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by the Attorney General under resolution No 65 of the last session, is now pending in the Court of Appeals; and its result will be communicated to you by that officer, prior to your adjournment. The prosperity of the State is deeply involved in the successful prosecution of this noble enterprise. The original design of this work, as of the Chesapeake and Ohio Canal, was by connecting the Ohio river with the Chesapeake Bay at Baltimore, to secure to the State the vast trade of the west, and thereby raise that City in the scale of commercial importance to the elevated position, which in her central location and the energy and enterprise of her citizens entitle her to occupy.

But this great work, which by the express limitation of its charter and supplements was to have been completed in 1842, still has its western terminus at Cumberland, and the great advantages which were expected from it have not been, and cannot be realized until it reaches the Ohio river, its contemplated western terminus. In suggesting the course which should in my judgment be taken by you, to secure the completion of a work so momentously important to the State, I am conscious that I shall be misrepresented by some, whose habit it has been to vituperate all who have formed conclusions, or entertained and expressed opinions different from those which they have done the world the honor to emanate. I shall however, gentlemen, discharge what I conceive to be my duty to the State, leaving it to your judgment, and to time, and the sober reflections of the people to do me justice.

You are aware that for several years past the public attention has been directed to two points upon the Ohio river, as the western terminus of this road, the one at Pittsburg, and the other at or below Wheeling. It is not my province to decide, nor do I intend to intimate a preference of one over the other of those points as the proper terminus of this work. But looking to the struggle of our sister States to grasp the trade which it was the design of this work to secure to our commercial City, I start with the position, that possessing the power, it will be plainly your duty, before the privilege conferred by the legislation of Pennsylvania and Virginia to make the road to either point is lost to us, to determine that the privilege shall be availed of, to make the road to one or the other of those points. In the consideration of this present subject, it must be also remembered, that the legislature will not again assemble for two years, and that your successors will not have the power over it which you ^{now} possess.

If therefore you should omit to exercise the power with which you are clothed, and the authority to construct the road to the Ohio river should be consequently lost, the evil effects of that omission will be irretrievable. I propose to present my views in a very few sentences by inviting your consideration first, of the power which you possess over this subject, and secondly, of the object for which that power should be exercised.