

tention to the facts and views, presented by him, in the communication alluded to.

It will there be seen, that every Canal in England, of any consequence, has a Rail Road running along side of it. That the present actual *minimum cost* of transportation on Rail Roads, is *two cents* per ton per mile.

That a half a cent per ton per mile, though below the average, is not the minimum of the cost of *freight*, on a good Canal with horse power.

That the use of *Steam Tug Boats*, to the transportation of both freight and passengers, on Canals, has been *successfully* introduced in England on Canals, less favorably constructed and located, and of far inferior dimensions, to the Chesapeake and Ohio Canal.

That the application of this new motive power to transportation on Canals has so *greatly reduced the cost* on this kind of improvement, as to set aside all former calculations. (See Mr. Erricsson's letter referred to on pages 26 and 27, of the last annual Report of the President and Directors of the Chesapeake and Ohio Canal Company, in which the cost is set down at one-quarter of a cent per ton per mile.)

That the Rail Roads cannot compete with the Canals, in the transportation of heavy freight, although the former are constructed in the most approved manner, and are perfect in their operating machinery, whilst the Canals in that country, are generally small and of inferior construction.

That in some instances, the Canals have even been successful rivals of Railways in the transportation of passengers.

That, where each improvement is confined to its appropriate sphere of duty, they are "in no sense rivals;" but mutually contribute to augment each others trade and transportation.

That on the Stockton and Darlington Rail Road, which is the most successful work of the kind in England, and is said to be capable of working cheaper than any other in that country, the charge for the transportation of "Seaborne Coals," is  $2\frac{5}{8}$  cents, per ton per mile, and of land "Sales Coals," about  $4\frac{1}{2}$  cents, per ton per mile.

That on the Taff Vale Rail Road, which is the competitor of the Glamorganshire Canal for the coal and iron trade of South Wales, the charges are,

	Iron.	Coal.
For the use of the road,	1 d.	$\frac{2}{3}$ d.
Locomotive power,	$\frac{1}{2}$ d.	$\frac{1}{2}$ d.
Cars or Wagons,	$\frac{1}{4}$ d.	$\frac{1}{4}$ d.
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	$1\frac{3}{4}$ d.	$1\frac{5}{8}$ d.

Which are equivalent to three and a half cents per ton per mile for iron, and two and five-sixths cents per ton per mile for coal; and yet, with these charges that the Rail Road company last year, yielded no dividend to its Stockholders, whilst the Canal company, its rival and competitor, "has always declared a dividend of *eight*