

their native state, we employed and contracted with an artist to make such as appeared to us proper, and expected to have received and presented them before this time, but we have been disappointed, as they have not yet come to hand. We presume, however, that they will be ready very soon.

At the same time that we highly approve of this grateful and appropriate act of liberality on the part of the general assembly towards those brave and fearless defenders of their country, we should have been pleased had they have extended the like notice towards other officers who were so fortunate as to have had an opportunity of distinguishing themselves during the late war.

No subject will probably come before you, more deeply interesting, or more intimately connected with the substantial and permanent interests and prosperity of the state, than that of the developement and improvement of its internal condition and resources. This subject, until within a few years past, had not attracted a due share of attention. But it has lately received a consideration more commensurate with its importance. As was dictated by the most liberal, enlightened, and enlarged views, the attention and fostering aid of the state, has first been directed to the promotion of such improvements, as from their magnitude and national character, will, at the same time, most advance its own interests and promote those of other great sections of our country, and contribute largely to the national wealth, independence and security. Such improvements, it is believed, are the Chesapeake and Ohio Canal, and the Baltimore and Ohio Rail Road; which works, since the adjournment of the last general assembly, have been commenced, and have progressed with a rapidity exceeding the expectations of their most sanguine friends, and which, if persevered in, (of which we have no doubt,) must insure their speedy completion. To the reports of their respective Boards, we beg leave to refer you for the more minute details in relation to them.

These great and important improvements having a common object in view, that of breaking down the barrier of intervening mountains, and connecting by the shortest and most easy route, the Atlantic with the fertile valley of the Mississippi, for the purposes of inland trade and communication, have been, we find, considered unnecessary by many worthy citizens, who view them more in reference to the state of our present population, than what must be our condition in a few years, and to which we are quickly advancing. Possessing, as the United States do, the means of sustaining human life, far greater than that afforded by any other section of the globe, of equal extent, with a population rapidly progressing, we may safely predict that we shall, in less than fifty years from this time, exceed in numbers the present population of France and G. Britain united.

Under such circumstances, and with such flattering prospects before us, what facilities of intercourse can the present generation project, that will not be wanting before they can be completed? What sources of industry will not be required to sustain such a