

to co-operate in the original scheme, by a determination to subscribe for two hundred and fifty shares of the stock, whenever the government of the United States and the states of Pennsylvania and Delaware should have subscribed in their individual capacities for amounts therein specified. Since the passage of that act, no movement has been made towards the ulterior accomplishment of this work. As the interference of this state appears to be of doubtful policy, a bill has been submitted which yet remains upon the table of the house, recommending the repeal of that act before the performance of the conditions by either of the other parties shall have placed this state under an obligation to redeem the pledge. Your committee do not hesitate to recommend the policy of this procedure, if circumstances, which may be unknown to them, have not before this occurred, to render their withdrawal a violation of faith. In this recommendation your committee deem it necessary to say that they are far from being actuated by any sentiment hostile to the prosperity of the projected enterprise—that on the contrary, they believe it to be a work from which a very respectable portion of the state of Maryland may derive essential advantages, in the choice it may present them of an intercourse with the two most extensive markets on this continent; and also from the facilities afforded to a trade with an extensive manufacturing district through which the intended canal is designed to run; but your committee conceive the propriety of the measure is urged by a consideration in the first place of the limited means of the state at present applicable to such a purpose, and more especially, when by the terms of their enactment, they may be called upon almost without notice to perform their stipulation; and in the second, from a reference to the much superior interest in this undertaking in the government of the United States, and the states of Delaware and Pennsylvania, which it is presumed is sufficiently cogent to induce them of themselves to finish the work, this subject always having been of favorite interest at Washington, and to the city of Philadelphia a matter of such engrossing importance, as to induce a belief that she alone could entrust single handed upon the enterprise. These arguments no doubt would have been better urged against the policy of the act of 1812, at the time of its passage, and may now appear to fall with an ill-grace from the state of Maryland. Your committee would however again repeat, that unless the withdrawal can be made, without trespassing upon the proper expectations of the other parties, much less trenching upon their interests, they would reprobate the act and recommend an instant provision to be made for the anticipated demand, no matter what may be the embarrassments of the treasury, since they should regard it their duty to inculcate the propriety of a most scrupulous adherence to every engagement, if such this may be called, however indirectly it may have been made. In the present case, your committee do not perceive the existence of any such obligation, or that the state ever designed to bind itself to do more than good policy, evinced ever by a future state of circumstances, should require.

Such appear to be the most prominent objects of improvement in internal transportation by means of water, in the present contemplation of the citizens of this state. Every year may be expected to develop new schemes, and to suggest the waking of some dormant power. Our country teems with the projects of this kind of enterprise, and the wants of an augmented population and a more extended culture of our soil must in a very few years, give rise to projects as yet unanticipated and unknown. There are many, however, rationally within the view of the present time—such as the scheme of a connection between the Susquehannah and the Potomac, by means of a junction canal, and its intersection at some middle point by another leading to the city of Baltimore. This project is recommended by the command it would instantly afford to the state of Maryland over the trade of the vast extent of country connected with the Susquehannah and its tributaries on the one side, and the Potomac and the Ohio, on the other, the means of its accomplishment too are considered as in no embarrassing degree difficult, while the revenue it would undoubtedly afford to the state, or to individuals concerned must be great beyond the reach of any ordinary calculation. Other schemes looking to the same object, the concentration of this extended trade in the city of Baltimore, have from time to time occurred to view. Among these may be ranked a canal extending from York Haven on the Susquehannah to this city, which it is supposed will eventually furnish a substitute to the lower navigation of that river. A canal connecting the Potomac with the Patuxent; another uniting the Monocacy and Patapsco, and many others affording the means of an union with the upper country. The late attempt of the state of Pennsylvania to divert a large portion of the internal trade dependent upon some of the above mentioned improvements to the city of Philadelphia, by forming a connection between the Susquehannah and the Schuylkill through the means of the Swatara and Tulpehocken creeks, which undertaking is said to be now in a state of prosperous forwardness, certainly furnishes an additional argument for urging at this time a consideration of these subjects upon the state, and more especially in regard to all such improvements as relate to the navigation of the Susquehannah. That cause will, doubtless, operate to give expedition to the labors of our citizens, since delay must not only be attended with present privation, but possibly the exclusion of all future hope of enjoying a rich and lucrative commerce, now about to be lured into the channels of a jealous and powerful competitor. In many of these improvements it will likewise appear that the interest of the adjacent states is so obviously connected with our own, that we may securely confide in the expectation of their assistance in the undertaking. Thus every substantial work calculated to open the sources of the Potomac river, and to connect them with the western waters, must be a subject of equal concern to the states of Ohio, Virginia and Kentucky, and would unquestionably insure their aid; while it is no less to be supposed that the state of Pennsylvania would heartily concur in our labours on the Susquehannah. Indeed your committee have every reason to believe, that even now, a bill is before the legislature of this latter state, which it is presumed will meet with their approbation, providing for an immediate co-operation with the state of Maryland in the plan of