

extended to it a favouring hand, at the last session of her Legislature. Pennsylvania has, more recently, spoken in its favour, Ohio, and other western states, cannot have become indifferent to it. Both this work, and the Baltimore and Ohio Rail Road, highly important as they undoubtedly are, to this state, are of a character and magnitude, so truly and clearly national, that we cannot but indulge the hope that they will, each receive the aid of the national treasury, in a manner, and upon a scale, correspondent to the dignity and abundant means of the nation, and to the magnitude and importance of the works themselves.

With the limited resources for such stupendous undertakings much has been done; an impetus has been given to public opinion; the eyes of the nation are upon them; doubts of their practicability have been dispelled; the legitimate, appropriate, and adequate support of the general government is *alone*, wanting to ensure their final completion, and triumphant success; and this support, we cannot allow ourselves to believe, will be much longer withheld. We therefore, confidently anticipate, that at no very distant day, these great works will be fully completed, and that, whilst they will afford the means and facilities of social and commercial intercourse, they will be of inestimable value, as amongst the strongest ligaments of "the primary object of the patriotic desire" of all good citizens—the perpetual—indissoluble—union of the states.

Among our works of internal improvement, in progress of execution, the Baltimore and Susquehannah Rail Road deserves notice. It is much to be regretted that the policy of our sister, on the north, has, hitherto denied to this work, the privilege of pursuing its course beyond the confines of Maryland. It may however, be profitably extended in another direction; nor can we abandon the hope, that Pennsylvania will yet relax her policy in this respect, and deal with it in that spirit of liberality, hitherto, in other respects, so peculiarly characteristic of that great state.

The Rail Road from Baltimore to Washington has been commenced, and the whole of the capital, believed to be necessary for its completion, having been subscribed, there can be no doubt of its being finished within the time prescribed; and, as little of its great public utility, as well as productiveness, when completed.

Whether any, and if any, what legislation may be necessary, during your present session, in reference to any of our works of internal improvement, is left to your wisdom and