

navigation, above dam No. 6, but it would cost more to make the slack water navigation from Cumberland to Town Creek, than it would to finish the canal between the same points, so much of the work has been already done. In our opinion this slack water navigation would only be a temporary improvement calculated to last about fifteen years.

C. M. THRUSTON.  
S. M. SEMMES.

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*Letter from John Pickell.*

*Cumberland, Md. Feb. 17th, 1840.*

My dear friend,

In your capacity as one of the members of the committee appointed at a county meeting held in this town on the 13th inst., to proceed to Annapolis and to use such efforts as may seem best calculated to effect the object of that meeting—the completion of the Chesapeake and Ohio Canal to Cumberland—I have thought it not amiss to prepare, and communicate to you a brief statement of facts in relation to the Boston and New York Coal Company, and with which I am associated.

The property of this company is located in the mineral district of this county, nine miles west of Cumberland. It contains about 3,000 acres of land, embracing four or five distinct veins of bituminous coal of unsurpassed quality. The veins vary from one foot to ten feet in thickness. The two principal veins, one of five feet and the other of ten feet in thickness, contain a small fraction less than thirty millions of tons, and every bushel of which can be excavated.

As the object in view is principally to show the effect of the coal trade upon the revenue of the canal, where it reaches this point, I can state with confidence, that it is the intention of the Baltimore and New York Coal Company to be prepared if possible for operations as soon as the navigation is opened, and that whenever the time for the completion of the canal can be determined with reasonable certainty, the improvements it requires will be commenced in time to insure their completion simultaneously with that of the canal.

The company contemplate engaging extensively in the transportation of coal. In the first year it is not probable that more than 100,000 tons can be sent to market. The amount, however, will increase, and in a few years it will be prepared to send down annually 300,000 tons and upwards.

At this rate of supply, that is, 300,000 tons annually, it will require 98 years to exhaust the two veins I have designated; and according to the rate of toll now established by law on the canal, it