

divers localities, we might not only supply the home demand but save those South of Maryland from going so far North for their supplies.

The first to be noticed is that near Emmitsburg among the upper layers of the Brown Sandstone of formation No. 20. Some of this separate into flags from two to four inches thick with smooth, straight surfaces. These are likely to come into extensive use upon the completion of the railroad now in progress, which will traverse that formation.

The lower beds of formation 15th consist of fine grained sandstones in thin layers, parted by shales, which furnish the flags so largely exported from a precisely similar formation in the interior of New York. In passing westward we first meet it a short distance from Licking Creek, and then again on the Virginia side of the river on Sleepy Creek, two miles from the Baltimore and Ohio Railroad. On Dutch Creek, near Hancock, it presents a very excellent appearance. Two or more ranges of these flags, between Sleepy Creek and Hancock, are crossed both by the railroad and the canal.

There are other ranges crossing the State westward of these which I have not yet been able to examine. Those used in Cumberland are obtained from formation 15th at the eastern base of Dan's Mountain.

### V. ROOFING SLATES.

Slates have been long used for covering houses owing to the protection they afford against fire; and large quantities of Welch Slates were formerly imported into Baltimore. Importations of these continue to be made into the Northern ports. The early use of our own slate was retarded by the inferiority of the material obtained near the surface, where it had been acted upon by atmospheric agents and could not be split into thin and large slates. As the quarrying extended to considerable depths a material of the finest quality was reached, so that slates are produced of the largest sizes required, and also very thin. This last is an important point, because thick slates are too heavy for the rafters of ordinary roofs. Those now supplied leave nothing to be desired; they have abundant strength to resist the heaviest hail and wind if properly put on, and yet so thin that a ton of them will cover about four hundred square feet.

The quarries of Roof Slates most extensively carried on in Maryland, hitherto, are in what is called *Slate Ridge* which runs from near Peach Bottom Ferry, on the Susquehanna River, a few miles North of Mason and Dixon's Line. The ridge runs five or six miles west south-west, crossing this line and extends a few miles into Harford county. Quarries have long been worked in the Pennsylvania portion of the ridge, which, besides furnishing supplies for the local demand, have exported it to Baltimore and other cities.

Three quarries have been opened in the Maryland part of the ridge, one of which belongs to Mr. Ludwig, and was not worked at the time of my visit. The second is worked by "The Peach Bottom Slate Mining Company." The third is more extensively carried on by the Messrs. Whiteford. The slates having been penetrated to the depth of about eighty feet are of the best quality and wholly uninjured by atmospheric agencies.

In my travels through the State inquiries have often been made of me for information in reference to the use of slates, their prices, sizes and weight. I therefore collected such facts as would enable me to give definite information upon the subject. As these interest a very large portion of our citizens I will now give them.

The prices at the quarry of the Messrs. Whiteford are as follows:

Length.	Breadth.	Price.
10 inches.	Irregular.	\$12 00
12 "	6 to 8 inches.	17 00
14 "	7 to 9 "	18 00
16 "	8 to 10 "	19 00
18 "	9 to 11 "	19 00
20 "	10 to 12 "	19 00
22 "	11 to 13 "	19 00
24 "	12 to 13 "	20 00
24 "	14 to 16 "	\$21 to \$22 00