

The larger dimensions however of the Lehigh Canal and of the Chesapeake and Ohio Canal, would. (if we except the mountain section of the latter, in which the quantity of lockage will be unprecedented) allow the charge for transportation to be less. But I do not perceive how it could on any canal be less than $\frac{1}{2}$ a cent per ton per mile.

It would appear therefore that the cost of transportation will not be greater, but may, and probably, will be less, or even one half on a rail way with locomotive engines than it can be on the best canal; and the capital invested being less, the tolls may also be less.

Therefore, whether we regard the amount of revenue to be derived, or the facilities and general advantages to the citizens to result from the canal or the rail road system, It will follow that rail roads must have the preference. This preference will be rendered more decisive, when we reflect that a canal generally occupies the most valuable lands, and that it requires a much greater quantity of land for itself, its feeders, dams and reservoirs, that it interferes with the plans of irrigation and drainage, and deranges the hydraulic improvements connected with the manufacturing industry of a country, and to that extent crippling its powers of production, whether present or prospective, that it considerably interferes with the free access and intercourse to and from the lands and neighbourhoods lying upon its opposite sides, and tends to prevent the location and use of roads where public or private convenience might require them across the route of the same—that from the combined effects of floods, breaches, repairs, drought and cold, the average duration of its navigable condition, in our climate is reduced to about one half of the year—and that the navigation is tardy when in operation, being too slow for the transit of light goods, or for the conveyance of passengers, mails, or messengers—that the rail road requires a less width of ground, and none that may be required for feeders, dams or reservoirs, and will not so frequently occupy the best lands; it does not use or interfere with the streams and waters employed, or which may be employed for irrigation, or for any hydraulic or manufacturing purposes, but on the other hand, it adds to the value and thus immensely increases the resources and wealth of the country, and in turn the business and revenue upon the road is consequently thereby become increased,—that it interferes comparatively in a very small degree, if at all, with a free passage over it from side to side, either for the purposes of Agriculture, or for other intercourse, or with public or private roads, whether existing or hereafter to be located—that breaches will be rare, and their effects to prevent the use of the way, will be so temporary, that very little inconvenience if any, will be felt.