

# LETTER.

Office of the Chesapeake & Ohio Canal Co., }  
WASHINGTON, Dec. 23d, 1837. }

To His Excellency, Thomas W. Veazy:

SIR—The last annual report of the President and Directors of the Chesapeake and Ohio Canal Company was made to the Stockholders, in general meeting, on the 12th of June last. I had the honor of transmitting, at that time, a copy to your Excellency; but, as the Legislature was not then in session, it has not been officially communicated to that honorable body. Although not required by any existing law to render any other than quarterly, tabular statements to the Treasurer, yet, from a high sense of our obligations to the State and respect for its Government, we deem it incumbent on us to anticipate the wishes of both, by furnishing a statement, showing the progress of the work, under our direction, since the date of that report; which we request your Excellency to present to the Legislature, in connexion with this letter. That Report gives all the information which could be desired in relation to the state of the works and the character of their construction; between Dam No. 5, which is eight miles above Williamsport, and Dam No. 6, which is near to the mouth of Great Cacapon River, a distance of 27 1-2 miles; as also of the improvements then in progress between Georgetown and Williamsport. Wishing to avoid unnecessary prolixity, we beg leave to refer you to said report, and to the communication made to your Excellency by the President of this Company at the last session of the Legislature.

As no breaches, of any consequence, have occurred on the line, and as the embankments are becoming more solid every day, we have reason to believe such accidents will be of rare occurrence, and that the cost of repairs will consequently decrease every year. Indeed, it is one of the highest recommendations of canals, that, unlike most works of art, their strength increases with their age.—The materials of which this canal is constructed are imperishable, with the exception of the lock gates and a few pivot bridges; and, when it is completed, the annual expense of repairs will be inconsiderable, compared with its magnitude and cost, and will abduct but a small amount from its vast receipts.