

determination of this question, it will, doubtless, be settled with a due regard to the interests of the State of Maryland.

We have now shewn that the allegations of the rail road company are without foundation, and we regret the necessity which has compelled us to do so. The agitation of the question can certainly be productive of no beneficial results to that company. So far from having the effect desired by them, it will only prove that the tolls charged on the Chesapeake and Ohio Canal, when compared with the rates on the most productive canals in other States, are, if liable to exception at all, too high; and although the cost of transportation on the canal even with these high rates for toll, is less than the cost on the Baltimore and Ohio Rail Road, the comparison instituted may cause an effort on the part of those who trade upon the canal to bring about a reduction. We are not prepared to say that *some reduction* might not at present be made, to the manifest advantage of the traders on the canal, and without diminishing the income of the company; but as it has not clearly appeared, that the interests of the company in the existing condition of things, would be promoted thereby, we have heretofore abstained from taking any action on the subject, principally through a desire to avoid every proceeding not obviously called for by the demands of duty, which might be calculated to increase the already highly excited hostility of the rail road company and its especial friends. By no expedient have we ever sought to injure or impair the usefulness of that company. On all proper occasions we have vindicated our own course with courtesy, and we hope with becoming firmness, but against their repeated aggressions we have hitherto adopted no countervailing or retaliatory measures. We have seen them departing from their engagements for the transportation of coal from Cumberland to Dam No. 6, for an account of which we respectfully refer you to our seventeenth annual report herewith transmitted to you. We have seen them charging *four cents* per ton per mile for the transportation of coal to Dam No. 6, where it might be transferred to the canal, and two cents per ton per mile generally, and  $1\frac{1}{2}$  cents per ton per mile, under special contract, on other parts of their road, and to the city of Baltimore. We have witnessed the operation of their sliding scale, by which the toll upon flour has been reduced, from points along that portion of their road which is adjacent to the Chesapeake and Ohio Canal, to "such a rate as would (merely) compensate for the expense of transportation." We have seen them charging, and still persevering in the charge of *twenty cents per ton* for the transportation of tonnage from the canal opposite Harpersferry across their viaduct to that place, or to the intersection between the Baltimore and Ohio Rail Road and the Winchester and Potomac Rail Road, the whole of which distance does not exceed *a quarter of a mile*, although for the transportation of the proper tonnage of the Rail Road no extra charge is made above the regular toll, which, for the same distance, does not exceed *three cents* per ton. We have seen all this, and yet have pursued the even tenor of our way without attempt at retaliation.