

that in the year 1832, the tolls will justify a dividend being made of the profits. 'Tis one of the great thoroughfares of the Union, and so essential is it to her safety in the event of a maritime war—that no state of things can well arrest its progress and prosperity. The latest communication from the President and Directors of that Company is hereto annexed: It will be seen that the Company desire to have the power, if they have it not under their charter, to hold in readiness, steam tow boats or horses for towing vessels through the Canal. Your Committee deem this a reasonable prayer and recommend to your honorable body to grant it, as an essential convenience to the communication.

The Eastern Shore of the Chesapeake Bay which is intersected and accommodated by rivers and inlets that carry home to every man's door the incalculable advantages of easy, cheap and rapid transportation to market, and give to her soil and location all those enviable attractions, still presents to us improvements of a most desirable character. We beg leave to draw your attention to the importance of the improvement that the joint Committee of the two branches of the legislature have considered it their duty to suggest, and it needs only a slight attention to the geographical position of Worcester county and the facilities of a secure and uninterrupted outlet from her borders, to a direct line of navigation between the two capes of the Chesapeake Bay and the Delaware to convince every unprejudiced mind that its value is not over-rated.

Your Committee now proceed to review the improvements of the Chesapeake and Ohio Canal, and the Baltimore and Ohio Rail Road, which works have received in aid of their execution, the liberal subscription on the part of the State, of half a million of dollars each. It will be seen by the annexed report of the Canal, that the sum of \$1,551,885 57 has been expended in the execution of that part of the work which extends from a basin, constructed at the mouth of Rock Creek in Georgetown, to the point of rocks in Frederick county, a distance of 48 miles, including expences of surveys, &c. of the western section which amounted to \$6,780 72, and that 21 miles of this distance is now navigable and has already afforded \$23,810 50 in toll. That a further distance of 3 miles is completed, and the remaining 24 miles is such a state of progress as to be completed within 10 months, including two aqueducts across Seneca and Monocacy creeks, that those aqueducts will be completed in 10 months, and that this long extent of Canal will then be totally useless, and the expenditure worse than dormant, by an unfortunate litiga-