

But as these expectations may not be realized, the Committee appointed by the Convention with instructions to invoke the aid of Maryland in behalf of that Company, will in the performance of their duty discard at the very threshold, all other dependence than what may be placed on the judgment of your honorable body, and proceed to make as few and brief remarks; as will present to you a plain and fair outline of the whole subject.

The General Assembly of Maryland at December session, 1825, commenced a system of Internal Improvement that was intended to promote the Agriculture, Manufactures and Commerce of this state; and also to attract and accommodate the Trade of the boundless West—The only means then contemplated to be used were Canals in the direction of the Potomac and Susquehanna, and from these Rivers to Baltimore. New York had not then finished her Erie Canal, connecting Albany with Buffalo;—Nor Pennsylvania her Canals and Rail Roads, connecting Philadelphia with Pittsburg;—nor Ohio her state canal uniting Cleveland to Portsmouth—But these Works were in hand, and this circumstance admonished the Legislature of Maryland, that it had become necessary for this state to follow these examples, of her more thriving sisters, to bring and retain within her limits, even the most industrious mechanics, skillful manufacturers, enterprising merchants or prosperous agriculturists.

The application of steam to the Navigation of the Mississippi, Missouri and Ohio, had given new markets for many of the productions of the west—and brought that fertile, boundless territory through which they pass, into great request. Much of the Western Trade had been already lost, which from her proximity to the Ohio, Baltimore had previously enjoyed—and more was departing from Maryland, as commerce, ever fickle, was being wooed and won, by other States, in which Internal Improvements were being made. In the very heart of the Empire State, the town of Rochester had arisen, as if to greet and compliment the retiring sons of Maryland. The tide of population was seen distinctly to be ebbing from her borders. To check this drain upon her wealth and numbers, it had become indispensibly necessary, that Maryland should adapt her legislation to the spirit of the times. She possessed from position and otherwise, very superior, natural advantages, on which she might have reposed complacently, if other and neighbouring States had not increased their own, by works of art. The march of their improvements required, that she should exert her energies to retain her rank in the Union; and the glad tidings of their success bade her arise and emulate the bright example, of those prosperous sisters; between whom and her, there was however, no cause for rivalry, as their respective territories are sufficiently wide, productive and populous—and their Western connexions so extensive, as to present an ample range for their several improvements. Indeed, on one side Virginia and on the other Pennsylvania was not only willing to see the Chesapeake and Ohio Canal constructed, but they appeared to be ready to assist in making it, even within the Territory of Maryland. But above all, the design was approved by their common friend and protector, the Government of the Union—whose ruling members were then not only anxious to see the work commenced, but willing to exert its power and apply its resources to the construction of the canal. That the government of Maryland should then have embarked in this enterprize, was the inevitable result of these controlling circumstances. But the fluctation of opi-