

Mr. Bannon, from the Committee on Internal Improvements, reported favorably, the following Senate

JOINT RESOLUTIONS

In relation to the improvement of the navigation of the Upper Potomac, Eastern Branch of the Potomac and Patapsco Rivers.

WHEREAS, A deep interest is felt by the citizens of the State of Maryland, and a large number of the citizens of the State of Virginia, and West Virginia, in the extension of the navigation of the Potomac river from the City of Cumberland, in Maryland, now the terminus of the Chesapeake and Ohio Canal, to the mouth of Savage river, a distance of twenty-eight miles, which latter point is in the centre of what is commonly known as the "Cumberland Coal Basin."

Whereas, The Government of the United States, did on or about the 15th of August, 1828, subscribe to ten thousand shares of the capital stock of the Chesapeake and Ohio Canal Company, and did, since that date, viz: on the 20th of May, 1836, become the owner by purchase of the fifteen thousand shares of stock subscribed by the Cities of Washington, Georgetown and Alexandria, thus being the first to encourage a work of great magnitude and utility, by owning two millions and five hundred thousand dollars worth of its stock, besides expending large sums of money in explorations, maps and surveys, and publishing the same with words of encouragement as to the probable success and profits of the investments in said work.

And whereas, By reason of such liberal subscription on the part of the United States, and the encouraging estimates of cost by its engineers, and the reports of prospective profits made and published by the same, induced a large number of private parties, together with the States of Virginia and Maryland, to make investments therein, so that the State of Maryland has contributed to the construction of this work, up to September 30th, 1875, the large sum of twenty million nine hundred and forty-one thousand and seven hundred and forty-eight dollars and twenty-eight cents, (\$20,941,748.28;) which latter sum the State cannot increase in further aid of the work, by reason of constitutional prohibition.

And whereas, The increasing trade and demand for Cumberland coal, leads to the belief among prudent and far-seeing men, that an extension of this work to the centre of the coal basin, by the improvement of the navigation of the Upper Potomac, would not only repay the investment, but render the investments already made in the Chesapeake and Ohio Canal productive and profitable.