The Cumberland Coal Trade, which has bid fair to become one of the largest branches of business in our city, has within the last year, received a serious check, and nearly all the companies engaged in it have been contracting a loss in order to furnish employment to their mines, and thus prevent their leaving the mines, until a better state of things could be brought about.

Large quantities of Liverpool and Nova Scotia Coal have been imported into the eastern cities, at rates which could not be competed with by our companies, and, in many instances, at a less price than that at which Cumberland Coal could be delivered from the wharfs at Baltimore.

We have therefore to note the falling off in the total receipts of bituminous Coal at our port, of 61,328 tons, during the year ending 31st December,

The Cumberland Coal has an other competor in the anthracite coal, when used for steam purposes, if the price is advanced by high rates of toll, beyond the present limits

The coals from Pennsylvania are now selling in New York (the great market for Cumberland Coal) at $4.50, per ton on board vessels, and the Cumberland at $5.75, per ton, this difference consumers are willing to pay; but when it exceeds $1.25 per ton, they consider anthracite coal the cheapest, and give it the preference.

Your Committee are satisfied that the commercial interests of the City of Baltimore are deeply interested in this important subject – as to commerce we must look for our ultimate prosperity – and instead of impeding its progress, ought to foster and protect it by using all the powers vested in our board of Directors in the Baltimore and Ohio Railroad Company, to prevent any further increase of tolls on that road, on the important article of coal, and to use every effort to invite and concentrate that trade to this city instead of Alexandria, to which point it is now fast tending. Unless this true policy is adopted, in a few years the entire coal interest will be centred in the Canal, as it must seek the cheapest outlet.

Your committee would further report, that there has just been completed a line of Railroad from the Cumberland coal field in Philadelphia, and an increase of tolls, on the Baltimore and Ohio Railroad, will enable consumers to get their coal a Philadelphia at less price than at Baltimore

thereby depriving this city of the tonnage of 100,000 tons of Cumberland coal; and in concurrence with the foregoing report, we beg leave to submit a tabular statement, showing some of the numerous advantages accruing to the city of Baltimore from this Cumberland coal trade.

In the begining of the coal trade in 1844, the charge per ton from Cumberland to Baltimore, was $3.66, a contract (special) was made the same year at 1¾ cents per ton per mile. In 1846 and '7 the rates were $2.60, $2.61, and $2.64, to different parties according to distance. In 1848, to all parties $2.60. In 1851, and '52, it was $2.05. In June 1852, it was fixed at, $2.06, to Baltimore (proper) and $1.81 at Locust Point. In December 1853 the present charge of $2.56 to Locust Point and $2.81 to Baltimore was established. Still another change is contemplated during the present year of 20 to 40 cents per ton. Our committee would therefore offer the following resolutions.

W. S. Shoemaker,
J. E. B. Whitye, } Second Branch.
Samuel Kirk,
Thomas Sewell, Jr., } First Branch.
Samuel Duer.

Resolved by both branch of the City Council of Baltimore that the Directors on the part of the city, in the Baltimore and Ohio Railroad Company, be and they are hereby instructed and directed to use their influence and vote against any further increase of freight on Cumberland coal passing over the road.

Resolved, that it is the opinion of this Council, that a strict adherence on the part of the Directors, to such a course of policy would be vastly beneficial to the interests of the city of Baltimore as a stock holder as well as in her corporate capacity.

Resolved, that a copy of the foregoing resolutions be presented to the Directors on the part of the city in the Baltimore and Ohio Railroad company.

A report from the First Standing Committee on Fire Companies with a resolution adverse to the application of certain companies for special appropriation, was received from the first branch, read, and laid on the table.

A message was received from the first branch proposing that when the Council adjourns this afternoon, it stand