

of the argument in favour of the superiority of rail roads over canals, the undersigned beg leave to refer the committee again to the appendix of their late memorial to the Congress of the United States, in which, especially, tables will be seen of the relative efficacy of animal labor on rail roads and canals at different velocities, varying from two and a half miles per hour, to ten; which is believed to be the maximum extent of useful practical velocity on a rail way in the estimate of all these authors, who are there quoted.

To the valuable authority noticed in the appendix, of Josiah White, of Mauch Chunk, the undersigned will add, as an accompaniment of this communication, a copy of the last annual report of the Lehigh coal and navigation company, wherein that authority is enforced by the experience of another year.

To the very remarkable facility of transportation offered by the broad and deep channel of the Lehigh canal noticed in the same report, the undersigned invite the special notice of the committee, as they ground much of the benefit which they anticipated from the Chesapeake and Ohio canal on the truly national character given to it by its very enlarged dimensions.

Should these be preserved throughout its entire course from Washington to Pittsburg, except where almost insuperable difficulties require its reduction, it will be the noblest monument of human enterprize on the surface of the earth, whether it be measured by the moral and physical obstructions which it will have overcome, or the extensive civil and military, social and political benefits, which it will dispense.

Before the undersigned close this communication, having, invited, of the Legislature of Maryland, certain changes of their present charter, they deem it incumbent upon them briefly to enumerate them, since they are among the objects comprehended in the scope of the inquiries, which the committee have propounded.

The assent of the General Assembly of Maryland to the two acts, amendatory of their charter, passed by the General Assembly of Virginia, will provide for the most important of them, and place within the power of the company the means of defraying part of the cost of the very expensive works between Seneca and Washington. It will give the legislative sanction of Maryland, to the opinion already pro-