

in April, from the country near to and above Harpers Ferry, will this year exceed 500,000 barrels, which would in the ordinary mode of transportation to either Georgetown or Baltimore, cost the agriculturalists at about \$50 to \$75,000 dollars, and of which enormous sum this interest alone will now be saved at least 200,000 dollars this season. When we add the saving on coal, timber, iron, lime and a variety of other articles, we believe the community will be saved by the extension of the Canal as far as Harper's Ferry only, at least 250,000 or the quarter of a million of dollars annually. Coal which could not be brought from the mines to tide water under 22 to 25 cents per bushel—would then be supplied at the reduced price of 16 to 18 cents certainly, and many estimate the probable cost much lower. The quantity drawn from the mines would encrease 100 fold and millions of bushels would then certainly reach the District and Atlantic cities. Thus much we have said upon the subject of the Chesapeake and Ohio Canal, the first general effort on the part of the State to improve its facilities. We now ask your attention to the view we submit of the Baltimore and Ohio Rail Road.

It will be seen from the report of that company furnished by your order, that the sum of \$1,178,165 02 has been expended in the execution of that part of the road which extends from the depot at the head of Pratt-street, Baltimore, to the end of the 3d division near Parr Spring in Ann Arundel county, a distance of 42 miles, and that 13 miles are completed, upon which the sum of \$27,306 38, has been taken in tolls and transportation. That the further distance of 70 miles is expected to be ready for travel in January 1832, and of course will take tolls when finished—that after reaching Fredericktown, the long extent from the Monocacy to the Point of Rocks, will be almost an useless expenditure in consequence of the litigation now pending as already alluded to; and that until that controversy shall have been adjusted in part or the whole; no fair estimate can be made of the value of this great work. From the portion now travelled a dividend has been made of two and a half per cent upon the cost of that part, which is represented as a very expensive portion of the work, probably far more so, than any other portion of the road east of Harpers Ferry. Without venturing to express an opinion upon the merits of this controversy in favour of either party, the committee deem it due to the community and the legislature, who have so nobly patronized these two works, to say that the interests of society, and the patronage thus bestowed, does not seem to be justified by this ungrateful return—which converts such favours into the