

flour, estimating ten barrels as a ton, was established by the board, to wit:

From Harper's Ferry to Baltimore,	34	cts. per barrel,
“ Weverton to “	32	do.
“ Knoxville to “	32	do.
“ Berlin to “	32	do.
“ Catoctin switch to “	32	do.
“ Point of Rocks to “	32	do.
“ Doop's switch to “	28	do.
“ Davis' Warehouse “	28	do.
“ Buckey & Kemp's “	28	do.
“ McPherson's to “	28	do.
“ Rill's Mill to “	28	do.
“ Frederick to “	30	do.
“ Ijamsville to “	30	do.
“ Monrovia to “	30	do.
“ Mount Airy to “	26	do.
“ Woodbine to “	23	do.
“ Hoods' Mill to “	21	do.
“ Sykesville to “	20	do.
“ Marriottszille to “	17	do.
“ Woodstock to “	16	do.
“ Elysville to “	13	do.
“ Ellicott's to “	9	do.
“ Ilchester to “	8	do.

Without further charge.

I have to state that this graduated scale of charges is founded upon the well known principle of transportation upon rail roads and canals, of embracing the greatest possible extent of distance, thereby augmenting the trade of the common market, and the legitimate revenue from transportation. The mode is well calculated to promote the general interests of trade, and to increase the revenue of the company, without being onerous to any particular class of producers. It will be perceived that in no instance, according to this scale does the charge upon flour exceed 6 cents per ton per mile.

It will be seen also that, according to the foregoing scale, the charge upon flour from Ijamsville and Monrovia is greater, in proportion, than the charge upon the same article from Frederick; and it may be proper, therefore, to state that the apparent disproportion is believed to be warranted by the fact that in all cases the cars have to be sent to the Depots at Ijamsville and Monrovia empty, and at a loss to the company, whereas to Frederick a large proportion of the cars go through loaded.

During the past summer also the board had reason to believe, that in consequence of the low charge upon the transportation of plaister upon the canal from Richmond to Scottsville in Virginia, by which the farmers were enabled to procure the article cheaper at Scottsville than at Winchester, much of the flour trade which had previously sought the Baltimore market on the rail road from