SECOND.—As to the cost of transporting coal from the mines in the vicinity of Frostburg, to Dam No. 6, say 55 miles. Engines, loads, &c. as before. Engines working two days and laying by the third for examination. Average days work of engine and attendants of train 73 miles.

Estimated cost of train per round trip of 110 miles.

Repairs and renewals of engines and tender at 9 cents per mile, run with trains (110 miles per trip,) Fuel—4 tons coal at \$1,00 per ton, 40 cents, - 40 cen		
Fuel—4 tons coal at \$1,00 per ton,	s of engines and tender as before,) \$5 40 s of engines and tender at 9 cents	round trip, (cost of engine an Repairs and renewals of engines
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·	required to procure the machinery to run	Amount of money required
First. Supposing tells and charges upon the rail road to be $1\frac{1}{3}$ cents per ton per mile on 45 miles would be \$0 And supposing charges for tells and trasportation on canal to be the same as assumed by the President and Directors of the Canal Company in their report of the 16th November last, viz: $1\frac{254}{1000}$ cents per ton per mile on 136 miles, would be 170 Total cost of transportation \$2.36	nder the above system would be \$102,000. coal transported would be the same as in the 3000 tons. per ton per m. would be \$23.215 """ """ "" "" "" " 32.859 """ "" "" "" "" "" 61.734 porting a ton of coal from Cumberland to	two trains per day under the ab The quantity of coal transp former case, viz. 105,000 tons. Net earnings at 1½c per ton per """ 1½c """ """ 1½c """ """ The cost of transporting a Georgetown, by rail road to Da