

the concerns of this mundane world, and without which their calculations, however honestly intended, are purely fallacious.

The Baltimore and Ohio Rail Road company, on page 19 of their report, state that "all estimates of the actual cost of transportation upon English Railways of which we have any accurate knowledge in detail, are of *a date so remote* as to embrace only the earlier description of locomotive power, possessing from a third to a fifth of the capacity of that proposed to be employed on their road in the transportation of coal, and contemplate the use of a description of cars weighing one ton and three-tenths, and with a capacity to carry two tons and six-tenths of coal"—that "conforming the actual cost according to the experience of England and the description of machinery there employed to the improved engines and cars to be used by the Rail Road company, it will be found to correspond with their present estimates, and to verify them in every particular."

From the above quotations, it will be seen that the asserted correspondence of the estimates of the Baltimore and Ohio Rail Road company with the experience of England, is merely based upon an arithmetical calculation, in which the cost of transportation on the English Railways with "the earliest description of locomotive power," is first set down, and the calculated saving by the newly applied machinery is subtracted from the amount. In this way the estimates are said to conform to the early experience of Railways in England.

Now we have been so fortunate as to obtain "accurate knowledge in detail," of the actual cost of transportation on the Rail Roads in England, at the *present day*, under all the lights of modern improvement, and with ample and unlimited means to apply them to use.

During the last summer, Charles Ellet, Jr., Esq., of Philadelphia, a civil engineer, who stands in the front rank of his profession in this country, visited England, and the continent, for the express purpose of ascertaining by personal observation and enquiry, the actual cost of transportation as demonstrated by experience, and the relative advantages of Canals and Rail Roads in those countries where the system of modern improvement has been carried to its greatest perfection. On the . . . of last month, the President of this company, with a view of obtaining authentic information on these subjects, addressed to Mr. Ellet, a brief note of enquiry, in regard to the result of his observations, to which he obligingly replied in the highly interesting communication which will be found in the appendix marked No. 5. Merely premising that Mr. Ellet is the author of the essay, entitled, "a popular exposition of the correctness of the tariffs of toll in use on the public improvements of the United States," and with a complimentary allusion, is cited as *authority* by the President of the Baltimore and Ohio Rail Road company, in Document FF. of the last session, in regard to "the principles upon which the rates on which the Baltimore and Ohio Rail Road are adjusted," we would respectfully invite especial at-