

southern Pennsylvania line and the mouth of the great Kenawha, and they have also completed a survey of four experimental lines, or routes, from Baltimore to the Potomac river. The result of these reconnoissances and surveys has been such, as to elicit from the distinguished engineers, under whose direction they were made, the unequivocal opinion, that the work is practicable, and at an expense which brings it within the compass of the means originally contemplated for its entire completion. In the legislature of Pennsylvania, where at its last session it was met and defeated by sectional jealousies, having reference to its effects upon the improvements which that state had projected, and was executing, the proposition to extend to this company within that state all the privileges of its charter, has been revived at the present session, almost unanimously adopted by the senate, and will it is supposed receive the sanction of the other branch of that legislature. The effect of this extension will be to give to the company a shorter, more facile, and less costly route, than any which was left open to her south of Pennsylvania. It will give her the choice of the route by Wills' creek and Castleman's river, which for the greater depression of the dividing ridge, and the diminution of the distance, time and lockage, was preferred by the United States engineers, under whose direction the surveys for the location of the Chesapeake and Ohio canal were made, to every other canal route which presented itself to them.

The question before the committee is simply, Shall the state embark in an enterprise which, if accomplished, crowns her with everlasting glory, and bestows upon her exhaustless resources, to the accomplishment of which one third of the capital sum deemed necessary for its entire completion has already been subscribed, and to the practicability of which every canal survey, every reconnoissance, and every examination, has borne testimony in the most explicit terms? The progress of this work, if it does not produce entire conviction of its feasibility, has at least bestowed upon the design as high a degree of probability as the state has yet arrived at, before authorising any similar subscriptions. It will appear, from facts hereafter submitted by the committee, that the same surveys which assured her of the practicability of the Chesapeake and Ohio canal, may be yet more safely applied to this mode of improvement, and that added to the experience of other countries, and other states of the union, and the surveys actually made with a view to this work, are calculated to inspire as high a degree of confidence as any state ever yet entertained, when she entered upon a new and untried system of internal improvement. The course which has heretofore been pursued by the state, seems plainly to indicate her proper course on this occasion. Had her situation permitted, the execution of all such works, by her own unaided energies, a regard for her duty, and her best interests, would have dictated it.

Such has been the course pursued by the sister states of Pennsylvania and New-York, who have not lagged in the rear of in-