

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 inquiry, 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 18th 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 inquiry 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. 6, merely premising that Mr. Ellet is the author of the essay entitled, "A popular exposition of the incorrectness 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 special attention 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 railroad running along side of it; that the present actual *minimum cost* of transportation on railroads 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. Ericsson'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 railroads cannot compete with the canals in the transportation of heavy freight, although the former are constructed in