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is believed, with adequate means at command, the entire work may be
completed in the year 1845.

I submit to your consideration the policy of so modifying the
of the Act of 1835, Chapter 395, as regards the certificates a bonds
issued, or hereafter to be issued, so as to render them necessary
to the several companies intended to be benefited, and also
protection of their interests and those of the State, which are in fact
inseparable.

I have also submitted a report of the Baltimore and
Susquehanna Rail Road Company (being document number
B.) This work has been, within the last year, brought so far to a
completion that the travel upon it has for some months been
opened between Baltimore and the Borough of York in Pennsylv-
ania. This road furnishes access to a highly important region
of a neighboring State: but the road intended to unite its present ter-
minus with the Susquehanna opposite Columbia is still in com-
plete. The report states, in consequence of the road not being complete
the Company have been unable to meet the payments of interest due
to the State for the last two quarters. But the confident expectation
is expressed that the work will be in full operation at the opening of
the Spring trade, and that thereafter this difficulty will not again
occur.

No official communications have reached the State Department
from the Eastern Shore Rail Road Company or the Annapolis and Elk
Ridge Rail Road Company. It is understood, however, that each of
these works is being industriously prosecuted and will be speedily
finished.

Another work of great importance, and deserving high
consideration, to which I take leave to refer, is the Tide Water Canal
from Columbia to Havre de Grace. This has been undertaken
solely by individuals, to whom the immense trade, that must be
carried upon it, will, no doubt, afford a profitable and ample
remuneration. It is forty five miles in length, and is in immediate
communication with the most important portion of the Canal
system of Pennsylvania, to which, in fact, it is the natural and ap-
propriate outlet on Tide Water. Its estimated cost was \$2,500,000,
of which about \$1,200,000 have been expended. The work is re-
ported to be three fourths done, and if no difficulty of a pecuniary
character intervenes, it is understood that the Canal will be ready
for use by the first of July next. The goods and provisions, coal, lumber,
and Iron brought by this work to Havre de Grace must be shipped from
thence to Baltimore and elsewhere: thus affording ample employ-
ment to the large interest already existing in the navigation of the