

ing its mineral resources, apart from the western trade, which will, we think, be large after the canal is finished, make it a matter of almost moral certainty, that the revenues of the company will at an early period after the navigation shall be opened to Cumberland, much exceed the annual amount stipulated for in the law. As in our former communications, however, we have considered at length the probable productiveness of the canal after it shall be completed, we will not again dwell upon the subject in this place.

On various occasions during the year eighteen hundred and forty-four, a portion of the public press in the city of Baltimore, either by direct charge or obvious inuendo, sought to create the impression, that the tolls on the Chesapeake and Ohio Canal, and particularly those on the transportation of flour, had, in a spirit of competition, been reduced below the proper standard, for the purpose of withdrawing the trade in that article from the Baltimore and Ohio Rail Road, and this charge was in private conversation repeatedly made by persons connected with the rail road company, during the early part of the last session of the Legislature, at the city of Annapolis. Feeling that it did the officers of this company great injustice, and that it was calculated to produce a prejudice against the company unless corrected, in the communication we made to your Excellency on the 15th of January last, which was laid before the Legislature, and printed under an order of the House of Delegates, we discussed the subject with some particularity and showed the utter groundlessness of the charge. This communication was reprinted as a part of the appendix to our last annual report herewith presented to you, and the facts then exhibited in relation to the matter may be seen by reference thereto, (page 20.) We had hoped, that the decisive refutation there given to the charge would have silenced those, who had given currency to it, and that it would not again be necessary for us to advert to the subject. The newspapers, so far as our knowledge extends, have, since the publication of that communication, foreborne to allude to the matter, but the charge is now repeated in an *official* form, and with a distinctness, which leaves no room for doubt as to its meaning. On page 15 of the nineteenth annual report of the President and Directors to the stockholders of the Baltimore and Ohio Rail Road Company, made on the second Monday of October last, and signed by the President *pro tem*, of that company we find the following paragraph:—

“It is obvious that the *very low rates charged by the Chesapeake and Ohio Canal Company* for the transportation of *this article* (flour) to the cities of the District, do not afford a *remunerating revenue*, by which that company might be enabled to meet its obligations to the State of Maryland; and that, while this is the case, its policy, at the same time, had the unjust effect of abstracting trade from the city of Baltimore, to which the State was looking, in a very great degree, for the means, by taxation, of paying the interest upon the debt contracted for the construc-