

originally designed; and it was to the tolls derivable from this source, when completed, that its projectors looked for the realization of those hopes, which have stimulated the enterprise of its friends to press it onward to the coal regions of Allegany.

In this respect we cannot recognise the rail road as even a rival, after the canal shall have been brought to its proper terminus. On this point there cannot, we think, be any permanent and fair competition between them.

But if indeed, as we have seen elsewhere intimated, there be a conflict of interest and rivalry, and the completion of the one be calculated to intrench upon the business of the other, the frequent inquiry suggests itself, in which enterprise is the State, at large, most interested? To the success of which does she most earnestly look for relief to her people? Where are her treasures placed?

By the untiring enterprise and liberal aid of the city of Baltimore, her favorite work, the Baltimore and Ohio Rail Road, has been completed to Cumberland. In the success of that great kindred enterprise we rejoice, but will no aid be given to the canal to extend it also to Cumberland? We ask the question of the Legislature of Maryland, for the work is now in a great measure their's. We appeal neither to local prejudices, nor invoke local interests. The State's welfare and the general good of the whole people of Maryland loudly and imperiously demand the completion of the canal to its destined terminus in Allegany county, and there can be no excuse for leaving the work in its unfinished and unprofitable condition, short of an absolute inability to provide the means for its completion. We therefore again most respectfully, but earnestly, invite the attention of the members of both Houses to the subject, and once more invoke their aid to the canal in such form as to them may seem best.

By order of the Board, M. C. SPRIGG,  
*President Ches. & Ohio Canal Co.*

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(A.)

CANAL OFFICE,  
*Frederick, Dec. 1st, 1842.*

*To the President and Directors*

*Of the Chesapeake and Ohio Canal Company:*

*Gentlemen,*—To arrive at the amount now required to complete the Canal to Cumberland, it is necessary to deduct from the estimate submitted to the board in December 1841, the work done from that time to the close of the session of the last Legislature, when operations were entirely suspended,—and also such other work previously done as may have been included in the cost of completion from not having been finally estimated to the contractors, at the time that estimate was prepared. Making these de-