

one mill per ton per mile, and diminishing it on other articles used as fertilizers of the soil, they have fixed the rates of all manures at two and a half mills per ton per mile; and they have also, with the approval of the Maryland State Agents, until otherwise ordered, established the rate of toll on coal, at half a cent per ton per mile for the first twenty miles, and four mills, per ton, per mile, for each additional mile it may be carried, instead of half a cent per ton per mile, for any distance as heretofore. The board conceived that in the present condition of the finished portion of the canal below Dam No. 6, and its inability to sustain the uniform depth of water required for boats of the capacity to which its dimensions are adapted, and, upon which, all former estimates of the cost of transporting coal have been based, such a reduction was called for by the interests of the company, and might be wisely and beneficially made. At the time this change took place, the company was without means to put the canal in suitable condition for the coal trade, and there was but little prospect of obtaining adequate means for the purpose otherwise than from the accruing revenues, after the work should be finished. There is now a hope that the thorough repair of the canal may not be postponed so long as was then apprehended. So soon as this desirable object is accomplished, we believe that the former toll on coal may be safely and profitably restored. The primary consideration, however, must be, to afford sufficient encouragement to the parties engaged in the trade to introduce the Cumberland coal thoroughly and speedily into the Atlantic markets, and the rates of toll which will best accomplish this object, and produce the largest revenue, is the just medium to be adopted. Experience is probably the only guide by which this point can be accurately arrived at, but, in the absence of its lights, we think the present rate of toll best suited to present circumstances, and that after the necessary repairs and improvements shall have been made, the toll may be raised to at least the former rate, as we have before remarked.

Signs of preparation for the opening trade in coal are already manifesting themselves. Capitalists are turning their eyes to Allegany county with augmented interest. The several coal and iron companies are increasing their facilities for connecting with the basin of the canal;—yards for building boats are being established at Cumberland and other places; and, thus far in advance of the opening of the navigation, one individual has actually entered into a contract for the transportation of 225,000 tons of coal on the canal during the first three years after the work shall be completed. And whilst these preparations are going on, for the prompt commencement of the trade, we, on the other hand, hear from a quarter where a portion of the limited quantity now furnished to the Atlantic markets, is carried, repeated calls for a fuller supply. A New York paper, of recent date in commenting upon the arrival at Philadelphia of a quantity of bituminous coal from England, says, "the Cumberland coal is the best fuel for steamboats ever discovered, and our ocean steamers cannot get along with-