

mechanics. The official account of coals sold in London in the year 1824 was 1,505,021 chaldrons, or 54,180,756 bushels. The population of London and its environs was then about 1,500,000, which divided into the number of bushels for 1824, would give 36 bushels to each inhabitant. Throughout the whole of England it is ascertained that the consumption of their coals exceeds one ton per annum to the inhabitant,—and in this country the same rate is found to hold good where coal has come into general use. In Pittsburg where there is a large demand for manufacturing purposes, and the supply of an inferior article of coal is abundant the average greatly exceeds one ton for every inhabitant. The consumption of anthracite in Philadelphia in 1820 was only a little upwards of 10,000 bushels,—in five years afterwards the amount was 795,000 bushels,—and in 1838 it had increased so as to give to the Schuylkill navigation a tonnage of 106,000 tons, equal to near 3,000,000 of bushels of anthracite, which is equivalent in bituminous coal to an average for every inhabitant as large as that in England.

Whenever therefore an article much superior in every respect to that now used is furnished at a lower price, it will not be unreasonable to assume one ton as the average consumption of each person where coal is the fuel generally used. The population of the United States within reach of tide water, and between that and the Atlantic, may be safely put down at not less than four millions, which at one ton per soul would give a consumption of four millions of tons. The Chesapeake and Ohio Canal is favorably situated to supply one half of the present demand which is about one million of tons; and when the demand shall have reached the maximum of four millions, it will be enabled from the superior advantages it possesses to furnish not less than one-third, which for the present population will be one million and one-third tons of coal per annum.

When the superior quality of the Cumberland coal is taken into consideration, together with its peculiar aptitude for all mechanical purposes, and the cheapness with which it can be furnished; and when we reflect upon the rapidity of increase in demand even for the anthracite, which is so very much inferior, and to the vastness of the new demand which this coal will create for all purpose of steam machinery and navigation both upon the ocean and upon our inland waters, we cannot