

on said expenditure, your committee, to guard against all contingencies, would respectfully suggest, that two millions of dollars would render the completion certain within the space of two years.

Any expression of opinion as to the impolicy of partial or insufficient appropriations is declined at present, as it will probably be a question of primary importance in that committee, whose duty it will be to devise the ways and means for the further prosecution of this work, if it be the will of this General Assembly to push it to completion.

Having thus briefly stated the extent of the liabilities, and the amount of appropriation required for the completion of this important branch of internal improvement, the attention of your committee will be directed to other subjects connected with it, upon which there is much error and misconception, and upon which information is anxiously desired.

It is an error to suppose, as is not unfrequently done, that the tolls are so regulated on the Chesapeake and Ohio Canal as to affect injuriously the Baltimore and Ohio Rail Road, by fixing the charges of carriage to convey flour and other produce at rates unreasonably low, at those points, and over those distances, where the rail road offers competition. By reference to the Rate of Tolls fixed by the company in July 1835, it will be seen that the only difference in charges is for the first fifteen miles of carriage, upon which there is a small advance beyond the usual rates, because there is the same trouble in making out a manifest, &c. for that distance as there would be for passing along the whole line. This charge is confined to no particular section of fifteen miles, but is exacted for the first of that number of miles which is travelled, whether commencing at Cumberland, midway, or at tide-water. Thus for instance, wheat, rye, barley, buckwheat, and Indian corn, are liable to a charge per ton of forty bushels of two cents per mile for the first fifteen miles, and one and a half cents per mile the remaining distance. So with flour per ton of ten and a half barrels, for the first 15 miles the charge is two cents, afterwards one and a half cents. Whatever may be thought of the present limitation of tolls by the charter, or of the regulation thereof within the charter by the board, there is nothing in such arrangement of which the exclusive friends of the rail road can complain.

In his late communication to the Executive, the President