

CUMBERLAND, January 31, 1845.

HON. W. B. CLARKE,

Chairman of the committee.

SIR,—I have the honor to furnish the following answers to the interrogatories proposed by your committee.

To the 1st. I am connected with the Maryland Mining company as the Superintendent of the affairs of the company.

To the 2nd. The capital of the company is \$1,000,000. It has only gone into operation so far as to have been mining and selling about 80,000 bushels of coal, per annum, since 1837.

To the 3rd. The company has been prevented from going into operation by the non-completion of the Canal. Since the reduction of the rates on the Baltimore and Ohio Rail Road, the company is disposed to avail itself of that route to market—is now prepared with ample means, and will commence, early in the spring and complete by October next, a rail road from its mines to connect with the Baltimore and Ohio Rail Road and the Canal, whenever the latter shall be finished to Cumberland.

To the 4th. The offer of the Baltimore and Ohio Rail Road to enter into contracts to transport to Baltimore in quantities of not less than 100,000 tons per annum, for a period not less than 5 years, I consider as extended to our company; and therefore sufficient to bring out and deliver the products of the Maryland Mining company to the full extent of the means of the company.

To the 5th. I should consider the Canal, if completed to Cumberland, as affording a better avenue to market—my reasons are these: It would be the cheaper route to a shipping point even under the most favourable circumstances offered by the Baltimore and Ohio Rail Road to companies, competent in their circumstances, to comply with the terms of the proposed contracts. The Canal would be *much* the best route to individual coal dealers who have not the means to enter into contracts with the Rail Road company, and who would, consequently be charged a higher price on the Rail Road than contracting companies. Of the 1,000,000 tons of anthracite coal sent yearly to market, much the greater part is supplied by individuals and not by companies, and so I apprehend it would be here, if the canal were finished.

To the 6th. It would be in the power of our company to send to market by the canal in the first year after its completion to Cumberland 100,000 tons, and to double that quantity in the succeeding year.

To the 7th. I do not doubt that the Rail Road *could* transport to Dam No. 6, a very large amount of coal if they were provided with locomotives and cars. But the objections to that route are such that I do not believe that more coal will ever take that course, than enough to supply the demand along the Canal and in the District—consequently the Rail Road will only act as a *feeder* to a very limited extent. To go more into detail—the injury to the quality of the coal by re-handling and the expense of transhipment,