

other hand, I had to keep up a separate establishment at Dam No. 6, if any accident took place, say a breach of the Canal—accident to my boats, &c., down in that lower region, I would have to maintain them at great expense, which to say the least, would make my business a very precarious one. When I was engaged at Dam No. 6, the boarding at Dam No. 6 was a heavy item.

To your fifth interrogatory. Asking whether the coal transported on the Rail Road to Baltimore is injured in any manner and how? I answer, the coal is here first thrown into the cars—then the shaking on the Rail Road—then the unloading at Dam No. 6 which necessarily breaks all the lumps, and by the time it is got into the boats at Dam No. 6 it is not fit for family use, and can be sold only as *fine* and not as coarse coal. I know nothing of the transportation to Baltimore as I have not engaged in sending coal to that city.

To your sixth interrogatory. I have nothing to say.

To your seventh interrogatory. As follows—“Are individuals sending coal by the Rail Road and transshipping from that work to the Canal at Dam No. 6, subjected to any inconveniences or disadvantage in carrying on the trade, and if so what is the character of such inconvenience and disadvantage?” I answer, they are. I met with so many disadvantages while I was engaged in sending down my coal to Dam No. 6, that I do not mean ever to try it again unless I cannot help myself. In the first place I was compelled to pay my passage to Dam No. 6, \$1.80, to prepare a place to unload my coal. I could only find one place where I could unload and get the coal to the river, for not more than two or three can deliver coal there at the same time under any circumstances. After I had with a good deal of difficulty prepared a place, I had to pay my expenses \$1.80 back again to Cumberland—then I had to hire an agent to unload the cars at Dam No. 6. When I got my coal down I had to send down hands and wheelbarrows to wheel the coal to the boats—when I had thus at great expense got my coal in the boats, it was so fine that not a bushel of it commanded the price of coarse coal. At Dam No. 6, the coal is delivered on the Virginia side of the Potomac, the Canal being on the opposite or Maryland side of the river. No coal trade to any amount worthy attention can ever be built up by using the Rail Road to Dam No. 6.

There is another fact which ought to be stated. The uncertainty of the boats finding coal at Dam No. 6—having to wait for days, for loading creates great confusion. And no man with his business so divided—his boats in the canal—his laborers at Dam No. 6 and his laborers at the mines can ever govern or so regulate his business, with the uncertainty of the transportation on the Rail Road, as to keep his laborers at all points constantly employed.

Respectfully your obedient servant,

N. P. BARNES.