

ses. It yet remains further to answer another enquiry addressed to them, by the chairman of the committee.

A list of the tolls received, from the date of the charter of the Potomac company, accompanies this report, and manifests an increase of the navigation of the river since that period; while the addition of twenty-five thousand barrels of flour, to the Georgetown inspection, within the last year, shows that the public attention has been drawn by the operations on the canal, to the markets of the Potomac.

But the canal itself, having been opened for the reception of boats, only as far up the river as the mouth of Seneca, or about 22 miles above Georgetown; and for this limited distance, but for a few months past, its tolls cannot be supposed to have indicated in any degree, the extent of its future utility. Not being yet open as low down as the basin, between Georgetown and Washington, its toll has not come even within the practicable reach of that curiosity, which often contributes to the revenue of a new work.

A dividend of the tolls which have been received from the whole navigation; prior to the opening of part of the new canal, awaits the issue of the legal controversies, arising from the claims preferred against the Chesapeake and Ohio canal company, by the creditors of the late Potomac company, who have not yet subscribed their debts to the stock of the former. Every effort will be made to bring their claims to as speedy a determination, as the courts of justice, before whom they are depending, and the plaintiffs will permit. The intrinsic difficulty of some of the questions resulting from these claims, rather than their magnitude, has rendered expedient, if not absolutely necessary, this appeal to a legal tribunal for their final adjustment.

Having gone over all the topics of enquiry presented by the letter of the chairman of the committee of the 5th of this month, the undersigned "in reply to that of subsequent date, requesting to be furnished with such information as they might deem important to the committee, to enable them to ascertain to which of the two objects, rail road or canal, the funds of the State might be most judiciously applied," are aware of the difficulty of meeting such an enquiry in a satisfactory manner to themselves; and were especially, to the House of Delegates of Maryland. Its subject has occupied and perplexed the minds of the ablest civil engineers in Europe and America. The result at which the House of