

the various establishments erected on the Gunpowder and its tributaries.

But the great object of the Company, at present, as stated in their memorial is the Completion of the branch road, to Westminster, and in the importance attached to this work by the Board of Directors, the committee fully concur. Without going at large into the reasons and facts advanced by the company, it will suffice to state, that the distance from its present termination to Westminster by the route of the rail road, is about twenty one miles, over a country presenting no insurmountable obstacles to such a construction; that the route passes through the centre of the State, and when extended to Westminster, will have reached a point at which the great turnpike roads leading from Pittsburg and the south western counties of Pennsylvania, towards Baltimore are converged; and from which more produce reaches the city of Baltimore, than all the other avenues united. The route is also more frequented by passengers than most of the others leading from Baltimore to the interior of the country.

In a local point of view it may with justice be asserted that the road is of immediate importance to the population and trade not only of the city, but of the county of Baltimore, as also those of Frederick and a portion of Washington and Allegany, which include within their limits more than one half of the population of the state, and a large portion of its most fertile territory. In this view alone, therefore, it would seem to the committee an enterprise peculiarly deserving the support and patronage of the Legislature.

It is not necessary to enlarge upon this work as one of national importance. The committee content themselves with the single remark that when completed on its main line to the Susquehanna, (a distance of about sixty miles,) it will there intersect the grand Pennsylvania Canal, which is rapidly approaching, on the North, to a junction with the Erie Canal, and on the West is nearly completed to Pittsburg, and on the East will connect with the Philadelphia and Columbia Rail Road, which is fast progressing to completion. It is thus manifest, that by the completion of this, comparatively, small work, a direct communication will be opened between the Emporium of the state, and a most fertile, extensive and populous region of country, and with some of the most magnificent public works which have ever been constructed.

If the State of Maryland has, indeed, embarked in a system of Internal Improvement as her settled policy, where