

ufacturing the syrup. Beets, cabbages, onions, beans, and other garden vegetables, grow most luxuriantly, but are only cultivated for home consumption. The application of science to farming, by which practical men may learn to increase the productiveness of their lands, is greatly to be desired in the county.

Beaver creek, where it empties into Antietam creek, has a very valuable, though unimproved, water power. There are also other unimproved water sites on the same creek.

The Antietam creek, from its source to its confluence with the Potomac, has a fall of not less than 1,000 feet. This power is available during the entire year. There is an immense water power where the Antietam enters the Potomac, formerly used to drive the extensive machinery of a very large foundry.

The Conococheague creek has a considerable water power which is unimproved. The water sites on these streams are used only for flour mills, with one paper mill and one woolen factory.

The limestone from which hydraulic cement is manufactured, is abundant in the neighborhood of Hancock, and has been calcined and ground for the markets.

The climate of Washington county is unusually healthy.

The roads are, like those of Frederick county, in first rate order.

The minerals of Washington county have never been attentively studied. It is known that iron ore is abundant in several localities, but there is no trace of the copper which is met with on the eastern side of the mountain.

Five miles below Williamsport is a hard calcareous black slate, which splits into parallel layers from one-half inch to three inches thick. It takes a fine polish, is durable, and when brought into general use as it should be, and no doubt will be, must prove a source of great profit.

Emery (corundum) is found near the Antietam iron works.

Markets are accessible by the Chesapeake and Ohio Canal, or by the Cumberland Valley Railroad leading from Hagerstown to Harrisburg, and passes along its southern border. Charters have been granted to construct railroads from Hagerstown to Washington and Baltimore, under favorable auspices. The Western Maryland Railroad, now completed to Union Bridge, will, as it progresses, traverse the whole northern tier of districts and develop more fully the resources of that region.

During the last four years, this county has suffered immensely from rebel devastations. In the earlier stages of the