

canal, the construction of which, only cost a little upwards of three and a half millions of dollars. The Schuylkill Canal is one hundred and eight, the Chesapeake and Ohio Canal is about one hundred and eighty miles in length; the former is only thirty-six feet wide by four feet deep—the latter has a width of fifty-four and a depth of six feet; the first named, is navigated by boats of fifty tons burthen, and the last mentioned by boats of eighty tons; and they have about the same lockage; in fact, in capacity and cost of delivery, these canals are about equal, that with double and this with its single locks. And yet, the tolls received upon the Schuylkill Canal, would pay to the State of Maryland upon its whole investment in the Chesapeake and Ohio Canal when completed to Cumberland, a dividend of six per cent. When to these facts are superadded the superior value of Allegany coal, and the enlargement of capacity, which double lockage would give to our canal, we may form some idea of its future profits.

Thus, by a comparison of the Chesapeake and Ohio with other canals, both in England and in this country, with a view to estimate correctly its capacity, we have at the same time been enabled to calculate, with some certainty, the amount of revenue it will yield.

Your committee have said, that in our present condition, the only question left for consideration was, whether the canal, when finished, would be worth to the State of Maryland, what it would cost to complete the remaining twenty miles. The solution of this question, they stated, would depend upon the revenue it would yield when constructed, and this again would depend, 1st. upon the supply of minerals—2d. upon the capacity of the canal for transportation,—and 3rd. upon the demand for the articles transported. Having clearly ascertained, that the basin of minerals in Allegany is sufficient to supply the world for centuries to come, and that the capacity of the canal is abundantly ample to yield immense returns for the investment of the State; the third proposition remains as to the demand for the mineral product.

3rdly. THE DEMAND FOR THE COAL will depend mainly, 1st. upon its quality and aptitude for fuel, steam navigation and mechanical purposes generally—and 2ndly. upon the price for which it can be delivered. In relation to the price of coal at market, it will be sufficient to state, that the toll from Cumberland to tide water being a little less than one dollar per ton,