

num, this, at one cent a mile per ton, (the toll limited by the charter,) would yield a revenue of \$600,000, which would be six per cent. on \$10,000,000. If only 75,000 tons of coal were sent to market on the canal per annum, this small trade would pay six per cent. interest on the amount required to complete the canal to Cumberland. We set down the other trade on the canal as amounting only to enough to pay for repairs and cost of management, which is surely far below what we may safely assume that trade to be, abounding as Allegany county does in iron ores and in the largest quantity of white pine timber, and rich as the country through which the canal passes is in agricultural products. But to recur to the probable business of the canal in coal alone. The delivery of the coal for transportation on the canal will of course depend upon the capital employed for that purpose. We have before stated that six companies are known to have been already incorporated by the State with a view to the coal and iron business in Allegany county. The machinery of one of these companies, we know as before stated, is planned upon a scale adequate to the delivery of 2,500 tons of coal per day. The capital and plans of all the companies are very much the same.

But laying these companies altogether out of view, it may be asked, what would then be the probable amount of the coal trade? We answer unhesitatingly, that with even the ordinary means (road wagons) now used for bringing coal to Cumberland, a quantity can be delivered more than sufficient to pay six per cent. interest on the amount now required to finish the canal. For can any one doubt but that individual enterprise would under such circumstances, task itself to the utmost in delivering coal for transportation on the canal? We will conclude our answer under this head, by referring the committee to the history of canals in England, for the committee are supposed to be familiar with those of our own country.

In answer to the 5th interrogatory we say, that besides the well known fact that the demand for coal has always kept pace with the supply, the Cumberland coal is the only coal in the United States that will drive a ship across the Atlantic. Its adaptation to locomotion by land and water, its peculiar and surpassing quality for all purposes connected with the making and working of iron, and its superiority for fuel, will beyond a doubt ensure its sale in any quantity which we can ever transport. Numerous facts and experiments, affording incontestible proof of the surpassing qualities and characteristics of the Cumberland coal, are at hand, but we have not time to enter into a detail of them. We will mention only a few. This coal has been carefully tested, both in England and in this country, by disinterested persons. On the Baltimore and Ohio Rail Road, 25 tons were consumed experimentally, under the supervision of an engineer appointed for the purpose. One ton was pronounced in the report of that experiment, to be equal in work to nearly two of anthracite. Five en-