

By the act of 1825, ch. 166, a board of public works was created, consisting of nine members, whose term of service was without limitation. The Governor of the State for the time being, to act as its President, and by the advice and consent of the council, to fill any vacancy that might occur in the board. Various duties were prescribed for them by this act, and among other things, they were by the 8th section required to represent the interest of the State in all joint stock company incorporated to make roads and canals, and to report annually, and whenever thereto required. No salary appears to have been provided for the members of the board, but by the ninth section of the act, the sum of six thousand dollars annually, was placed at their disposal, to be accounted for by them, to the Treasurer and to the Legislature when in session.

Subsequently, the Treasurer of the State was authorised to vote the stock of the State, in all internal improvement companies, either in person or by proxy. And afterwards the Governor, by and with the advice of the council, was directed to appoint a person or persons for this purpose. By the act of 1832, ch. 318, the Governor and council were authorised and required to appoint three suitable persons to represent the State's interest in internal improvement companies. By the 2nd section of this act, the compensation of said Agents was made the same as is allowed to members of the Legislature, including itinerant charges during the time necessarily occupied in the discharge of their duties.

By the act of 1840, ch. 155, the number of Agents was increased to five, to be elected by the concurrent vote of the two houses of the Legislature, and in addition to the duties prescribed by the act of 1832, they were further required to keep a correct journal of proceedings, and to make report to the Legislature, with such remarks, as might seem to them expedient. The Agents elected under this act, continued to receive the same per diem and itinerant allowance, as was provided by the act of 1832, —until by the act of 1841, ch. 290, a fixed allowance of one hundred dollars per annum was passed, in lieu of the per diem, and itinerant charges, allowed under the act of 1832, which reduction was made during their term of service, and without a subsequent re-election.

We have thus given a brief outline of the laws passed upon the subject of the State's representation in the internal improvement companies. From this period, up to the passage of the act of 1844, ch. 281, entitled, "an act for the completion of the Chesapeake and Ohio Canal to Cumberland, and for other purposes," all operations upon the unfinished portion of the canal, were suspended. And the State itself was laboring under the difficulties of an exhausted Treasury, and impaired credit. By the provisions of the act of 1844, ch. 281, already referred to, the President and Directors, were not allowed to enter into any contract for the completion of the canal, until guarantees of the transportation of 195,000 tons of tonnage annually for five years were obtained,