

Maryland: and at the same time, by this happy unity of purpose and action, facilitate the progress and hasten the completion of projects, valuable in their attainment, not only to the citizens of a state or nation, but to the world. The application for this purpose, was not delayed after the issuing of the commission; and since the 1st of April last, the coast survey of the United States, and the survey for a new map of Maryland, have been, so far as past official sanctions go, one work. These sanctions, being a copy of the application addressed in behalf of the State of Maryland, to the Navy Department, and the answer itself of the head of that department, are appended to this report; and are referred to as affording a more minute view of the steps taken to bring about the proposed junction. Nevertheless, from circumstances no doubt unavoidable, which impeded the legislative action upon the former report until a period already suitable for the services of the field, the course of operations for the United States coast survey, had been, at the date aforesaid, so far determined on and arranged as not without inconvenience to admit of change to suit altered relations; and it was proposed and agreed, to defer actually co operation in the two works, until the coming year. This postponement was under the circumstances admitted with readiness on the part of the State of Maryland; because, after the passage of the act of the 25th of February, 1834, creating the office of Topographical Engineer for the execution of the New Map of Maryland, certain provisions were made, requiring the presence and attention of that officer in several places, for examinations connected with projects for internal improvements. In particular, as far back as the date of the 25th October, 1833, a commission to the undersigned had been received at the hands of your Excellency, authorising him to assist in the deliberations of a Board of Commissioners, which had been or might be appointed by the States of Delaware, Virginia and Maryland, to investigate the propriety and practicability of effecting an inland communication between Cape Charles on the Chesapeake, and Cape Henlopen on the Delaware; and moreover to execute, either alone or in company with such person or persons as might be appointed by the States of Delaware and Virginia, such operations as might be necessary to determine with precision the objects indicated for the exam-