

AYES.—The Corporation of Alexandria,	-	508 votes.
“ “ Georgetown,	-	508 “

1,016 “

NAYS.—The State of Maryland,	-	10,290 votes.
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Gen. Tilghman, from the committee to whom was referred on yesterday the report and accompanying papers submitted to the meeting by the President of this company, presented and read the following report:

*To the Stockholders of the Chesapeake
and Ohio Canal Company:*

GENTLEMEN—The committee to whom was referred the 17th Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company, together with the accompanying documents, have the honor to report—that they proceeded at once to the performance of the duty assigned to them, and have made a careful examination of that portion of the documents referred to them, which relates more particularly to the general business of the company. They have also made as minute an investigation of that portion of said documents which contains an account of the financial operations of the company as the shortness of the time allotted to them would permit.

Your committee are happy to have it in their power to bear evidence to the wholesome condition of the affairs of the company, as evinced by said documents so far as relates to the finished portion of said work.

They approve of the plan which has been adopted for the prevention of breaches on the canal, and recommend that it be used wherever it may be necessary throughout the entire line of the work.

The excellent condition of the canal in reference to repairs affords the best proof of the gratifying fact, that in progress of time and in consequence of the necessary repairs, the work has become more perfect and substantial and less liable to accident or injury; and proves conclusively, that in future there will be a diminution of expenses for repairs, instead of an increase as in the case of works of a different character. This fact is particularly gratifying when taken in connection with the increased amount of business on the canal—an increase which has taken place at the time of a return to a cash system of tolls, and cannot be attributed to any fictitious cause whatever.

But however prosperous may be the condition of that portion of the business of the company which is confined to those sections of the canal already completed and now in active operation, your committee feel that they cannot dwell any longer on this branch of the subject, without rendering themselves liable to the charge of bestowing an undue degree of importance on matters, which in their estimation, are of trifling import when compared with others, which at this time engross the attention not only of this company,