

They have adopted as a basis, the quantity of produce which is now actually passing through the Mache-pengo Inlet, from Virginia—the Chincotigue Inlet from Maryland, and Indian River from Delaware: and as a foundation for the charges to be made in it, the amounts actually paid for the carriage of these articles, on lighters, large flat-bottomed boats of the scow kind, from the several landings on the Maryland shore, to the Roadstead near Chincotigue, where the vesse's wait for them, together with the rates allowed to be charged on various articles by the Act (1799. c. 16.) incorporating the Chesapeake and Delaware Canal Company.

Every year, 175,000 bushels of grain, from accounts in the possession of the Commissioners, are thus carried from the neighborhood of Berlin, at 2 cents per bushel, making	\$3500 00
And 2000 M. 36 in shingles at 75c pr. M.	1500 00
The Commissioners do not think they are by any means making a full es- timate, when they report, that in the article of lumber, comprehending planks, laths, and scantlings of all sorts and fire-wood, rates very mo- derate would produce	5000 00

Making in all for Maryland;	\$10,000 00
Similar estimates in Delaware have shewn the probable amount to be upwards of	9,000 00

The increased amount which will in all probability be passed here along the Pocomoke and Indian River Canal, a work already chartered in Delaware, and awaiting only a decision on this work, of which it is an important adjunct, to commence operations, is not in this estimate taken into consideration. Those who have made themselves acquainted with the geographical positions of the country, through which it is intended to pass need not be told of the great use which will in all likelihood be probably made of this junction.

From Eastern Virginia, a section whose principal produce is the Cas-tor bean, corn and oats, articles find- ing their chief market in New York,