

which, alone, (wholly unaided by cash means,) they closed a contract, on the 25th of September 1845, for the completion of the Canal to Cumberland, upon a consideration of \$1,625,000, to be paid in those bonds, at par. Out of this amount, the Contractors engaged to pay the sum of \$100,000, in cash, to the Company, for the liquidation of land claims, and other incidental expenses. After repeated failures, the Contractors finally succeeded in making an arrangement, for the negotiation of the bonds; but, at such ruinous rates of discount, as to lead, ultimately, to the abandonment of the contract, first by them, and afterwards, again, by their Assignees. A new contract, for the completion of the work left undone, was entered into, on the 18th of July, 1850, upon a consideration of \$21,000, payable in bonds at par, and \$3,000 in current money, derived from bonds cashed, under their contract, by the first Contractors. Of the aggregate amount of \$1,700,000, consumed in the completion of the Canal from Dam No. 6 to Cumberland, \$61,500 were paid on account of interest on the bonds themselves, up to January 1850, inclusive; and, the entire residue was absorbed in the cost of the Work, and the expenditures incidental thereto. From which, it will be seen that, the estimates, upon which the act of 1844 was based, left nothing to spare. Contemporaneously with the extension of the Work, it became the policy of the Company to prepare the old line for the anticipated increase of trade. It, accordingly, obtained, from the Legislature of Virginia, an act, passed on the 15th of March 1849, which guarantied its bonds to an amount not exceeding \$200,000; to be applied to repairs below Dam No. 6. Out of the proceeds of those bonds, \$174,123.82 had been disbursed, at the date of the last June report, for that purpose; leaving, in money and bonds, (inclusive, I presume, of the small premium realized upon those already sold,) the sum of \$26,271.01, the whole of which, it was estimated, would be required for the completion of the repairs. They were advancing rapidly; and the report gives us the assurance that, "by the close of the present year (1851,) they will have been so far completed, as to leave but little apprehension for the future safety of the works, and the maintenance of uninterrupted navigation." From the present exhibits of this Company, we can form no opinion whatever, as to the extent of its transportation hereafter. The uncertainty and doubt, which so long hung around its progress, intimidated capital, and restricted its trade within exceedingly narrow bounds. The report informs us that, the number of boats (of which, heretofore, the supply has been very limited,) is gradually increasing; and that, we may confidently hope for a greatly augmented trade. Before Maryland would consent to the postponement of her prior liens, to the amount provided for, by the act of 1844, she imposed a condition precedent, requiring that, one or more of the incorporated Companies of Allegany County, or other Corporations or individuals, should guaranty, by ample moneyed security, an average annual transportation of 195,000 tons of tonnage, upon the entire line, from