

suit their convenience, from Cumberland to Harper's Ferry, a distance of 96 miles, where it also may be transferred to the canal seventy-four miles nearer to the market by the line of the canal, for \$1 70 per ton, or about one and three quarter cents per ton per mile. As however the quantity of coal, that may be introduced upon the canal from the rail road, either at Harper's ferry, or any other point, is entirely dependant upon the pleasure of the rail road company, it is not at all likely that it could be increased by any reduction that might be made by this company, in the charge for toll. On the contrary, a very large and marked reduction, in the toll on coal by this company, would most probably produce a countervailing measure on the part of the rail road company, that would destroy the little trade that is now carried on in that article by the connexion alluded to. The whole amount of coal that passed from the rail road to the canal at Harper's ferry, and was thence boated to Georgetown, during the year 1848, was 2033 1-4 tons. In addition to this there were 1250 3-4 tons, brought from Cumberland to Dam No. 6, by the channel of the river during the seasons of high water, and there introduced into the canal, making the total amount of Bituminous coal transported on the canal during the year, 3284 tons. The avidity with which parties engaged in the coal trade already seize upon every available opportunity of getting the article placed on the canal, is sufficient evidence of the preference given to it as a mode of conveyance, and affords a gratifying earnest of the magnitude to which the trade will soon extend, after the canal is finished and brought into immediate connexion with the facilities provided by those who are engaged in the business, for conveying the produce of their mines to the basin at Cumberland.

The Board are sensible of the expediency of making a general revision of the Tariff of Tolls, with a view to the opening of the navigation to Cumberland, and, if practicable, of adopting a more rational system of charges than that which has hitherto prevailed. This duty, subject to the sanction and approval of the Maryland State Agents, will engage their attention during the ensuing summer. The old custom, supposed to have been derived from a literal adherence to the language of the charters, of charging a fixed rate per ton per mile, without reference to the distance or other circumstances, has long since been abandoned on some of the best conducted works in this country, and it will be a subject for consideration, whether the new theories may not be adopted by this company, and applied to the Chesapeake and Ohio Canal, when it is finished. There are few things more difficult than the proper arrangement and adjustment of a tariff of tolls, and none can more immediately affect a company's interests. When the subject therefore is taken up, it will be considered with the care due to its importance, and all the information, which the experience of other works can afford, will be availed of. In the mean time the board have made some changes in the tariff which they deemed it politic to make at this time. By raising the toll on plaster from