

at the dam, will effectually prevent that route from being preferred. The coal being in the cars at Cumberland, will be sent on to Baltimore at even more cost in preference to re handling at the Dam. Such has been the case for the last year, though the facilities for transfer have been as great as they ever will be—coal for District use has gone to Washington, via Baltimore, rather than incur the expense and injury to the coal by re-shipping at the Dam. It might be said that the same objection holds to embarking on the canal at Cumberland, if the canal were finished. But in that case coal dealers could and no doubt would, arrange their business so as to transfer at once, either from their wagons or cars, into their canal boats. This cannot be done at a distance of fifty miles from us.

Very respectfully,

Your obedient servant,

C. M. THRUSTON.

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TO N. P. BARNES, GUSTAVUS W. BEALL, AND GEORGE HOBLITZELL, ESQs.

GENTLEMEN—You will oblige the committee, appointed by order of the House of Delegates, by answering the following interrogatories.

W. B. CLARKE, Chairman.

January 30, 1845.

1. Are you a dealer in coal, and how long have you been so?
2. Have you transported any coal to market by the Baltimore and Ohio Rail Road, and to what extent? and how are you pleased with the rail road as a carrier of your coal to market? State if you please your experience fully.
3. Would you undertake to deliver, say 15,000 tons at New York city, or any other point on the sea-board by a certain time, the Baltimore and Ohio Rail Road being your carrier. If so, state your reasons fully.
4. Would you undertake to deliver the same quantity at the same point by the canal, if it were finished to Cumberland, or more?
5. Is the coal now transported by the Rail Road to Baltimore injured in any manner and how?
6. Is the coal now sent by the Rail Road to Baltimore carried without interruption, or is it delayed on the way?
7. Are individuals sending coal by the Rail Road and transhipping from that work to the Canal at Dam No. 6, subjected to any inconvenience or disadvantage in carrying on the trade, and if so what is the character of such inconvenience or disadvantage?