

and the canal. So that while the boat lying next the berth of the canal, might supply the rail road car with its lading; the rail road, itself, enfilading the canal, for its entire length, if the directors of the former, shall so choose, will cut off the canal from half the territory, on which it relies for its future commerce.

But in truth, the conjoint construction of those works, besides being too obvious a waste of the capital of one of them, to require comment, would be injurious to both, in robbing them of their proper breadth. In relation to the canal, which aims at reaching, on the Ohio, that market of the West, which so many other competitors are also seeking, with like avidity, such an imperfection of its structure, would not only destroy the advantages hitherto imparted, at great cost, to its navigation, by exposing its boats to unequal and increased resistance, but rendered the very end of its construction, altogether insecure.

And with respect to the rail road, if limited to a space of thirty feet, twenty-two of which are required for two tracks only, it can never approximate to a perfect structure, and the principal benefits proposed to be derived from it, will unquestionably fail, while a rival enterprize provided with four tracks, and conducted along the opposite shore of the Potomac, or through some other of the numerous passes of the Alleghany, will draw from it, all who consider accelerated motion a compensation for additional cost of transportation. To such considerations as these, the jealousy now subsisting between the canal and rail road, may blind the peculiar friends of the latter, till some other rival, alike formidable, shall open their eyes, perhaps too late, to the danger of giving to their road, a permanent breadth inconsistent with its future structure, on a more enlarged and perfect plan. To these considerations, the commonwealth of Maryland, cannot be blinded, having an equal interest in both works. To her, it cannot be a matter of indifference, that a compromise be made of the rights of the two companies, virtually destructive of her interest in both, and of the end of their very incorporation.

The undersigned confidently hope that an apology for having dwelt so long on this topic will be found in the sensibility with which the committee must regard the liberal contribution of their commonwealth to both those costly enterpri-