

safely estimated for a day's work, 250 75,000 125,000

“Estimating the boat load at eighty tons, the amount transportable, according to the foregoing table, No. 4, would be with single locks 3,264,000, and with double locks 5,240,000 tons. In like manner, estimating the load at eighty tons, and applying it to the sixth item in the foregoing table, the result would be with single locks six million, and with double locks ten million tons per annum.

According to the present tariff, the toll upon coal, which is the lowest article, amounts to one dollar per ton from Cumberland to Georgetown; and supposing *one half* of the tonnage in the last preceding statement to be descending coal, that there should be no ascending trade, and the boats always return empty, the amount of tolls upon the first of the above statements would amount to \$1,632,000 per annum with single locks, and \$2,620,000 with double locks. Applying the same ratio of calculation to the second estimate, and the result would be \$3,000,600 with single, and \$5,000,000 with double lockage.— Each individual may judge for himself of the probability of the data upon which the foregoing estimates have been formed, and vary the result accordingly.” To this comparative view of the capacities of the Chesapeake and Ohio, and Erie canals, exhibited with great force and clearness, your committee will add the further consideration, that while the amount of transportation upon the Erie canal, a large portion of which consists of the products of the soil, must necessarily vary with the scantiness or abundance of harvests, the transportation on the Chesapeake and Ohio canal can only be limited by the demand upon those inexhaustible fields of mineral deposit, which have attracted the attention of the whole commercial world. And it is mainly on account of the endless supply, ample for all demands, that canals which are connected with mines of coal, both in Europe and America, have yielded such ample returns for the capital invested.

By reference to the principal coal canals in England, we will be enabled to form some idea of the productive character of such investments. “Coal canals,” says a writer who borrows largely from an approved compilation of statistics upon this interesting subject, “coal canals have been invariably profitable in all countries, often exceeding in tolls the most sanguine expectations of the friends of the Chesapeake and Ohio canal. In Great Britain, the profits on coal canals have varied from 7