

perty of the same company, and both, subject to his exclusive government.

It will not be deemed an unpardonable incredulity, if the undersigned attach to this American authority, as high a credit, as to the numerous works which have recently issued from the press of a country, in which, for two thirds of a century, the construction of canals has been pushed so far as no longer to afford occupation for its engineers.

But allowing to these authorities all the force which can be claimed for them, the difference between the present condition of Great Britain and America, and that which must forever exist between the natural features of an island having no great navigable streams, and a continent every where intersected by large rivers, must render somewhat doubtful, their application to the Internal improvement of the United States.

The heavy products of American industry, comprising a small value in a great bulk, and seeking a channel to market, along rivers of vast extent seem better calculated for a transit by a canal, than by a rail road. In such a commerce, speed is of less moment than economy. Were the cargo of the boat indeed gold or silver, or precious merchandize, the saving of the mere time without reference to the cost of transportation, would merit regard. But in the carriage of lumber and marble, and lime, and mineral coal and fire wood, and grain, a reduction in the price of carriage is of greater moment than speed. The latter will affect at most, but a saving of interest for a few hours, days or weeks, on the capital vested in the cargo of a boat. Let this saving of interest, be balanced against the expence of the more speedy motion, on the rail road, and the preponderancy of either settles this question. Should it greatly incline to the road, even these, the proprietors would perhaps appeal in behalf of the canal to the comfort and independences and domestic economy of accompanying his own property, in his own boat, on a highway open to every one, and burthened with no other charge than a toll, which in this case, cannot exceed two cents per ton per mile. To which if he hired his hands and horses for the transportation of his cargo, he would add at most but another cent a ton.

Thus, from the mouth of Shenandoah, the farmer of Jefferson county in Virginia, or of Frederick county in Maryland, will descend to the markets of the District of Colum-