

lowing the valley of Braddock's Run, near the route of the national road, and terminating at the mouth of the mine as above stated. This rail road is well constructed, of rails made at the Mount Savage works, and of a grade much more easy than that of the national road, the maximum in ascending being a little over 100 feet in a mile. From the mine to Cumberland the grade is all the way descending.

This rail road will be completed in January next, and from that time there will doubtless be a regular supply of this excellent coal in the Baltimore market. A branch of the same rail road is also in progress, and will be completed at about the same time, which is built for the New York and Boston Mining Company, whose mines are situated at the Northward of those of the Maryland Company. Their mine will be entered in a similar manner to that which I have already described. Although the Company is called a New York and Boston Company, I do not learn that any of its associates are citizens of Boston, nor do I learn that Boston capital is invested in any of the enterprises for developing the resources of this mineral region. I here bring my narrative to a close, not for want of material for further recital, but to spare your patience.