

But the inconvenience of being without this return trade was so constantly and deeply felt, that in a short time commissioners were appointed by the Executive, under the authority of an act of Assembly, upon whom the duty was enjoined of examining the whole subject, and reporting their opinion, as to the best mode of securing an uninterrupted communication between the waters of the Chesapeake and the navigable parts of the Susquehannah. The result of their laborious investigations is upon the files, of your honorable body, and may be referred to as abundantly demonstrating the importance of such a connection, and the vast range of interests, and classes, that would be benefitted by the measure. They recommended a canal along the Western bank of the river, to commence at a point above the obstructions in the river, and be carried thence continuously to the city of Baltimore; which the Legislature favored so highly that by act of Assembly they appropriated 500,000 dollars towards its completion. Whilst the execution of this project was deeply agitating the public mind a meeting of some of her citizens took place, for the purpose of enquiring whether the substitution of rail roads for canals, would not better suit the location of Baltimore, by opening a more direct communication with the country which she was desirous to reach; the result of which was, a conviction, that the change would be advantageous. An application followed for an act to incorporate the Baltimore and Ohio Rail Road Company, and all further thought of constructing a canal for the Susquehannah trade was abandoned, in order to substitute a rail road in that direction also. The genius of the age seems at last to have furnished, what has long been a desideratum to a large portion of Maryland, and which they have been seeking for forty years, with almost ceaseless vigilance. A rail road directly across the country, will possess all the advantages of a circuitous water navigation; with the additional one, of being open at all seasons of the year. The farmers and traders who send produce down the Susquehannah, will be then no longer obliged to carry the proceeds, in money, to some other place, for the purchase of articles which they want—an operation calculated to cramp the money concerns of Baltimore, for the benefit of a fortunate rival. As an instance of the singular perversity of trade under the present system, it may be mentioned, that the people upon the upper waters of the Susquehannah are supplied with salt fish, chiefly, if not wholly, through the New York canal; and that the use of herrings is almost unknown. The proposed rail road will open new sources of trade, both in the ascending and descending line. The formation of the country is happily adapted to such a road; and the surveys which will be laid