

sioner of Immigration, and imposed upon that officer onerous and important duties. The duties are doubtless well performed, but the appropriation and compensation appears to be altogether inadequate to the adoption of a full and comprehensive plan for the reception and accommodation of so large a body of immigrants as is expected to arrive annually in the port of Baltimore; and no provision whatever is made for sending an agent to Europe, which the Committee believe to be absolutely necessary to the successful working of the Commission at home. First impressions and predilections are strong and difficult to eradicate—and if the agent is successful in creating an impression upon immigrants before embarking, favorable to Maryland, the first settlers will, by correspondence and otherwise, draw after them a stream of immigration to fill up our sparse rural population—and sufficient to occupy and improve every county and neighborhood in the State. The Committee would therefore strongly recommend the appointment of an agent in Europe under the direction of and to co-operate with the Commission at home.

There is one other point, although not directly connected with the question of labor and immigration, yet so important in its effect upon that subject, and the general wealth and prosperity of the State, that your Committee beg leave to present a few observations upon it. Your Committee allude to the subject of roads, turnpikes, canals, railroads, &c. These afford the means of transporting the productions of labor to market, and add to, or diminish the cost of labor, according to the cheapness or dearness it costs to bring it from the place of production to the place of sale. Whatever cheapens the cost of transportation, cheapens the cost of production, and consequently adds to the value of labor; hence the great importance of opening, constructing and making as perfect and useful as possible the roads and highways of the State. These of every description which capital can be found to build, it is obviously the *interest and duty* of the State to foster and encourage by all necessary legislation. It is difficult to find an individual or community that a good road or highway has ever injured. On the contrary, their benefits and advantages can only be counted by millions. Not only millions of dollars have been gained by the introduction of roads, turnpikes, railways, &c., but what is more valuable, the great saving of time they gain for the community. Who can estimate the days, weeks and months gained in the aggregate by the hundreds and thousands of people that are constantly passing over our railroads? Take, for example, the Washington Branch Railroad, and compare it with the slow stage coach of former days—then it took ten hours to transport ten passengers per coach between the two cities; now forty passengers per single car of a train of six or eight are carried in two hours over the same distance,