

Wrightsville, the former company shall have and enjoy, without hinderance, the unlimited right to use the road for the transportation of passengers and merchandize. In this view of the case, so far from its being a culpable transaction, the committee look upon it as the adoption by the company, of the only means left them to accomplish the paramount purpose of their incorporation, opening an avenue through which the vast trade of the Susquehanna may reach with facility, the commercial emporium of our State.

Though the importance of this work is generally known and appreciated, your committee cannot forbear a few remarks upon its great promise of future utility and profit.

The disadvantages under which our State labours, by reason of her confined territory and limited internal resources, can only be remedied by creating for her, a widely extended commerce. To effect this, we must, by superior facility of intercourse with our chief mart, divert trade from other channels, and make it tributary to us. Acting upon this view, the State has already embarked her means in great works, which when completed will afford such facility. The canal which proposes to connect the waters of the Ohio with the Chesapeake, the Balt. & Ohio rail road, which when finished to its proposed western terminii, links us to the teeming regions of the west, and opens a channel through which her flooding trade will rush within our borders, carrying its benefits to the utmost limit of our State; and the work which is the subject of this report, connecting with the great chain of internal improvement of our sister, Pennsylvania, at Columbia, reached by means of the rail road from that place to Wrightsville; it at once unites with the main stem of the Pennsylvania canal, which extends up the Susquehanna and Juniata rivers to Hollidaysburg, whence the Portage rail road, over the Allegany mountain, a distance of thirty-six miles, leads to the western division of the canal which extends to Pittsburg. By this connexion Baltimore will be 14 miles nearer Pittsburg than Philadelphia is, by the works of her own State. It also connects us indirectly with various works, now in operation and in progress of construction, in the State of New York, by which the distance between Lake Erie and the city of Baltimore, will be less, by 58 miles, than from the same point to the city of New York. By affording this access to the works of other States, the whole trade of the Lake country, and of that portion of the west, whose products find their way to the Atlantic, through Pittsburg, is thrown open to the enterprize of the citizens of