parr Spring routes. They have preferred that it should be so, as they cannot but think that, when considered in the most favorable light, they are not to be viewed as desirable objects even if they could be attained.

In making these comparisons the undersigned have had another object in view: They were desirous of enforcing by arguments, generally more potent than all others, those addressed to the pocket; the propriety of their course in pronouncing a narrow canal with small locks, not to be the practicable canal contemplated by the Legislature. For if it be true that a canal by way of Westminster or by the way of Linganore or by Seneca of the dimensions prescribed by the undersigned, even if abounding in water, will not answer the end designed, then, for reasons infinitely stronger, may they pronounce the small canal of Briggs to be unworthy of consideration at this day and under present circumstances.

Let us for one moment compare the resistance upon the Chesapeake and Ohio canal below the Monocacy with the canal planned by Briggs with 30 feet surface, 18 feet bottom and 4 feet depth.

The undersigned have said that the resistance upon a canal of the dimensions proposed by them across Parr's ridge, would be represented by 116; that upon the Chesapeake and Ohio canal, below the Monocacy by 100; and by the same formulæ of Dubuat they make the resistance upon Briggs' canal to be 202: that is, 100 horses upon the Chesapeake and Ohio canal below the Monocacy, 116 horses upon the cross cut, of the dimensions proposed by them, over Parr's ridge, and 202 horses upon a canal of the size proposed by Briggs, will move the same weight with equal ease at the ordinary speed of burthen boats. In other words, suppose a given weight at the mouth of the Monocacy, it would require more than double the power to convey it a given number of miles on Briggs'