

menced, deemed it not sound policy to discontinue. A large debt had already been incurred, and it was thought expedient to carry out the original intention, in order that a means might be provided, which would ultimately liquidate the debt. Consequently further appropriations were made from year to year to the various Internal Improvement works. How this has resulted is known to all. From mismanagement, and a neglect to discharge duties faithfully the onerous debt, has been brought about which weighs and presses so heavily upon the people at the present time. However much we may lament this state of case, yet in turning from the dark side of the picture there is still something to brighten and cheer our hopes. The reports made by the different companies warrant us in saying that the day is not far distant when these works of Internal Improvement will yield to the State a handsome revenue. It is confidently believed from reasonable estimates that the State during the current year will receive from the Washington branch and the Baltimore and Ohio Rail Road, the sum of more than \$80,000. From the Baltimore and Susquehanna Rail Road company the sum of \$20,000, and by a law passed this session of the legislature allowing this company to borrow a sum not exceeding the sum of \$150,000, for the purpose of purchasing locomotives, cars and machinery, it is thought the annual amount which will be paid into the treasury in future will be from 40 to \$50,000. The Susquehanna and Tidewater Canal Company is also expected during the current year to pay into the treasury the sum of \$67,056.00. It is true there are other works paying nothing to the State and in which the State is greatly interested. I refer now more particularly to the Chesapeake and Ohio Canal. The history of this great work all are familiar with. The checks and restraints placed upon its operations; the opposition of its enemies and rivals, the many trials and difficulties it has had to encounter, have all had the effect to paralyze its energies and defeat the object of its original undertaking. But the gloomy aspect of affairs is now somewhat changed. Under the law which passed at the last session 'for the completion of the canal to Cumberland,' the company with that indefatigable industry which has always characterised them, have been enabled to make a contract by which the completion of the canal to Cumberland is rendered certain, we may say, beyond the possibility of a doubt. Your committee have examined the law and find from the communication of the President and Directors of the Chesapeake and Ohio Canal Company, that in carrying out the provisions of that law, they have complied literally and strictly with all its requirements. The unfinished portion of the canal will be completed in less than two years and when this is done, we may expect to derive revenue from a source which has heretofore been profitless.

With these preliminary remarks your committee will now refer to the memorial which has been more particularly the subject of their consideration.

The memorialist P. Crowley represents that during the years