

<i>Second.</i> Should the charge upon the rail road be fixed at $1\frac{1}{2}$ cents per ton per mile, add to the above	07 $\frac{1}{2}$
The total cost will then be	\$2 38
<i>Third.</i> Should the charge upon the railroad be fixed at $1\frac{3}{4}$ cents per ton per mile, add the further sum of	11 $\frac{1}{4}$
And the total cost will then be	\$2 49 $\frac{1}{4}$
<i>Fourth.</i> Should the charge upon the railroad be fixed at 2 cents per ton per mile, add as before	11 $\frac{1}{4}$
The total cost from Cumberland to Georgetown will then be	\$2 60 $\frac{1}{2}$
<i>Fifth.</i> And should the road be extended to the mines, add for transportation and charges from the mines to Cumberland—say	20
Making the entire cost from mines to Georgetown	\$2 80 $\frac{1}{2}$
The cost of conveying a ton of coal from Cumberland to Georgetown by the canal alone, at the rate above assumed, distance $184\frac{1}{2}$ miles, would be	\$2 31
Add to this the cost upon rail road from the mines to Cumberland, which upon a road so short as 10 miles, with no other support than that derived from the coal trade, and to be worked independently of the Baltimore and Ohio Rail Road cannot be much, if any less than	30
And we have as the cost to Georgetown, by rail road to Cumberland and thence by canal	\$2 61

Respectfully submitted by

JAMES MURRAY,

Engineer of Machinery and Repairs Baltimore and Ohio Railroad.
Baltimore, February 13th, 1844.

I have carefully examined the preceding estimates and have confidence in their sufficiency for the purposes intended.

BENJ. H. LATROBE, Chief Engineer.