

1,631,669 tons per annum, and that during the last year the increase alone was 368,130 tons.

We have on several previous occasions, as well as in the communication in the Appendix above referred to, explained the object and purposes for which the arrangement with the rail road company was originally entered into. We believed that, as a mere *temporary* expedient, it might serve a useful purpose, in immediately causing the coal mines in Allegany to be worked to a limited extent; and that in some degree it would increase our revenues, even in the present unfinished condition of the canal. But we have never regarded it as a matter of much importance, because, as we have often stated, we were well aware that, under any circumstances the rail road could not be used as an adequate feeder to the canal at Dam No. 6; and we consider it of even less consequence now, since the act for the completion of the canal to Cumberland has been passed, than formerly. We have no doubt, however, if the arrangement had been maintained and carried out in good faith, according to its terms, that notwithstanding all the existing difficulties and disadvantages, and in defiance of the special contracts entered into by the rail road company, the coal trade by the canal would have continued in some measure to increase. But the prohibitory tariff now imposed by the rail road company between Cumberland and Dam No. 6, as intended, will not only prevent this, but it will also compel the coal dealers to forego entirely the superior advantages of the canal transportation, except in so far as the river freshets will enable them to float down the produce of their mines to its present navigable terminus, *until after the work shall be finished to Cumberland, and the navigation be opened to that point.*

When the Chesapeake and Ohio canal reaches that destination, short of which it never was expected to become productive to any considerable extent, it will have opened to it, and will command all those immense sources of trade which we have pointed out in our special report of the 29th of April last, and which, in the progress of years, and in the rapid growth and development of the resources of the country, must increase to a magnitude beyond any estimate that now can be formed of them.

The measure of the Railroad Company, which we have thus commented upon in the foregoing remarks, has been the subject of much inquiry along the line and at both extremities of the canal, which must serve as our apology for the notice we have taken of it. We now dismiss the subject from further consideration. It should, nevertheless, stimulate every friend of the canal and every tax payer of Maryland to increased exertions for the completion of the work to Cumberland; and it should, in an especial manner, rally to our assistance the incorporated coal and iron companies of Allegany county, the value of whose property so essentially depends upon the accomplishment of that great object. After the canal is finished to Cumberland, *it will be beyond the reach of any influence the Railroad Company can bring to bear upon it, and the*