

seem to be a remarkably industrious and enterprising class of people, and I can see no reason why they should not, in time, build up a splendid city, as a mart for the mountain country of Maryland, Pennsylvania and Virginia. Its means of communication with the world are already manifold, for it has a canal binding it to the metropolis of the Union, as well as to tide-water navigation; a railroad connecting it with Baltimore, the third city in the Union; and a turnpike leading to the waters flowing into the Mississippi; besides a number of plank and other roads, making it accessible to the rich agricultural regions of Pennsylvania, as well as to the celebrated Springs of Bedford, in the same state; besides which, the great railroad which is to connect it with the Ohio is rapidly advancing.

But that which makes Cumberland a busy place at the present time, and will undoubtedly build it up to considerable opulence, is the wealth of the neighboring country in coal. This coal region has been estimated to contain an area of one hundred and fifty square miles, immediately in the heart of the Alleghany mountains, and the quality of the mineral has been pronounced superior in many respects to that found in any other mines east of the Alleghany mountains. The term "first rate" has been applied to the Cumberland coal by all who have used it, especially in regard to its evaporative powers; and though called a bituminous coal, it is in reality a dry and close-burning coal, intermediate between the fat bituminous of Pittsburgh, and the anthracite coals of Eastern Pennsylvania. The vertical depth of the Cumberland coal basin, including the strata peculiar to the coal formation, is about fifteen hundred feet, resting upon the mill stone grit. The number of distinct veins in the basin, is fifteen, and the seams vary in thickness from five to fifty feet; many of them are exposed to view on the hill-sides, but more particularly in the deep ravines through which flow the various streams, and are, therefore, easy of access to the miners, who pursue their operations at comparatively little expense. The coal is brought to the shipping depots in Cumberland from the principal mines, over two lines of railroads, at an expense of about fifty cents per ton, and it