

of sixty pounds of coal. Midlothian (new shaft) coal of equal quantity was found adequate to the making of fourteen links of one and three-eighths inch chain; and three Virginia coals, (viz: Crouch & Snead's, Creek Company's, and Chesterfield Mining Company's,) having a mean evaporating power almost identical with the Midlothian 'new shaft,' put in nine links of one and three-eighths inch chain."

The following table will exhibit "the relative heating powers of the Cumberland and foreign coals, as tested in making chain cable, compared with their evaporative powers:"

Designation of coals.	Pounds of steam, at 212°, produced by 1 lb. coal.	Size of links, diameter, in inches	No. of links made by 60 pounds of coal.	Deducted No. of links, of 1 3/8 inch diam., by 60 lbs.
Cumberland—Atkinson & Templeman Maryland and New York Mining Co.	10.699	1 3/8	18	18
Foreign—Scotch - - - -	10.259	1 1/8	20	20
Pictou - - - -	6.946	1 1/8	10	10
Liverpool - - - -	8.412	1 1/8	11	11
Newcastle - - - -	7.842	1 1/8	13	13
	8.656	1 1/8	15	15

Possessing these advantages, and others that might be enumerated, it is scarcely possible, without incurring a charge of extravagance, to estimate the amount of Cumberland coal that would be annually consumed, if a full and regular supply were furnished to, and at all times kept on hand in the markets of the country. We have before us, however, abundant evidence to show that the most energetic efforts will be made to keep pace with the demand, to whatever magnitude it may increase, as soon as the proper facilities of conveyance are afforded. During the past year, new life and enterprise appear to have manifested themselves in the Cumberland region. Within the range of which we have before spoken, numerous mines have already been opened by incorporated companies of large capital, private partnership, and individuals, all of whom are now preparing for vigorous operations. One railroad, which is to connect the mines with the basin of the canal at Cumberland, has already been completed; another is under contract, and two more in contemplation, which will be finished next year. These roads, the longest of which will not exceed ten miles, will bring the products of the various mines to the basin of the canal at Cumberland, and from thence they will be transported on its smooth surface to market. According to the present tariff, the toll on the transportation of coal from Cumberland to Georgetown is one dollar per ton. It will be perceived that in the foregoing enumeration we have mainly confined our