

consists, however, of two Railways and two Canals, is upwards of 400 miles in length; and three transshipments must be made of articles conveyed over it. Whereas, the line of communication through Maryland, from Steamboat navigation, or Brownsville, on the Monongahela river, will only be 264 miles, to wit, 72 miles on the National Road to Cumberland; thence 132 miles on the Canal, to the *Point of Rocks*; and thence 60 miles, by the Rail Road, to Baltimore; and requires only two transshipments of articles passing on it. By this route commodities may be transported during at least *nine* months of each year; but along the Erie Canal, during only *seven* months. Indeed, all the considerations and facts connected with the subject, seem to justify the patriotic anticipations of the sagacious projectors of the Chesapeake and Ohio Canal. Since the year 1814, a period of only 20 years, the people of the United States, have paid for the support of the General Government, and in discharge of the National Debt, at least \$300,000,000; of which, the part paid by the people of Maryland, was at least \$10,000,000; and this too, without suffering under, or scarcely feeling the burthen!

The national debt being discharged, why should Maryland or the General Government hesitate to construct works of internal improvement?

Your committee cannot imagine a reason to justify such hesitation—but they could give many and most cogent reasons in favor of a vigorous prosecution of such works, if they were necessary.

Within the last 20 years Maryland has borne her full share of the aforementioned expenditures of the General Government—and is seemingly as prosperous as if her people had not paid any part thereof; and the credit of the State is deservedly as high as that of any in this Union. If her Treasury is not full to overflowing, she nevertheless, owns productive stock or securities to an amount quite equal to the amount of debt incurred or issued to pay for stocks in works of internal improvement. Her resources and credit are, therefore, unincumbered and ample.