reports of the prospective value of the Company's possession and so great the disappointment as a result that I forbear any predictions as to the future.

Contrary to the general expectation, the supply of coal has thus far exceeded the demand and consequently at prices less than remunerative; and it is believed that the newly developed coal lands will continue, this state of the trade for many years to come.

The extension of the Cumberland and Pennsylvania Rail Road to Lonaconing (connecting with the Georges Creek Rail Road) has rendered accessible several thousand acres of your coal lands hitherto unavailable and heavily taxed. A sale of the greater portion of these lands is, in my judgment, worthy your early attention, the question whether the increased value of that portion of the property will more than equal its tax upon your revenue is for you to consider and decide upon.

I regret to have to state, that navigation on the Chesapeake and Ohio Canal was again seriously interrupted on the 10th of May last, by the loss by high water of about 100 ft of Dam No 4, and subsequently by a land slide of considerable magnitude but is hoped that the one will be repaired and the other removed with out much longer delay.

Until the completion of the stone dams, now partially constructed to supersede the present imperfect structures known as Dams No 4 & 6 these accidents must frequently occur.

The only security for a steady business by means of the Canal will be the completion of those Dams and a thorough repair of the entire Canal, a measure not likely soon to be accomplished in the present embarrassed condition of the Canal Company unless the Coal Company's unite and promptly furnish the money necessary for that purpose which would doubtless be the true policy.

At the period of our embarrassments last fall it was determined to apply to the Legislature of Maryland for authority to call upon you by assessment or otherwise, for the means of relieving such embarrassment and extinguishing the then existing floating debt. In pursuance of this determination I succeeded in obtaining a Law to that effect which was promptly adopted by the Stockholders on the 15th April last and an assessment of $5.00 on each share of the Capital stock made half of which payable on the 31st ultimo and the other half on the 30th instant, the first of these installments was almost unanimously responded to by payments thereof on before the day fixed thereby giving assurance that the balance will be promptly paid at the time appointed, which will put into the Treasury ample funds for the accomplishment of the desired end.

For the proposed policy and expectations of the Company I would refer you to the report of the committee appointed

by the Stockholders on the 15th April last

All which is respectfully submitted

June 7th 1858

A. Mehaffey, President

E. W. S. No 13

~~[illegible]~~

No 42.

Hoffman Mines

Transportation account

To C. C & Ohio — Dr.

No 22. For following bill Freight to Nov. 1st 56	
5'39.07 tons Canal to 20	$107.87
7.568.13 " B & O. R. R. & Dpt. 16	1211.00
	$1.318.87

(In Duplicate) Received Payment Nov. 22nd 1856

O. D. Robbins

I certify the above account to be correct amounting to $1.318.87-100

O. D. Robbins

Superintendent.

No. 50

Hoffman Mines

Transportation Account

To Cumbd C. & Ohio — Dr

Dec. 1 For 2384.05 tons to B & O. R. R. Co & Depot Nov 6.16	$381.48
For 976.18 tons to Canal Basin in Nov. 6. 20	195.38
	$576.86

(In Duplicate) Received Payment Dec 15. 1856

Geo. Henderson

I certify the above amount to be correct amounting to $576.86

Superintendent.

No 74

Hoffman Mines

Transportation Account

To Cumbd C. & Iron Co — Dr

Jan 1 For tolls on 2,555 tons to B & O. R. R. & Depot month of December, 1856 @ 16 d.	$413.60

(In Duplicate) Received payment Jan. 27th 1857

Geo. Henderson Jr. G. S.

per Saml. M. Hallen.

I certify the above account to be correct amounting to $413.60-100

O. D. Robbins

Superintendant