

Looking with a single eye to the broad interests of this company, and adopting no measures, which in our opinion those interests have not clearly demanded, we have not allowed our course to be influenced in any degree by their hostility; nor would we, on the present occasion so long have dwelt on the subject now under consideration, had not a vindication been forced from us.

We have now shewn that the statement of the Rail Road company is unsustainable by the facts—that the toll on flour on the Chesapeake and Ohio Canal, instead of being “*very low*,” is very nearly *double the rate charged on the highly successful canals of New York, and on those of Pennsylvania*, and we may well add, that even if there had been any grounds for the charge that has been made, it comes with a very bad grace from a company, which on the 2nd of March, 1844, (see Document FF. of the last session.) stated to the Legislature that “*lower rates of tolls and charges than those established by the (then) printed tariff upon the respective articles therein comprehended, according to the usual manner in which they are offered for transportation, would not yield to the Rail Road company a reasonable profit, or to the State the income it now receives from its investment in the Rail Road company*”—and which, nevertheless, on the 10th of October of the same year, reduced those rates of toll and charges on flour about *one-fourth* from points contiguous to the line of the canal. At the time this reduction on the Rail Road took place, applications were made for a corresponding reduction of the toll on the canal, but the Board did not accede to the request, and the traders on the canal universally acquiesced in their decision. They soon found, as we had predicted to them, that although the rates on the Rail Road had been reduced “*below the point of profit*,” the transportation on the canal, by reason of competition among the boatmen, would still be the cheaper mode of conveyance to market, and in consequence thereof, the trade on the canal continued, and still continues to increase, though necessarily, in the unfinished condition of the work, but slowly. The amount of tolls accrued during the past three quarters of the present year as compared with the same period in 1844, is as follows:

	1844.	1845.
Tolls accrued from the first of January		
to the 30th of September, - - -	\$35,566 05	\$38,304 72

Showing an increase of \$2,738 67, in favor of the past three quarters of the present year, notwithstanding the total stoppage of the coal trade on the rail road, between Cumberland and Dam No. 6, brought about by the annulment of “the arrangement” by the rail road company, and the imposition by them of a prohibitory tariff on their road between those points, to which we have before alluded. The increase of the receipts of the present year over the last will probably be somewhat enlarged by the close of the year. Whatever surplus may remain however over and above the amount required to defray the current expenses will be appli-