

PENNSYLVANIA ROUTE,

From tide water on the seaboard to steam boat navigation on the western waters.

TERMINI.	Character of Im- provement.	Length in miles.	Height of the Alle- ghany summit above tide in feet.	Total Ascent and Descent in feet.	Miles of Canal.	Miles of Rail Road
Philadelphia to Columbia, Columbia to Hollidaysburg, Hollidaysburg to Johnstown, Johnstown to Pittsburg,	R'l. R'd Canal R'l. R'd Canal	82 172 36 104	2491	873 748 2570 471	172 104	82 36
Tide water at Philadelphia to steam, navigation at Pittsburg	} Mixed	394	2491	4662	276	118

The above information has been deduced from the reports of the Canal Commissioners of Pennsylvania,

MARYLAND ROUTE,

From tide water on the seaboard to steam boat navigation on the western waters.

TERMINI.	Character of Im- provement.	Length in miles.	Height of the Alle- ghany summit above tide in feet.	Total Ascent and Descent in feet.	Miles of Canal.	Miles of Rail Road
Baltimore to Georgetown, Georgetown to Pittsburg,	Canal Canal	45 341	1903	294 3158	45 341	none none
Tide water at Baltimore to steam navigation at Pittsburg	} Simple	386	1903	3452	386	none

The above has been deduced from the reports of General Bernard and Dr. Howard.

Although it would appear from the above tables, that the Virginia route possesses a slight advantage over that of Maryland, both in distance and rise and fall, if we consider Baltimore as the terminus, still the great length and ascent of its rail road would utterly prevent a profitable competition in hea-