

equal to 6 cents in the whole distance. There would remain 14 cents to be charged as toll, equal to $2\frac{1}{2}$ cents per ton per mile; or otherwise, $1\frac{1}{2}$ cents transportation and 2 cents tolls.

The canal company were, it is believed, at first restricted to a toll not exceeding 2 cents per ton per mile; and accordingly, their tariff of tolls, printed in the year 1835, conforms to that limit. The toll on flour is there fixed at 2 cents per ton per mile for the first 15 miles, and $1\frac{1}{2}$ cents per ton per mile for any distance, in addition beyond that limit.

Whether these tolls have subsequently been modified by the Legislature, I cannot say; but I think it probable that they have been.

It is certain, however, that a toll of 2 cents per ton per mile, will not pay expenses, until the canal shall have attained the coal trade. The cost of repairs, attendance and superintendence upon the canal, cannot be less than about \$1,000 per mile per annum; which is the experience upon the New York and other canals. Thus, a transit of 50,000 tons, on an average, must annually pass the entire length of the completed canal, before the average current expenses can be borne; from a charge for toll of only 2 cts. per ton per mile, adding 1 cent for transportation, would make 3 cents as the charge, when the receipts from a trade of 50,000 tons per annum would barely pay the expenses, without any dividend to the stockholders.

Fifty thousand tons per annum on the canal, would be nearly 100,000 tons conveyed in the season of navigation; and as the business upon it has not probably reached one-fourth of this amt., some three-fourths of the annual expenses must have contributed to swell the capital invested in that work: and this will continue to be so, until relief is found in the transit of coal. It is the interest of the canal company, *tonnage* being its dependance for revenue, to charge as high as the articles to be transported will bear; as even their current expenses will probably not be met until the coal trade is obtained.

A higher rate of toll than 2 cents per ton per mile should therefore, now and for some time to come, be charged upon almost all articles conveyed upon the canal.

It is believed, that, in relation to the trade in flour, a preference would be given to Baltimore at a greater difference than 13 cents a barrel in the transit in favor of Georgetown.

Be that as it may, however, the rail road company, who have suffered loss in short receipts, should not be compelled to continue the conveyance at an actual loss, after the fact is ascertained, and the commodity conveyed be such as to bear an increased charge. It is certain that during such portions of the year in which the canal is not in operation; and especially in the winter, when the actual cost of transportation upon the rail road is considerably enhanced, the latter should be allowed a liberal charge.

However, the trade in flour should be retained in Baltimore at