ings herewith submitted, which have not been placed in the hands of the Legislature through any other channel ; and in reference to which such remarks as they are directed to make, would appear to be necessary. These documents however have all been printed from time to time for the use of the Stockholders, together with a portion of the proceedings; and as the best mode of carrying out the views of the Legislature in this respect, the Agents have procured 20 copies of the printed proceedings and documents, which are herewith presented; and which it is believed will be found sufficient to afford the Legislature a full and satisfactory knowledge of the manner in which such proceedings have been conducted.

All of which is respectfully submitted,

TENCH TILGHMAN.

January 20th, 1842.

Proceedings of the Stockholders of the Chesapeake and Ohio Canal.

WASHINGTON, *Monday, May* 3, 1841.

Pursuant to adjournment, the stockholders of the Chesapeake and Ohio Canal Ccompany assembled in general meeting at the City Hall, in the city of Washington, this day.

The Mayor of Washington took the chair, and W. E. Howard was appointed Secretary to the meeting.

Present:

The United States by the Mayor of Washington, William Gunton and Lewis Johnson.

The State of Maryland, by Samuel Sprigg, John Van Lear, Jr. A. B. Davis and William U. Purnell.

The corporation of Washington by the Mayor, William Gunton and Lewis Johnson.

The corporation of Georgetown by Clement Cox and Samuel McKenney.

The corporation of Alexandria by A. C. Cazenove, and sundry private stockholders, constituting altogether a large majority of the stock of the company.

The following letter was received from the president of the company:

CANAL OFEICE, *Frederick, April* 15, 1841.

Gentlemen,—

In conformity with an order of the Chesapeake and Ohio Canal Board, adopted on the 13th instant, I enclose herewith an attested copy of the law of the General Assembly of Maryland, passed at the March session, entitled, "an act for the completion of the Chesapeake and Ohio Canal to Cumberland," and re-