

reasons for the cost so far transcending their estimates. The "increased prices of provisions and labor" are mentioned, as largely contributing to the augmented cost.—Other reasons are also assigned in the report to the company, made by Mr. Fisk, the chief engineer, and to it the committee refer, for more ample information on this branch of the subject. It is believed the interests of Maryland do not require the prosecution of this work beyond the Coal regions, near to Cumberland. The mineral wealth of this country is inexhaustible, and will continue to give full employment to the Canal, for numberless years, even if its capacity for transportation were quadrupled. All the western trade which is desirable, beyond Cumberland, consists of such articles of merchandise as can be conveniently transported by the Baltimore and Ohio Rail Road Company, which is being prosecuted west, as far as Wheeling and Pittsburg on the Ohio River, and thence communicating with those contemplated works of internal improvement, running Northwest through Michigan city, Chicago and Galena, and Southwest through the productive valley of the great Mississippi as far as New Orleans; and thereby making the city of Baltimore, emphatically the communicating point between the Eastern, Northern, Southern and Western parts of this widely expanded country. Every consideration which can address itself to the statesman, as well as mere political economist, declare that this canal should be entirely under the control of Maryland.—In time it may and probably will be essential to her interest, that the tariff of duties, and rates of charges should be regulated in reference to the interest of Baltimore city, and the consequent welfare of the people of Maryland. The committee will not stop to press the advantages of this proposition—it need only be stated, to be appreciated by a Marylander.

Our conduct must now be regulated by the force of circumstances and the existing state of things. So large a portion of the States capital and credit has been embarked in the construction of Rail Roads and Canals, that the fiscal ability of the State is intimately connected with their ultimate success. Whether or not this engagement of the State be wise or expedient, it is now too late for us to enquire. The time for such enquiry has irrevocably passed. Whether these stupendous works shall be the enduring monuments of the consummate wisdom or the superlative folly of the State, may be in a great degree dependant on the action of this and future legislatures. The State