

revenue to the State. Another view, however, presents itself—that when the whole amount of tonnage from Cumberland shall amount to 445,000 tons, the tolls upon the now unfinished portion from Dam No. 6 to Cumberland, will be more than sufficient to pay the interest upon the sum necessary to complete the Canal.

The committee having given the House a statement of such facts as came under their observation, respectfully submit the same for their consideration.

W. B. CLARKE,  
WILLIAM J. POLK,  
WM. FRAZIER,  
Z. W. POTTER,  
M. ROGERS.

Charles Harris and Geo. W. Spencer, members of the committee, were absent from the seat of Government when the above Report was submitted, which may account for their names not appearing to the same.

---

The undersigned, in addition to the facts as stated by the committee, begs leave to remark, that in his judgment, a wise policy dictates the immediate postponement of the State's lien upon the Canal, to enable that company to borrow upon its own credit, a sufficient sum of money to complete that work to the town of Cumberland.

To that portion of the order which relates to the enquiry as to the expediency of using the Baltimore and Ohio Rail Road as a feeder to the Canal, he reports, that from the testimony submitted, and his own observation of the two works, he deems it inexpedient to make the Baltimore and Ohio Rail Road a feeder to the Chesapeake and Ohio Canal: a connexion which will limit the coal trade, and render the Canal unprofitable to the State.

All which is respectfully submitted.

W. B. CLARKE.