

pliance with a Resolution of the Legislature of the 29th of March last.

Notwithstanding all these discouragements, the Canal has been steadily pressed forward, and a force varying from twenty-five hundred to three thousand hands, kept in constant employment.

I am assured that the line of the Canal from Dam No. 5, eight miles above Williamsport, to Dam No. 6, near the mouth of Great Cacapon River, a distance of about thirty miles, is so near completion, that the water will certainly be admitted during the present winter, and the entire line of one hundred and forty miles, will be in good order, and ready for the reception of the Spring trade.— Of the remainder of the line, from the Great Cacapon to Cumberland, some of the sections are already finished, and others in a state of great forwardness: and most of the heavy sections and masonry are under contract, and in progress. It is believed, with adequate means at command, the entire work may be completed in the year 1840.

I submit to your consideration the policy of so modifying the terms of the act of 1835, chapter 395, as regards the certificates or bonds now issued, or hereafter to be issued, so as to render them more available to the several companies intended to be benefitted, and alike protective of their interests, and those of the State, which are in fact inseparable.

I herewith, also submit the report of the President and Directors of the Baltimore and Susquehanna Rail Road Company, (being Document marked B.) Their 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 Pennsylvania. This road furnishes access to a highly important region of a neighboring State: but the road intended to unite its present terminus with the Susquehanna, opposite Columbia, is still incomplete. The report states that in consequence of the road not being complete, the Company has 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