

The tonnage shipped from the western terminus eastward, by the Northern Railroad, is eight per cent ; by the New York Central, is three per cent ; by the New York and Erie, is four per cent ; by the Pennsylvania, is two per cent, and by the Baltimore and Ohio, is three per cent of that shipped by the Erie Canal.

The tonnage shipped from the eastern terminus westward, by the Northern Railroad, is five per cent ; by the New York Central, is eleven per cent ; by the New York and Erie, is twenty two per cent ; by the Pennsylvania, is five per cent, and by the Baltimore and Ohio, is ten per cent of that shipped by the Erie Canal.

With the public mind thus turned so strongly in favor of railroads, it is almost hazardous to enter into an advocacy of the superior advantages of the water lines for the conveyance of the internal commerce of the country. The slow, plodding canal boat, with its cargo nearly equal to that of a locomotive and its long, dashing train, is almost forgotten, until we are reminded by the daily arrival of these boats at this city that it would require the daily arrival of one hundred locomotives and fifteen miles of cars to perform that business done on the Erie canal, which hardly attracts the attention of the passing traveller or of our own citizens.

As the public mind had become somewhat disturbed by the assertions that the railroads of this State were diverting a large portion of the business of the canals, and would probably prevent an increase in the revenue sufficient to pay for the completion of the unfinished works without resort to taxation, it was considered proper to carry out a comparison between the cost, capacity and revenue of the canals, and of those roads, and the cost and charges for transportation thereon, which resulted in showing that the aggregate cost of the Central and Erie roads was much greater than that of the Erie canal when its enlargement is completed, while their capacity was less than one-fourth as great ; and also, that the cost of transportation on these roads was three times that of the canal, and the charges more than double.

The errors of the statements which were offered to prove that the railroads diverted the business from the canals were exhibited, by showing that the receipts of the canal compared with those of railroads, were understated one-half, while the railroad receipts were overstated one hundred per cent. It was shown that these errors were again doubled by making the receipts of the railroads the standard for a comparison, instead of the tonnage, when the railroad charges were more than double those on the canals, and that when by this comparison, the proportion alleged was thus reduced to one-eighth, it was subject to further reductions in consequence of more than one-half of the freight carried by the railroads being of a character that would prevent it

from being
mainder shou
railroads whe
a very large
of land trans
a very large
all the legitim
*