hours. For the purposes of this comparison we will assume 15 miles as the average in 24 hours; the cost of transportation we estimate at 3 cents per ton per mile, two for tolls, and one for freight; each transhipment is supposed equal to one day's delay, and to cost 12 cents per ton.

The trade of the Lakes at Cleaveland will have to travel 701 miles to New York, 625 miles to Philadelphia, and 523 miles to Washington city, by way of Pittsburg.

Applying the above facts and principles, the result is, as follows:

Communication.	Distance to O. riv.		Time, days.		Cost per ton.
By N. Y. Canal	1,008	At 45 miles per day.	22½	At 3 cts. per ton per mile.	$30 24
By Penn. do.	441		10		13 23
By Ches. and Ohio Canal,	341		7½		10 23

And it will be observed that the above is the comparative result as to distance, time and cost, without claiming any thing for the Chesapeake and Ohio Canal, on account of its enlarged dimensions, or for its continued navigation for one or two months in the year, after the New York Canal is closed by ice; nor have the Committee added any thing for the delay or expense of transportation on the New York and Pennsylvania Canals caused by three transhipments on the one and two on the other, which will certainly more than counterbalance any supposed advantage, that can possibly be claimed in any other respect.

As doubts have been expressed, as to the practicability of a continuous water communication, by the Chesapeake and Ohio Canal, the Committee beg leave to remark, that repeated examinations and measurements, made during the driest seasons of the year, by the United States Engineers, as well as those of the Company, have uniformly resulted in demonstrating, that the supply of water at the summit level is abundant. Mr. Sullivan, one of the Board of Internal Improvement, affirms, in his report, that the "supply of water capable of being brought to the summit level, is more than treble that required," and that the Canal is competent to the passage of tonnage sufficient to realize tolls, at the usual rates, equal to 5,500,000 dollars per annum, or 30 per cent. upon its estimated cost; and more recent surveys have also demonstrated that, the principal Coal vein at Savage, and other points where opened, is within 48 feet of the elevation fixed for the tunnel; and from the indications of coal on both sides of the ridge,