

er the advantages of having a road practicable all the year round, while the canal may be locked up three or four months in the year, be advantages or disadvantages; these will be left for the officers and company, of the respective works to shew by their statements and their practical proofs. Suffice it to say that the faith of the State is pledged to an interest in both works, and so far as her faith is pledged, she should endeavor to redeem that pledge, provided all the parties to the contract do likewise. But your committee will take leave to say that they regard the rail road as decidedly and unqualifiedly a Maryland work; while they do not regard the canal in this character. They are both State works so far as they give facilities to the people of Maryland to transport their agricultural and heavy mineral wealth to a market; these benefits and advantages inure solely to the population and wealth which lies within the inaccessible regions designed to be penetrated by these works; and here chiefly ends the benefits and character of the canal as a State work. Its lower terminus is without the state of Maryland, and the wealth and population incident to the creation of an export market are to be concentrated in a foreign land. Not so the rail road; it is emphatically a state work in all its aspects and bearings, and is destined to lodge its wealth, its commerce, and its population, in the bosom of your commercial emporium. In the first case a portion of the people of Maryland, have a direct interest in the success and prosperity of the work; in the second case all the people have a direct interest in its success and prosperity. Whilst entertaining these views, and expressing the opinion that the state ought to redeem its pledge to the canal, your committee is decidedly of opinion, that the canal company itself should be held by the state, particularly under existing circumstances to the strict letter of its pledges. This understanding, your committee would respectfully suggest should be strictly mutual, and should on the part of the state be rigorously adhered to. The canal is, or will be unquestionably within the power of the legislature, and when she is found to falter in the execution of her pledges, the state will have the right, and should exercise it, to halt in hers.

It is with great concern that your committee has seen in the conduct of the great works, a disposition to regard each other, not as rival competitors, in a noble, generous and patriotic enterprise; but as enemies;