

It is true that a revision of the survey of the United States Engineers, was subsequently undertaken by the Civil Engineers, Geddes and Roberts, chiefly for the purpose, it was believed, of abating the above estimates, and a Rail Road was proposed to be substituted for a tunnel, of the principal summit; but the belief remained generally unaltered, that the Chesapeake and Ohio Canal, if practicable *in its proposed and full extent*, would not fall much within the expense estimated by the United States Engineers. The people of Baltimore, then, had but one course left, and they adopted the Rail Road System, which, by this time, had attracted public attention in Europe and America, as free from all those difficulties which rendered the execution of the Canal more than doubtful, or if executed, would still render it inefficient, to accommodate the great commerce of which it was intended to be the channel. Unimpeded by lockage, independent of precarious supplies of water, and not liable to be interrupted by the frosts of winter, or the droughts of summer, the Rail Road threatened less difficulty in its construction, and promised more advantages from its completion, than the Canal, which has hitherto been regarded as the only means of effecting the desired communication with the West.

A meeting of a number of citizens of Baltimore was accordingly held on the 12th of February, 1827, two months after the report of General Bernard, "to take into consideration the best means of restoring to the city of Baltimore that portion of the Western trade which had lately been diverted from it;" (a) when various documents and statements, illustrating the efficiency of Rail Roads, were produced and examined, and a Committee was appointed to take the subject into consideration.

The Committee reported to an adjourned meeting, held on the 19th of the same month, recommending "that measures be taken to construct a double Rail Road between the city of Baltimore and some suitable point on the Ohio River, by the most eligible and direct route;" (b) and that a Company should be incorporated for the purpose. This report was unanimously accepted, and resolutions, in accordance with it, were at once adopted.

It must be borne in mind, that at this time no survey had been made of the country between Baltimore and the waters

(a) Proceedings of sundry Citizen c. p. 3.

(b) Same, p. 8.