

between the Rail Road and Canal at Dam No. 6 has been formed, and in operation for more than twelve months, yet the inducements held out by it have not been sufficient to invite a transportation to market by that route. By reference to the last annual report of the Baltimore and Ohio Rail Road company, page 10, we find it stated, "that less than four thousand tons of coal, and not any iron has been offered for transportation by the Rail Road to Dam No. 6." But upon the same page we are told a contract has been entered into with a single company for the transportation annually, for the period of five years, of fifty thousand tons of iron, coal and fire brick, from their mines to Baltimore. What does this prove? That the coal dealer whose capital is limited, is forced from the market, and a company, who from its wealth has the means to make a contract and give security for its performance, with the aid of the Rail Road company, can monopolize the coal trade. If such a contract is profitable to the company, no part of that profit will inure to the State, for the interest upon the State's investment in the Rail Road of half a million would be secure with or without this contract. But let us suppose the Canal to be completed to Cumberland, what work would be the carrier of this large amount of tonnage? Not the Rail Road, because the route by the Canal to tide water would be cheaper. The State would derive from this contract one dollar for each ton transported to the District—thus she would secure the sum of fifty thousand dollars.

A misapprehension prevails in the minds of many in relation to the practical result of a completion of the Canal. The supposition being, that the Canal, if fed at Dam No. 6 by the Rail Road, would yield a like amount of revenue to the State, as if the unfinished portion was completed. They forget the tolls to accrue upon the line between Dam No. 6 and Cumberland, which would be more than one-fourth of the revenue of the entire work.

The distance from Cumberland to tide by the Canal, is $184\frac{1}{2}$ miles—the distance to Dam No. 6 is $48\frac{1}{2}$ miles; the toll and boat duty on each ton of coal from Cumberland down, will be just one dollar: while the toll and boat duty per ton from Dam No. 6, will be seventy-three cents. The transportation, therefore, by Canal from Cumberland, instead of from Dam No. 6, will yield an enhanced revenue of a little more than a fourth. Four hundred and twenty thousand tons of coal from Cumberland to tide would yield just \$420,000—the amount of interest upon the investment by the State in the Canal; but of this revenue the sum of \$107,865 would be yielded by the tolls on the unfinished portion of the Canal from Dam No. 6 to Cumberland. But with the Rail Road as a feeder from that point, it would require a transportation of 586,860 tons to produce the same revenue to the State, which 420,000 tons from Cumberland by the Canal would yield.

The question is not, therefore, whether the Rail Road must carry the same amount of tonnage at the same rate of charge as by the Canal—but it must carry upwards of one-fourth more than the Canal would be required to transport, to produce the same amount of