

Fourth Answer:

I beg leave to submit the toll-sheet of the Chesapeake & Ohio Canal for 1891; and which sheet has been adopted for 1892. The rates of freights to boatmen on the Canal during 1891, were as follows on coal:

Cumberland to Williamsport . . .	40 cents per ton.
Cumberland to Georgetown . . .	70 " " "

The rates for 1892, are as follows:

Cumberland to Williamsport . . .	40 " " "
Cumberland to Georgetown . . .	75 " " "

Fifth Answer:

The cost of operating the Canal during the period of its operation in 1891, to-wit: The months of September, October, November and December, exclusive of the costs of repair, incidental expenses and wharfage amounted to \$30,889.72, an average of only some \$7,722.43 per month, and which amount would seem to indicate a very economical possible cost of operation.

Sixth Answer:

The physical condition of the Chesapeake & Ohio Canal is fully equal and by many thought far superior to its condition prior to the flood of 1889. The bondholders, through their trustees, have at all times shown the greatest desire to have work of repair carried on in the best possible manner, and at no time have they been behind in the prompt payment for material and labor used in the repair of the work in their charge.

In conclusion, I beg leave to state, that there are now arrangements being completed by which a large number of new boats will be constructed in addition to those already contracted for, also for their full equipment with mules, &c. These increased facilities of transportation will greatly add to the business of the Canal, and largely assist in the development of the mining and other industrial interests of the State.

If the foregoing information does not fully cover the grounds of your inquiry, kindly write me with the questions you desire answered, fully formulated,