

TABLE 4.

Coal:

	Tolls.	Freig't	Total.
1. Mon'y to Georgetown	21 cts.	26 1-2c	47 1-2
2. " to Balt., via Linganore	40 1-2	75	115 1-2
3. " " " via Westminster	56 1-2	92 1-2	149
4. " " " via Ling.& West	58	94 1 2	152 1 2
5. " " " via Seneca*			
6. " " " via Georgetown	43 1-2	55 1-2	99

* Linganore route.

Let make a similar table and charge the maximum tolls of 2 cents per ton per mile, as some articles will be charged that amount. The freight will remain the same as before.

TABLE 5.

	Tolls.	Freig't	Total.
1. Mon'y to Georgetown	54 cts	26 1-2	110 1-2
2. " to Balt. via Ling.	1.62	75	237
3. " " " via West.	2.26	92 1-2	318 1-2
4. " " " via Ling.& West.	2.32	94 1-2	326 1-2
5. " " " via Seneca*			
6. " " " via Georgetown.	1.74	55 1-2	229 1-2

* Same as the Linganore.

The undersigned have said that they will make no application of the facts stated in the above tables. Those more conversant with the course of trade are better pre- to say, whether when the coal can be shipped from Georgetown at a certain price per ton, it will be cheaper to ship it from Baltimore via Linganore at a cost (\$1