

but its further progress must be slow. The general preference given to the conveyance by Steam Boats has caused travellers nearly to abandon this route for 8 months in the year; nor can it be supposed that private adventure would embark largely in a concern offering slight prospects of gain. If the Congress should think that the safe conveyance of the mails, the transportation of all kinds of munitions of war, when an enemy is in the Chesapeake, and general convenience, should render it important to foster this communication, there is no doubt but that highly advantageous arrangements could be effected with the turnpike companies now chartered by this State.

The subject of the Gross but Canal between the Chesapeake and Delaware has been so often brought before Congress, that it is unnecessary to enter into any statement relative to it. (We would not dismiss it, however without expressing the deep solicitude of the people of this State that it should be carried into effect. The unsuccessful termination of the former attempt has perhaps cast a shade of discouragement on the scheme, which is too strong for individuals to overcome). The countenance of the General Government would give spirit and vigour; and individual resources rallying again, might in that event be found equivalent to the undertaking. On its utility we forbear to prepany remark. In the system of canal navigation along the Atlantic coast, the Chesapeake and Delaware canal holds perhaps the first place in point of importance; and it is much to be desired that the work may be recommenced, under circumstances more propitious to its ultimate success.

I have the honour to be,

on behalf of the Executive,

Your obedient servant.

Charles Goldsborough.

The Honourable

The Secretary of the Treasury of the  
United States.