pany, taken from Cumberland upon the Rail Road to all points, amounted to 5,625 tons of 2,240 lbs., and all that was offered for transportation was not invariably carried when presented. There was occasionally also, delay when other tonnage was seeking transportation. This was the consequence of an insufficiency of machinery to transport all articles offered for that purpose; and when it became necessary to choose between different articles presented at the same time. Such as were perishable, or most valuable were preferred. Such moreover was the irregularity in the delivery of coal, as to render its prompt transportation in many cases impracticable, even if the company had been better prepared for the trade. The limited means, during the past year, for the transportation of coal was well known to the dealers in that article, who, without any expectation of its immediate transportation, must have delivered it with full knowledge of the risk of delay.

Eighth. The highest ascending grade on the Rail Road from West to East, from Cumberland to Dam No. 6, is 26 $\frac{4}{10}$ feet per mile.

Ninth. In the recent answer to the House of Delegates it is stated, that upon a Rail Road from the mines to Cumberland, worked in connexion with the road from Cumberland to Dam No. 6, and with the same machinery, it will cost two cents per ton per mile on the former, and one and one-third cent per ton per mile on the latter; because, the road from the mines to Cumberland is but ten miles in length, and dependent for its revenue entirely upon the coal trade. On this account, its general expenses would have to be borne entirely by that trade, inasmuch as it would derive no such aid as is yielded to the Baltimore and Ohio Rail Road, from the travel and transportation of burthen by which this road is now supported. It is, therefore, obvious that the charges cannot be the same on both roads, although worked by the same machinery as is supposed in the recent answer.

Of the two cents per ton per mile, the assumed cost on the road from the mines to Cumberland, 1 $\frac{83}{100}$ cent would be received by the Baltimore and Ohio Rail Road for transportation, and the remaining $\frac{917}{100}$ cent would belong to the proprietors of the former road; and if the road be supposed to cost $150,000, and the expenses of repairs and management to be at the rate of $600 per mile per annum, it would require a trade of 163,576 tons over its entire length in each year, to pay an interest of six per cent per annum upon the cost of construction. It might indeed be questioned, whether the proprietors of a Rail Road from the mines to Cumberland, would for sometime to come, be justified in charging so low a rate of tolls as two cents per ton per mile, assumed in the recent answer.

I have the honor to be sir,
Very respectfully,
Your obedient servant,
LOUIS McLANE, President.