

roads for the transportation of these minerals to the canal, upon its completion to that point.

The board did not hesitate as to the course it should pursue, between suspension of the work on the one hand, or its vigorous prosecution on the other; but adopted the latter alternative, resolving to press forward with all possible despatch, and with all the means it could command.

A full investigation of the condition and affairs of the Chesapeake and Ohio Canal Company was had at the last session, before the Committee of Ways and Means of the House of Delegates, and a report submitted by that committee, from which it will be seen that Mr. Fisk, Chief Engineer of the company, then made an estimate of the probable deficiency of means for the completion of the canal to Cumberland. (See 10th annual report to the stockholders, herewith transmitted, page 34.) He has now made out, with great care and precision, a revised estimate of the cost on the entire line to be completed, based on the existing prices of work, labor and provisions; and showing the sum yet required to be expended on the canal; from which, to show the deficiency, must be deducted the amount of means deemed available by the company.

The monthly expenditures on the canal have amounted to from \$100,000 to \$120,000; but to press the works to the fullest extent, an expenditure of less than \$150,000 per month could not be safely relied on. Assuming all the present means of the company applicable to the canal to be rendered available, they would be insufficient to keep the works in progress at the *present* rate of expenditure, for more than six months. The deep interest which the State has, in common with her citizens, in the early completion of the canal to Cumberland, will, we trust, induce a prompt and efficient action, by rendering the means already in the control of the company more available, and by granting such additional aid as the necessity of the case requires. It is also hoped that the companies for which we have made large advances to the State, may be placed in a situation to reimburse us.

It should be borne in mind, that although the subscription by the State was nominally \$3,000,000, yet the company has received but \$2,500,000, in bonds, at par, the remaining \$500,000 being dependant on the company's realizing 20 per cent. on the sale of the bonds.

It cannot be more painful to the legislature to be apprised of the fact, than it is to the board to communicate it, that the estimates of cost of January 1836, given under oath, on which the State, the Company and Engineer confidently relied at the time, have, from causes heretofore detailed, been found wholly inadequate to the completion of the canal to Cumberland. The reasons assigned by Mr. Fisk in his report at the last session, and in that now presented, for the increased cost of the work since 1836, will strike with force the mind of every reader; and we respectfully