

Next in value to the coal of Allegany the committee, appointed to present this memorial, are inclined to regard the article of lime which is found by the side of this canal, from Cumberland down to the Monocacy river.

This mineral is always a component part of permanently fertile soils. None but those which contain a due proportion of lime or calcareous earth, possess a recuperative power or principle. And in Europe, it has been observed that, when once exhausted, all others are but *capita mortua*. By the most accurate and scientific experiments, it has also been determined, that the fertility of soils progressively increase, until they contain ten per centum of lime—and that beyond this proportion they decline, until at length, as in chalky land, sterility occurs. The demand for lime to fertilize the tide water region of Maryland, will, for ages to come, be therefore unlimited—when it can be had, as it may be after the canal reaches the coal mines, for 10 or 12 cents per bushel, at Georgetown or Washington; for limestone is found in endless quantities along the line of the canal from Cumberland to the Monocacy river—and with 100 bushels of coal, in a perpetual kiln, 1000 bushels of lime can be readily burned or calcined.

The cost of Fuel used in that process will then be so small, and the expense of transporting the Lime from Frederick county, the distance of only 35 Miles, will be so inconsiderable, that Lime can certainly be delivered at tide water for 12 cents per bushel; and when it shall be borne in mind, that until a soil five inches deep shall contain one tenth part of lime, being at the rate of 1000 bushels per acre, its fertility will progressively increase, who shall fix a limit to the demand for this article, if it can be supplied at so low a price at the tide water terminus of the Canal? And when it is remembered that 100 bushels of that manure ordinarily doubles the crops of most soils on which it is for the first time applied—and so in arithmetical progression after several more such applications, who will estimate the value of an improvement which shall supply the people of Maryland, with that manure, at so low a price and to an indefinite extent?

The demand for coasting tonnage, to transport the coal and lime that will be brought by the canal to tide water, forms the next item that should attract attention. To create, renew and navigate this tonnage will employ more skill and persons than all the present bay-trade of the State, twice told. From the port of Philadelphia, in the year 1831, 1100 vessels of 118,000 tons burthen were cleared, laden exclusively with coal! For the transportation of coal and lime from the Chesapeake and Ohio Canal, doubtless twice that number will be required, soon after its Eastern section shall be completed. The demand on the forests of Maryland for timber to construct this tonnage would impart to them additional value. Indeed, as the trade of Baltimore and the District Cities would very rapidly expand, and their population increase, the demand on her forests, even for fuel, would be increased, if the quantity of wood consumed should increase, regardless of the increasing consumption of coal, as it did in Philadelphia—where, in the year 1833 the value of wood consumed was \$129,000 greater than it was three years before; whilst, on the other hand, the increase in the value of coal consumed, within the same time, was only \$96,000.

The productions of the Potomac, Susquehanna and Chesapeake Fisheries, would not only contribute a very considerable revenue to the canal, but the enhanced aggregate value of these productions would amply reward