

that number will be required, soon after its eastern section shall be completed. The demand on the forests of Maryland for timber to construct this tonnage would impart to them additional value. Indeed, as the trade of Baltimore and the District cities would very rapidly expand, and their population increase, the demand on her forests, even for fuel, would be increased, if the quantity of wood consumed should increase, regardless of the increasing consumption of coal, as it did in Philadelphia—where, in the year 1833, the value of wood consumed was \$129,000 greater than it was three years before; whilst, on the other hand, the increase in the value of coal consumed, within the same time was only \$96,000.

The productions of the Potomac, Susquehanna, and Chesapeake fisheries, would not only contribute a very considerable revenue to the Canal, but the enhanced aggregate value of these productions would amply reward the industry of the fishermen—as the canal would open to them new, more extensive, and much better markets for their fish, than all others that are now accessible to them.

Many more sources of great profit, to the people of Maryland, will be developed by this canal, and add much to the revenue of the company. The greater part of this will most probably consist of tolls received on lumber, lime, marble, freestone, iron, and fish, to the amount of \$200,000 per annum; and on the productions of agriculture about \$200,000; and on the trade beyond Cumberland, say \$400,000; making, with the tolls on coal, estimated at \$500,000, an annual income of more than one million of dollars. Such seem to be a part of the advantages which the early completion of the eastern section of this canal, holds out to the acceptance of the people of Maryland. That they might all be realized, the convention did not entertain a doubt. That a measure which will be fraught with so much benefit to all her citizens, and which cannot injure any, may by her power and wisdom, be promptly executed, was the undivided wish of the whole convention.

From the facts which have already been stated, and the accompanying remarks, your honorable body will have perceived that the convention were unanimously of the opinion that the State of Maryland might profitably, even to her treasury, subscribe the capital that is still wanting to complete the eastern section of the canal—and of course that she might, with the most perfect safety, extend to the Chesapeake and Ohio Canal Company the use of her commanding credit for that object, upon the pledge of their