

a new terminus in the harbor of Baltimore; thereby securing to the people of this State, their just share of the benefits of their past sacrifices in construction of the canal; and furthermore, if it can be demonstrated that these munificent results can be accomplished without taxation to the people or increased indebtedness of the State. On such hypothesis, it is assumed that the legislation needed for such consummations will be promptly awarded by your Honorable Body.

In proof that all this may be done, and that boats of three hundred tons burden may be made to float their cargoes from Cumberland into the deep waters of the Patapsco at Locust Point; your memorialist here avouches the judgment of four engineers of your own State, in whose competency as engineers, and integrity as men, the whole people of Maryland will place implicit faith.

It remains then only that your memorialist shall show how the large cost of these improvements may be met without taxation of the people, and without an addition to the public debt of the State.

Programme of a plan for improvement of the Chesapeake and Ohio Canal, and for its extension to the harbor of Baltimore. Speculations to show that the interests held by the State of Maryland in the canal, will furnish ample basis of credit on which to borrow money for the enterprise.

It is of vital interest to the State of Maryland and to the City of Baltimore, that the Chesapeake and Ohio Canal shall be enlarged and shall be extended to Locust Point as its Eastern terminus—and that a double-track freight railroad, to be owned and controled by the Canal Company, shall connect the coal lands on George's creek and near the mouth of Savage river, with the basin at Cumberland. These high interests of the State and of her great city, require that the canal, in its whole extent from Cumberland to the harbor of Baltimore, shall be constructed on an enlarged scale that will allow passage of boats freighted with three hundred tons.

It is claimed that by the use of the "new method," a navigation of the present canal between Cumberland and Georgetown for boats of three hundred tons burden may be secured, at a cost of two million dollars. Whereas that by any other plan, the same effective result could not be reached at a less cost than eight million dollars. It is claimed, moreover, that the new method, besides being less costly, will secure better supplies of water for navigation, and will render the whole line of the canal for ever safe from wash and overflow in time of flood.