

*interests of the State require the completion of the Canal to a more western terminus than Dam No. 6."* In the expression of these sentiments, you but gave your official sanction to opinions which we have long entertained, and a conviction of the truth of which, has animated and cheered us on, amidst a host of difficulties, in our repeated and earnest appeals to the General Assembly. We trust that the time has now arrived when prompt and efficient action will be had upon this subject, and that the Legislature will not turn aside their attention to any alternative.

It is true, that assuming their ability to fulfil it, a binding obligation on the Baltimore and Ohio Rail Road company to carry tonnage of every description at the low charge, mentioned by them in their recent publication, to and from Dam No. 6 in connexion with the trade of the Canal, whenever and in such quantities as it might be offered for transportation by any person or persons, and to an extent adequate to the realization of a revenue sufficient to pay the annually accruing claims of the State upon this company, might obviate some of the objections we have heretofore urged in reference to this subject; but such an arrangement is altogether unattainable, and we would have no faith in its endurance if it were entered into. Incorporated companies may sometimes feel themselves justified in agreeing to carry freight at cost, or less than cost, and even make themselves liable to pecuniary penalties for the non-performance of stipulated agreements, in order to accomplish special objects, or obtain other great advantages, but without such inducements they are not likely to bind themselves by obligations, and when they do so, and the objects and advantages are secured, modes are seldom wanting by which they are enabled to get rid of the onerous undertaking. But the measure which you, sir, have suggested, of obtaining, if practicable, a more enlarged and regular use of the Rail Road to and from Dam No. 6, *until the Canal can be completed*, presents the subject in a different aspect, and the adoption of the same, if it can be effected, should interpose no obstacle to the *immediate* passage of a law for the completion of the work. Even if a law were now passed, waiving the liens of the State, and authorising the company to finish the Canal upon a pledge of its resources, in the most favorable view of the case, nearly two years must elapse before it could be finally accomplished, and in the meantime, every expedient should be resorted to, to augment our revenue, towards which object the one mentioned, if it can be fully secured, might materially contribute. A further procrastination of the law for completion, which must sooner or later be passed, only increases existing evils, whilst the benefits and advantages that would result from a *present* enactment are numerous and manifest. Around the law the Legislature can throw any guards which prudence may dictate, so as not to impair its efficiency. This company only asks to be relieved from the incumbrance which now presses it to the earth and paralyzes all its efforts for recuperation, in order that it may be able to exercise its own energies to recover its position, and in due season afford some relief to the