

passes through it, or rather beneath it, lying nearly in a horizontal bed, the two sides curving upwards, while longitudinally it runs in a horizontal direction. There are already two entrances, by horizontal shafts, one of which is near the centre, or lowest point. This will probably be the main entrance to the mine of this company, as it is directly opposite to the termination of their rail road. Cars brought by locomotives from Cumberland, standing on a level 10 or 12 feet below that of the great coal vein, will here receive coal discharged by dumping from the smaller cars which bring it from the mine. The entrance to the mine is wide enough for a double rail road track, on which the cars are drawn by horses or mules. This entrance, which is at a point where the vein had been apparently broken by some convulsion of nature, and its place partially supplied with earth, is protected for some rods by a stone arch. It soon enters the regular vein of coal, and from that point it extends horizontally, as stated above, rather increasing in thickness, for miles. The slate rock above the vein of coal is of sufficient strength to sustain itself, and the superincumbent earth, provided the opening is not made too wide, and sufficient pillars of coal to support it, are suffered to remain at proper intervals. These two entrances or shafts may be made to branch off in any direction at pleasure. The thickness or height of the vein at this place is about eleven feet. This vein is slightly subdivided into three unequal portions, by two thin strata of slate, or shale, which readily crumbles, and is removed, and thrown upon the bottom of the pit, before the coal is taken away.

The other entrance to the same vein is at a distance of some rods on the left, and in consequence of the slope of the vein in this direction, it is at a higher level. This shaft has been opened, and worked to some extent, for many years. It runs in a direction nearly parallel with the other, a distance of some 1500 feet. We entered it that distance, each visiter being provided with a lighted candle. We occasionally met the loaded cars passing out, drawn by mules. We passed also several openings, where other shafts branch off on each side. There was occasionally at intervals, very little water to be seen, which if there were enough to form a current, might apparently be made to flow out by the side of the railway track. The coal taken from this shaft is at present deposited upon the bank above the rail road termination, to be in readiness for removal to Cumberland and Baltimore, so soon as the rail road shall be completed.

The opening of this mine is at a distance, I believe, of about 10 miles from Cumberland. The only transport of coal to market hitherto, from this place, has been by wagons over the national road to Cumberland. It is thence transported by rail road to Baltimore, at a freight of a cent and a third per mile, with 10 cents in addition for transportation by horse power from the upper depot through the city. The Maryland company is now engaged in the construction of a rail road branching from the Mount Savage rail road at a distance of two miles from Cumberland, thence fol-