

the iron made, the furnace was put out of blast, because the iron could not be disposed of for want of the canal to transport it to market. This company has now seven hundred tons of iron lying at the furnace. The other companies are all waiting for the canal, as without it, they are, and must prove to be inoperative. They are prepared to connect with the canal by rail roads. The surveys, locations and estimates have been made, but they will not of course embark their capital in the contemplated improvements, until they are certain that the canal will be completed in a given time. It will require a large amount to make the necessary roads to connect with the canal, and to equip them with all the necessary apparatus for the transportation of coal. It is intended by one of the companies, we know, or at least such have been the calculations, to arrange for the delivery of 2,500 tons per day. From the connections of most of these companies they feel confident of raising the necessary funds to enable them to carry on the coal trade, as well as to engage (some of them) in the manufacture of iron upon the largest scale whenever their friends can be assured that the canal will be completed by a given time. But should they only be able to obtain means far short of the extent required, they can with the means already within their reach, be prepared with vast quantities of coal.

In answer to the 4th interrogatory we say, that we have not the least hesitation in giving it as our opinion, and such is the opinion of all other persons who are acquainted with the mineral resources of the western part of the State, and who are familiar with the history of the various canals in England and in this country—that incalculable advantages would enure to the State at large from the completion of the canal to Cumberland. That the canal will then become a source of revenue to the State, any one can see by paying attention to a few facts. Assuming for example, that all the subscriptions on the part of the State to that work amounted to \$10,000,000, it would require a net income of \$600,000 to pay 6 per cent. interest on this sum. The capacity of the canal with single locks, we will limit to the passage of 300 boats per day of 80 tons each. The utmost capacity of the canal with single locks, has been assumed by practical men to admit of the passage of 480 boats of 100 tons each, per day. But we have limited ourselves to 300 boats of 80 tons each, because we know that this number of boats has passed, in a single day, through the locks of the Erie Canal. Our canal will be navigable 300 days in each year. The half of 300 or 150, will be the number of boats which might descend daily on the canal, carrying 80 tons each, or in the aggregate 3,600,000 tons of coal, &c. to market per annum. But the transportation on the canal may never equal its capacity; for if it should, the State would realize 40 per cent. per annum on her investments in the work. Its probable business is what most concerns the committee to know. If that business should only amount to 322,000 tons of coal per an-