

terest in the canal, the remonstrance against this road would not be listened to for one moment. Does the additional fact that the State has been so unwise as to invest its means in the canal, make it any the less a monopoly, or furnish any additional reason consistent with the Bill of Rights why this railroad should not be chartered? We think not. We do not think, however, that the canal company have any just grounds of apprehension that its ability to pay the State's interest will be impaired. The canal is connected with the canals of Pennsylvania, and transports very little freight beyond what is supplied by those canals. It is not supplied through the railroad system of that State. Whatever is now freighted on the railroads passes on to find a market at Philadelphia, over the Columbia road and is not transhipped to the canal.

A railroad connection with Pennsylvania, by the route proposed, it is conceived will not divert the trade from the canals, but rather from the railroads of that State, and the construction of this railroad by encouraging capitalists to invest their means in opening additional mines in the coal fields, by giving still greater facilities of transportation, will create a business that now has not an existence. This will be found to be true also, as to the heavy articles of lime, slate, &c., lying on the route of the proposed road.

The experience of the Schuylkill Navigation and Reading Railroad Companies we believe will show that we are correct in these views; these companies being taxed to their full capacity to meet the demands of the trade which has been opened by their construction. The Canal Company also urge as a reason why this charter should not be granted, that citizens of Pennsylvania and other States will take advantage of it, and that a large portion of the trade will pass beyond the limits of the State. This objection comes, it seems to us, with an exceedingly bad grace from the "Tide water Canal Company," two-thirds of whose trade is transported through the Chesapeake and Delaware Canal to Philadelphia.

It should also be remembered that by connecting with the Philadelphia, Wilmington and Baltimore Railroad, it will form a connection with the proposed series of improvements on the Eastern Shore, and that in this way, all that important geographical division of our State, will derive an advantage by the construction of the Columbia and Port Deposit Railroad.

If the charter should not be granted at this session we fear the State will lose the opportunity of bringing this valuable trade within her borders. Acts of incorporation have already been passed by the States of Pennsylvania and Delaware for the construction of a Railroad direct from Columbia to New Castle in