

ing in the harbor of Baltimore, it has been shown that its capacity and its revenues will be enhanced four fold.

The design of your memorialist in this paper, has been to present, the outlines of a plan, by which the Chesapeake and Ohio Canal may be made the instrument of a vast prosperity to the State of Maryland, and especially to the City of Baltimore. It will manifestly make the harbor of Baltimore the largest and cheapest depot of bituminous coal in America.— Cheap and abundant supply of the best coal for steam purposes, will draw the ocean steamers with their emigrant passengers and their foreign imports. The rich Western States will find it cheaper to come to Baltimore for their supplies, over the shorter and quicker railroad routes of that city; and even Atlantic cities will find it to their interest to import their merchandize through the port of Baltimore.— The coal Companies at the head of the canal, will find the demand for their coal quadrupled, and the State itself will derive from increased assessments on property, a four fold equivalent for the loss of her unproductive debt on the canal.

Your memorialist, therefore, has not here presented idle speculations, his views are based upon facts of a long experience. The actual present revenue of the canal is a fact; the consumption of Cumberland coal for 1874, to the extent of 2,410,895 tons is an actual fact; the supply of coal in the Alleganias is inexhaustible, and the demand, when its transportation is thus cheapened and facilitated, must crowd tonnage on the canal to its utmost capacity. These are all facts and deductions that may not be reasonably contested.

With such elements of credit in hand, the Construction Association could not fail to raise the \$8,500,000, to complete the work. The powerful capitalists who own the coal fields would see to it that this money is advanced on these canal bonds. The City of Baltimore would lend her credit to attain such beneficent results.

The Construction Company, possessed of the exclusive use of the "new method" of building and improving canals, could undertake the entire work and do it more perfectly at a cost several millions less than it could be done on any other plan. It is claimed, therefore, that the proposition as herein set forth, is of unmixed benefits to the State of Maryland and City of Baltimore, and that in the end the arrangements must secure fortunes to the members of the proposed Association.

To the end, therefore, that these munificent results may be speedily achieved, your memorialist asks of your Honorable Body to take all needful steps by the enactment of suitable laws.

And he will for ever pray, &c.

A. J. MARSHALL.