

gineers were appointed by the Secretary of the Navy to test the quality of the various coals in this country and in Europe, for driving steam frigates. The official report signed by those five engineers, to M. C. Perry, Captain U. S. Navy, is now in our possession. We submit to the committee a true copy of that report, marked C. It is to the interest of every steam boat, from the Chesapeake to the Bay of Fundy, to use the Cumberland coal; and contracts for ten years to come have been offered, and may now be made with steam boat companies of New York. This coal contains no sulphur. This will ensure its use whenever it can be obtained at suitable prices, for making iron. How extensive the demand will be from this cause we leave the committee to judge.

Our extensive and valuable forests of white pine timber will unquestionably give rise to a valuable trade in the lumber business on the canal. Three steam saw mills are already actively engaged in sawing boards, &c., and profits are made at the business though burdened with the cost of transportation to Brownsville or elsewhere in road wagons. Several other steam mills are in process of erection, in anticipation of the canal.

In answer to the interrogatories as to slack water navigation we say, that it is not a desirable navigation for coal, because it is liable to derangement by freshets and other causes, which would render it uncertain, and the coal trade upon a large scale must be conducted with precision and certainty, so that a given amount of business will be performed daily. Conceive a large body of men at work in coal mines, with all the complicated and vast machinery—then imagine an accident or delay which prevents the daily discharge of coal, it will be seen at once that the whole machinery must stop until the vent is again open. The very reason why canals transporting coal and iron are profitable beyond all others is that they are uniformly and certainly occupied a given number of days in the year. Whereas, on canals for agricultural or general trade, the business is only done by seasons.

But a slack water navigation would be a very great relief to us, and would to a great extent, bring the canal into profitable use. Possibly, one-third the amount of coal business might be done upon it compared with a canal.

We will give an estimate of the cost, which we believe is known to be correct. Between the upper point of present navigation on the canal, (above dam No. 6,) and Town Creek, (a point 20 miles below Cumberland,) is a distance by the river of 30 miles, with a fall of 90 feet. To lock and dam this distance will cost \$300,000. Then to complete the remaining portion of the canal from Town Creek to Cumberland, upon which the greatest part of the work has been already done, will cost \$400,000. Thus \$700,000 will be the whole expense, and by incurring it, twenty miles more of the canal will be completed. Slack water navigation might be made from Cumberland to the highest point of canal