

nearer markets of the Atlantic, and be transported to Hancock by waggons, and thence by a cheaper conveyance on the canal. Besides, the line of the canal to be opened in the spring, passes the anthracite coal region of Virginia, to which it will be connected, by a short rail road, a few miles below Hancock. A coal company incorporated by Virginia has been actively engaged in opening these mines. Several veins have been found of very superior quality, and promising an abundant supply, and should the expectations of that company be realized, the day is not distant, when from this source a vast accession to the revenue of the canal will be derived.

But what, we respectfully ask, can limit the coal trade on the Chesapeake and Ohio Canal, when finished to Cumberland, but its capacity to convey that mineral? In quantity it is inexhaustible, and by the analysis of the most skilful chemists it is found to be of richer quality, than any coal with which it has been compared, either of this country or England. Its excellence will surely give it a preference, as it can be supplied not only as cheaply, but we believe much cheaper than from any other quarter. And it is a notorious fact, that, notwithstanding the great annual increase in the quantity of coal brought into market, there is no diminution in price, but on the contrary an advance, the supply not keeping pace with the demand for consumption. We are informed from authentic reports that 1,700,000 tons of coal are annually transported on the Monkland Canal to the Town of Glasgow, in Scotland; and from the capacity of the Chesapeake and Ohio Canal, four times that quantity could be conveyed on this. The population of that town but little exceeds that of Baltimore and the District Cities, and the amount of coal transported on that canal, if conveyed on ours would give an interest, on its cost, of 18 per cent. But we do not conceive, that the market for it is to be confined to the cities of Maryland and the District of Columbia; but that it will be shipped to every Atlantic state. The fact cannot be controverted, that the most profitable investments which have been made in works of internal improvement, of any extent, either in this country or in Europe, are in canals leading to mineral regions. It is not reasonable to suppose that the Chesapeake and Ohio Canal is to stand as a solitary exception, for this would be a violent presumption, in the face of experience and facts. And we would respectfully invite the attention of your Excellency and the honorable members of the Legislature, to the probable extent and value of our coal trade, as set forth in the abstracts made from the report of Geo. W. Hughes, Esq. United States Civil Engineer, published in our last annual report, vide pages—11, 12, 13.

Maryland, though in extent of territory inferior to many of her sister states, yet in geographical position and natural resources may proudly compare even with the "empire state." She holds within her bosom that which now lies almost useless, but will soon be made