

understanding of the whole subject, I proceeded to a more particular reply to the several questions propounded in the order of the 10th instant.

First. The terms "satisfactory arrangement" in the answer of the Board of the 1st instant, are to be understood to require a reasonable assurance that the amount of transportation for which the company would be compelled to qualify itself should in good faith be furnished; and with such regularity and punctuality during the period assumed as would authorize the Board to engage in it at the low rate proposed.

If such reasonable assurance could not be given by those who may be interested in the trade, and who are seeking the means of reaching the market, it is not perceived upon what grounds they can with propriety demand a large expenditure of money for the preparation of any means of transportation.

It has already been remarked that without a rail road communication from the Frostburg mines to Cumberland, it is obviously impossible that the resources of the former can be sent forward in quantities to justify any considerable preparation of any kind; and it is not to be supposed that these works will be constructed until the market shall demand an adequate supply, and the capital be provided to meet such supply. As the basis, therefore, of any "satisfactory arrangement" contemplated in the former answer, the Board would require, *first*, that the necessary communications from the mines to Cumberland should be constructed; *second*, that adequate capital for working the mines to the proposed extent should be provided; and *third*, that responsible parties engaged in the business, should enter into an agreement to furnish the requisite amount upon the terms and in the manner proposed. The Board would take it for granted that responsible parties would not perform these things without a reasonable certainty that they would find a market for the products of their labor and capital; and until they can have such certainty they would not be justified in demanding extensive and unnecessary expenditures, of which they could not avail themselves.

Second. For the charge of $1\frac{1}{3}$ cent, per ton per mile, as specified in their answer of the 1st instant, the Board contemplates a ton of 2240 pounds.

Third. In reply to this question, and in illustration of other parts of this answer, I herewith submit a report and estimate of the superintendent of machinery and repairs, approved and confirmed by the Chief Engineer of the Company, marked (B.) From this it will appear that to provide the necessary "conveyances, cars and machinery, to accommodate a trade of 105,000 tons annually, between Cumberland and Dam No. 6," it will require the sum of *eighty-seven thousand dollars*, and for additional sideling tracks at Dam No. 6, *three thousand dollars*, making together *ninety thousand dollars*; and "for the accommodation of 500,000 tons annually, between the said points," it would require \$450,000, including, of course, the previous sum of \$90,000.