

propose another method; laying aside as unnecessary, but still not insensible of the power of the coal mines, and the trade beyond the mountains to swell these tolls; we will consider the canal as finished to Cumberland and dependent for its revenue on the ordinary productions and travel of the contiguous country. It could not surely be expected to produce a less income on its capital than an ordinary turnpike road. Some of the turnpike roads in our State, parallel and near to the canal, produce a clear income of about four per cent. Now when finished to Cumberland, the canal will have cost *six millions* of dollars, on which sum four per cent is *two hundred and forty thousand* dollars, being precisely double the amount of the interest which the company will be bound to pay to the State Treasury, and necessary to keep the sinking fund free. We shall stop here, purposely resisting and avoiding the temptation to sketch a picture which time and experience will soon display, of the rich fruits which must reward this enterprise. This plain common sense statement must demonstrate the unassailable security of the State's position, in fostering this noble but languishing enterprise, or no words can.

The committee hastens to offer a few of the considerations which lie on the surface of that volume which they have not time to unroll, and which force the irresistible conviction that the State of Maryland must accomplish also the Baltimore and Susquehanna Railroad, and so complete her great and connected series of public works, consummating and sealing her own wealth and honor—and the prosperity of her commercial emporium.

One need but view the map of the populous, enterprising and flourishing state of Pennsylvania to see, that the door she has opened to the west, that the connexions she has accomplished, and is projecting with the various lakes, that five-sixths of all the canals and rail roads in the construction of which, she has poured and is pouring out her treasures like water, have been or are being made over the very routes long since