

means of annoying society, by suspending the improvements, evidently so essential.

The public spirit evidenced by the citizens of Baltimore in this great undertaking—the style in which it has been executed—the facility and rapidity of the travel upon it, are all powerful arguments in its favor. Its proposed connection too, with our inland towns, its inter communication between the Ohio and the commercial Emporium of the state, whether that be by the ascending vallies of the Shenandoah and the New River, and after penetrating the rich region of Western Virginia, and bringing in its course, to the aid of our population the finest baths and medecinal waters perhaps on the habitable globe, it shall descend the Kenhawa to its confluence with the Ohio river some hundred of miles below Pittsburg—or by ascending the ravines of the Potomac to those too long neglected and inexhaustable sources of wealth, the mines, the forests and glades of the Allegany. And after subduing the great dividing lines of this continent, seeking a termination higher up the Ohio. The result of such a means of intercourse cannot fail to prove beneficial to society by its facilities. Advantageous to its patrons in profit and at the same time, will ensure a tribute of respect to this unequalled enterprize of the age. We wish it understood, that we consider all the reductions in transportation as applicable to Rail Roads, although perhaps in a different ratio, and that we believe that we are within bounds, when we add that, these two improvements will probably save to the people of the state, from a half to a million of dollars annually in transportation. Your Committee in reviewing the various roads and canals that have been entered upon by corporate institutions, deem it important to draw your attention to the Baltimore and Susquehanna Rail Road. The present state of that work will be seen by reference to a report furnished by the company at the instance of the Committee. It will thence appear that the sum of about \$25,000 has been expended, and that a distance of fourteen miles will be completed in the course of this year. When it is recollected that this modest and unassuming work has been undertaken by private individuals, without the aid of the state, that its object is to secure to the state a larger portion of the trade of the Susquehanna, and to enrich her great commercial mart—and that under all the disadvantages which have hitherto operated against it, (from a quarter too, from which it was hoped much aid would have been derived by a due regard to the interests of