

ities of the incorporated companies and other owners of the coal lands, to furnish at Cumberland a quantity of coal for transportation for several years after the completion of the canal to that point, to yield a satisfactory per centage upon the capital invested by the State. It has been said also, that until the Baltimore and Ohio Rail Road or the Chesapeake and Ohio Canal is projected beyond Cumberland in the direction of the mines, there are no available means of delivery. An inspection of the routes designated for each of these great works of internal improvement beyond Cumberland, will show that in their further progress, neither of them will advance more than three miles beyond that town in the direction of the coal fields. And, indeed, their further projection towards the mines, is not relied upon by their proprietors for the purpose of supply; for it will be found, that from nearly all the mines in England and in this country, there are rail roads constructed necessarily as the means of connection between the coal deposits and the navigation, ranging in length from ten to fifteen miles, which roads are almost invariably constructed by the mining companies.

By reference to the report of the State Geologist and to other safe sources of information, it will be found that the basin between the Dan and Savage mountains, in Allegany, in which the deposits of coal and iron are found, covers a surface of more than eighty-six thousand acres, capable of supplying to the canal, after allowing for waste, a tonnage of upwards of **FOUR THOUSAND MILLIONS OF COAL AND UPWARDS OF ONE THOUSAND MILLIONS OF TONS OF CRUDE IRON.** At one dollar per ton for transportation on the canal, this region would supply mineral enough to yield to the company one million of dollars a year for five thousand years. Over this region of almost boundless supply, there are established twelve incorporated companies, with a chartered capital of about seven millions of dollars, of which there has been actually invested or obtained for investment, nearly one million of money, more than one third of which has been actually expended in the construction of furnaces, the opening of drifts, building of houses and getting out coal and iron ore. To furnish some idea of the character and extent of the works, particularly at the northern end of the basin, reference is made to a letter of Mr. Weld, the engineer of the Mount Savage Works, on Jennings Run, near Frostburg. "Since the commencement of operations in May last, up to the first of December, more than 2,500 tons of ore had been ta-