

As the characters of granite were fully described in chapter II, I need only say that the Patapsco granite consists of grains of medium size, the materials being distributed in such manner as to give an uniformly speckled appearance of a gray color. It can be taken out in pieces of any desirable dimensions, free from cracks or seams, and possesses great strength and solidity. The cathedral and record office in Baltimore were built of this kind of granite. There is one variety called porphyritic granite, which has disseminated through its mass reddish colored crystals of felspar, which are supposed by some to improve its appearance for architectural purposes.

Both kinds are equally strong, and are dressed with the chisel when plain or ornamental surfaces are desired.

There is a variety of granite near the Little Patuxent, a short distance above the Baltimore and Washington Railroad, of a *very* light shade of gray, which closely resembles the Quincy granite in appearance.

The Port Deposit granite, as it is usually called, is something between a granite and a gneiss. It has been called syenite by some, but the proportion of hornblende is too small to make that term proper. It occurs in highly inclined strata, and readily separates into flat blocks of convenient dimensions for building purposes, with little or no expense for dressing. This material is used for facing the wharves in Baltimore and other purposes in the tide water counties, and gives rise to a considerable amount of trade.

Sandstone.

The Seneca sandstone is worked at extensive quarries on the Chesapeake and Ohio canal, at the mouth of Seneca creek, in Montgomery county. It was largely used in the constructions on the canal, and also in the public buildings in Washington city. It is easily quarried and dressed, being somewhat soft when first taken out.

There is a quarry of Sandstone at the foot of the Sugar Leaf Mountain, near the mouth of the Monocacy River, which was used for the Canal Aqueduct over that river. It is a firm, solid stone, and is well suited for purposes requiring great strength and durability.

The Brown sandstone so much used for architectural purposes of late has been supplied mainly from New Jersey and Connecticut. Some of it is brought to Baltimore from York county, Pa., by the Northern Central Railroad.

The same formation from which it is procured abroad, (No. 20) on the map, traverses Frederick and Carroll counties. It lies beneath the breccia, before noticed, but crops out from under its eastern borders, and is crossed by the Baltimore and Ohio Railroad, but I believe little has been done towards developing it as a branch of trade. The level character of that part of the county is unfavorable to such operations, because in sinking down for good stone the water soon becomes troublesome.

The north-eastern part of Frederick and the western part of Carroll furnish much greater facilities for procuring this stone. Upon the completion of the Western Maryland Railroad to Pipe Creek there will be a good opportunity (with the aid of low freights) to bring the Maryland Brown Stone into extensive use.

The numerous formations of sandstone, westward of the Monocacy, comprise many varieties of excellent building stone which need not be referred to at this time. They have local uses but will not bear the cost of transportation to distant points.

IV. FLAGGING STONE.

A considerable amount of Sandstone Flagging is brought from New York, and some from along the Schuylkill (above Philadelphia) to Baltimore, and may be seen on many foot-ways in that city. Those in front of the State House in Annapolis are of the mica-slate flags from the Schuylkill.

We have the formations containing them in our State, and if proper measures were taken for opening quarries and bringing these flags to market from