

With a view to the better understanding of these subjects, they will be examined in the following order:

First.—The condition of the company, and the amount of appropriation required.

Second.—The condition of the affairs of the company when the present board came to its management, and their proceedings.

The undersigned states as a preliminary, that it is not his design to consider the questions which have been raised by the old clerks, engineers, &c., as to the propriety of their action. On this point he deems it advisable to let the testimony alone speak.

By the communication of the President of the canal to the Governor, dated 8th January 1841, it appears, that the work paid for up to 1st January 1840. was	\$2,080,128
To that sum the estimate for work done in December, 1839, not then paid for, is to be added	53,162
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And we have work done on the 50 miles, on the 1st January, 1840	\$2,083,290
In the report of the chief engineer, the work done on the 50 miles, from 1st January to the 31st December, 1840, is stated to be	531,160
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Deducting this sum from the amount which according to Mr. Fisk's revised estimate of December, 1839, the 50 miles of canal are to cost	4,440,350
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And there is required on this calculation, to complete the canal to Cumberland.	\$1,825,892
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In addition to the amount required to finish the canal, the company will need, to redeem evidences of its debts issued, and to pay for work done, if the State bonds unsold command their nominal value \$500,000; and if the State bonds unsold are disposed of, as it is probable they will be, at 80 in the 100, the company will need for the purposes above named \$700,000. In this statement no estimate is made for the payment of interest to accrue hereafter on the \$2,000,000 loan, or on the bonds issued under acts of General Assembly of Maryland, ch. 886 and 896, passed December session 1838, or for the re-payment to the State of the interest advanced to the canal company on the last named bonds during