

R E P O R T .

ANNAPOLIS, February 19th, 1844.

To the *Honorable*,

The Speaker of the House of Delegates.

SIR:—In compliance with the order of the House of Delegates of this date, requesting me “to report, as early as possible, an *abstract* of any examination and surveys heretofore made by the Chesapeake and Ohio Canal company, with reference to a Dam and Slackwater navigation, from Dam No. 6 to Cumberland and the mouth of Savage, and the probable practicability and expense of constructing the same,” I have the honor to state.

That pursuant to a resolution of the stockholders of the Chesapeake and Ohio Canal company, passed on the 31st of March, 1837, the Chief Engineer of the company on the 19th of April, of the same year, made a report as “to the practicability, expediency and cost of Slackwater navigation, either in whole or in part on the Potomac river as a temporary or permanent work, so as to complete the navigation from Dam No. 6 to Cumberland.”

In that report, whilst the practicability of such improvement at that time was admitted, the inexpediency of adopting it as a substitute for a continuous canal, was made so manifest to the stockholders, that passing by the question of power under the charter to construct such improvement, “and the right to collect tolls on such portion of the work” if it were made, the company abandoned the project on that ground alone.

The estimated cost of a permanent Slackwater navigation between Dam No. 6 and Cumberland, in the report alluded to was as follows:

For the whole Distance:

With a towpath, - - - - -	\$2,649,450
Without a towpath, - - - - -	1,879,450
Dividing the whole into two parts, the cost as estimated was:	
From Dam No. 6 to the mouth of South Branch,	
With a towpath, - - - - -	\$1,450,450
Without a towpath, - - - - -	950,450