

as regards lockage of the narrow canals, one ninth only of their actual lengths for a comparison of the relative time that it will take a burthen boat, with its accustomed velocity, to move uniformly over them all.

The following table is thus made out:

TABLE 3.

1st. Monococy to Georgetown	-	-	53 miles
2d. Monococy to Baltimore via Linganore	-	-	150 "
3d. Monococy to Baltimore via Westminster	-	-	185 "
4th. Monococy to Baltimore via Linganore and Westminster	-	-	189 "
5th. Monococy to Baltimore, via Senaca	-	-	150 "
6th. Monococy to Baltimore, via Georgetown	-	-	111 "

These are the distances by which the freight per mile should be estimated, as they show the relative time in which the several routes can be passed over with a given burthen, and with the same ease to the horse in all cases.

The tolls are always charged per mile upon the *actual* distances.

The undersigned suppose that on routes as costly as either of those proposed to Baltimore will be, the tolls will certainly be as high per mile as on the Chesapeake and Ohio canal, the average cost of which latter work per mile will probably be very considerably less than that of either of the others. At all events which route to Baltimore could best afford to make a sacrifice in the way of tolls, in view of indirect benefits to be derived from trade, the direct route from Georgetown or one of the others that will certainly cost double the amount of for its construction—cannot admit of much serious discussion.

In the following comparisons the same rate of tolls is taken per mile on all. The tolls can be kept out of view by those who desire merely to take into consideration the freight. A comparison is first made of the cost per ton of transporting coal over the several routes. Let us then put the tolls as well as the freight each at a minimum: viz: $\frac{1}{2}$ cent per ton per mile. The tolls are charged upon the actual distances (see table No. 1.) and the freight is of course charged upon the *equated distances*, as regards lockage and the narrowing of the canal, (see table No. 3)