

near the commencement and at the termination of the tunnel, the opinion is entertained, that it may pass through a continuous coal vein, of fifteen or twenty feet in thickness ; and if so, the coal would more than compensate for the whole expense of its excavation.

In England there are many tunnels nearly as extensive as that, here proposed, and some exceeding it, viz: The Bridgewater Canal has a tunnel of 4 miles in extent ; Huddersfield 3 ; Derby 2 ; Ellsmere 2 ; Grand Junction 2 ; Hereford and Gloucester 2 ; Kent and Avon 2, &c.

Having thus established, by a statement of facts which it is believed cannot be controverted, the decided superiority of the Chesapeake and Ohio Canal, in reference to *climate, distance, structure, and cost of transportation*, it remains for the Committee to submit some facts calculated to show the probable amount of revenue, or tolls receivable, after the Canal reaches the Coal mines, and after it is completed to Pittsburgh : and, in this respect, they think the superiority of the Chesapeake and Ohio Canal will be still more conspicuous.

The sources of revenue relied on are,

1st. Coal—by far the most productive source of revenue, on all canals where found, in Europe and America.

2d. Lumber—abounding on this canal, and affording one of the principal sources of revenue on the New York Canal.

3d. Lime of the best quality, and at the cheapest rates, made on the line of this work.

4th. Iron and other minerals, and marble, found in abundance, and of superior quality, on the margin of the canal.

5th. The products of the Potomac Fisheries, equal to any in the Union.

6th. Rent of Water Power—being abundant for milling and manufacturing purposes.

7th. Agricultural produce from the western and other states, and from parts of Virginia, Pennsylvania, and Maryland.

8th. Merchandize, &c. for the western states.

And first of Coal. The Committee lay down this position with perfect confidence, *that bituminous Coal of superior quality can be delivered on tide water, for a less sum by this Canal, than it can be delivered at any other port, on tide-water, in the United States.* And if this be true, it follows as a matter of course, that there will be no limit to the demand, for exportation, but the capacity of the canal to deliver it.

Let the truth of this be tested by adopting the prices paid for mining, tolls and transportation, on Canals now in operation, in Pennsylvania and New York.