

and a half barrels to the ton,) for the first *fifteen miles* and *one and a half cent* per ton per mile for the residue of the distance. On the first of May, 1841, the parties navigating the canal paid the tolls principally in the scrip of the company, and the toll was then raised to the highest point authorised by the charter, which is two cents per ton per mile for any distance, so that, in the language of our communication of the 15th January, 1845, before alluded to, "as far as practicable the increased charge might make up for the diminished value of the larger portion of the funds in which it was paid." A charge of two cents per ton per mile—receivable in scrip—which was then bought by the boatmen at about fifty cents in the dollar, though nominally higher, was also really less than the present rate. The receipt of scrip for toll was gradually restricted from time to time until June, 1843, when it was entirely prohibited. In that month the present tariff was adopted and under it payment *in current funds* has been required, in all cases.

Such is the rate of toll on the transportation of flour, and such the general regulation now established on the Chesapeake and Ohio Canal under the existing tariff.

From the facts above stated in regard to the lowness of the tolls on the New York and Pennsylvania canals, and the beneficial effects resulting therefrom, it might, perhaps, be supposed that this company has erred in not profiting by their experience, and that the same low rates of charge on the Chesapeake and Ohio Canal would lead to somewhat similar results. But we believe, that the time for this has not yet arrived. A reduction of prices to those charged on the canals alluded to, would probably withdraw from the rail road nearly the whole of the tonnage it now receives from the Point of Rocks westwardly to the termination of the finished portion of the canal, but although this would considerably augment the amount of our trade, the increase it is believed would not compensate for such a reduction. The district of country to which the Chesapeake and Ohio Canal is now accessible, is entirely too contracted for the adoption, at present, of the policy which governs the management of the northern canals; but after this work is completed to Cumberland, where it will be placed in connection with the great thoroughfare to the west, and may enter the field of competition for the immense trade of the valleys of the Ohio and of the States bordering on its waters, which now passes down the lakes to Buffalo, or enters at Pittsburg upon the Pennsylvania improvements, a different state of things will exist, and it will *then* be a question for those who may control the affairs of this company to decide, whether they will maintain the *present* high rates of toll on the transportation of agricultural productions, or by a judicious adjustment of charges on tonnage of every description, apply the great capacity of the canal, with all the improvements of modern motive power, in full and fair competition with its northern rivals. Whenever the time shall come for the