

APPENDIX, NO. 5.

OFFICE CHES. AND OHIO CANAL CO. }
Frederick, Dec. 18, 1844. }

To CHARLES ELLET, ESQ., *Civil Engineer.*

DEAR SIR,—Being informed that you have recently returned from a visit to England, made with a view of examining and ascertaining the extent of trade, and relative advantages of canals and rail roads, in regard to the cost of transportation, I have taken the liberty of addressing you this note, and of asking from you such information in regard to those subjects, as it may be convenient to you to afford.

The public mind in this State is at present much directed to the question of Internal Improvements, in consequence of the efforts that are being made to obtain a law for the completion of the Chesapeake and Ohio Canal to Cumberland, and I think, that much error of opinion prevails here in reference to the subjects alluded to, which the result of your observations in England may probably dispel.

I will, therefore, esteem it a favour, if you would furnish me with the information desired, which with your permission, I purpose laying before our Legislature at its approaching session, now near at hand.

In addition to such other facts as you may see fit to communicate, I particularly desire to learn the result of the present competition between the canals and the railway from Liverpool to Manchester, as also, of that between the Taff Vale railway and Glamorganshire canal, for the coal and iron trade of Wales.

An early answer will greatly oblige,

Your obedient servant,

J. M. COALE,

Prest. Ches. and Ohio Canal Co.

PHILADELPHIA, Dec. 26th, 1844.

J. M. COALE, ESQ.

President of the Chesapeake and Ohio Canal Company.

DEAR SIR:—The subjects on which you have requested information are so comprehensive, and cover a field so wide, that I am unable to do justice to them in a communication of any reasonable