

be substituted; for the plain reason that, by the latter, there will be a saving of one-half, if not two-thirds, between Hancock and the District cities and Baltimore. Looking to the extent of this trade, we may calculate on a large accession to the revenue of the Company from tolls, when the navigation is opened to Cacapon, nine miles above Hancock. But the great sources of wealth and revenue have yet to be developed on the completion of the canal to Cumberland; which, under present prospects, will be effected within three years, and as much sooner as may be practicable: during this space the individual stockholders and Governments concerned must bear with us, under the assurance that all which human agency can effect, by zeal, enterprise, and faithful application of means, will be exerted, and that, on the consummation of this work to Cumberland, the most sanguine calculations of its friends will be more than realized.

A recent report made by George W. Hughes, Esq., United States' civil engineer, to the President of the Maryland Mining Company, after a careful examination of the coal region in the vicinity of Cumberland, contains facts and deductions, in relation to the probable coal trade on the canal, which we are satisfied will be received with interest by the stockholders and the community. Recommending to the stockholders the perusal of the entire report, we shall be content with presenting a few extracts. He says:

"Until the State of Maryland, impelled by a just pride, liberal policy, and generous emulation of her powerful and enterprising neighbors, lent her efficient aid to the Chesapeake and Ohio Canal, and thus secured its completion to Cumberland, the mineral wealth of the neighboring region was comparatively unknown, and scarcely attracted the attention even of men of science; but now, since its extent, quality, and accessibility, have been ascertained, and its superiority demonstrated, its market can be limited only by the capacity of the canal to accommodate the trade; and the projectors and eloquent advocates of that bold project for uniting the Western waters with the Atlantic, through the mountains of the Alleghany, may proudly anticipate a rich and well-earned harvest of fame to themselves, and of substantial benefit to their country.

"It seems as if nature, in a freak of prodigality, had bestowed, with a lavish hand, her choicest blessings on the county of Allegany. She has given her a magnificent river for a boundary; a climate mild, equable, and healthy; a soil rich in fruits and agricultural productions; luxuriant ranges for vast herds of cattle; water, wholesome and abundant, and mineral treasures almost immeasurable in extent and incalculable in value. The county town is Cumberland, which has grown up on the site of old Fort Cumberland, at the confluence of Wills' creek and the Potomac river. At this point the canal will terminate for the present, and Cumberland will become the depot for the Western trade; through this place, also, must necessarily pass all the mineral productions which may be drawn from the adjacent mountains. Its local advantages, therefore, unless its prosperity should be checked