

may, and according to the opinions of all judicious persons, will relieve us from the whole expense of its construction, none can doubt but that the true interest of the State would be to finish it without delay.

Some have contended that the work for the present should be suspended until other and more propitious times—until the credit of the State shall be elevated from what they consider its present depressed condition—until we shall have been extricated from our present embarrassments. If it were probable that those times would ever arrive, that the State's credit would ever be advanced, that we should ever be relieved from our present difficulties without that aid which the canal will afford when completed, for accomplishing those great and desirable ends, there would be some force in the suggestion. Were those who raise those difficulties to propose some other means by which relief might be afforded to an oppressed people, their suggestions might be worthy of consideration. But they propose none. They know of no other means of relief. All must admit, some with more sanguine feelings than others, that the only hope that remains for Maryland to alleviate her condition, to elevate her credit, and to relieve her people from debt, is the completion of the Canal to Cumberland. Why then shall we delay in prosecuting it? If the hopes of its friends are to be realized, let that bright day come as soon as possible; if they are to be disappointed, let us know it, that we may be prepared for the darkest hour of adversity.

And in another point of view, is delay in prosecuting this work unwise and disastrous. By reference to the statement of Mr. Fisk, the chief engineer of the canal company, made under oath, and which will be found appended to the report heretofore made by the committee, and which has already been referred to, it will be observed that the most suicidal policy, that could be pursued by the State, would be to pause at this time in the prosecution of the canal. It is estimated that every year's delay adds to the cost of the canal not less than half a million of dollars. Under those circumstances will the State suspend all aid to that enterprise at the present time? The credit of Maryland is at this time as high as that of any State in the Union. In the unfinished condition of her works of internal improvement, it never can be higher; and unless they are speedily completed, it may be greatly depressed. While, then, nothing can possibly be gained by now arresting the progress of the canal, much may, and in all human probability will, be lost by so unwise a policy.

In accordance, therefore, with all these views, a bill has been reported, authorizing the treasurer to issue six per cent. currency bonds to the amount of thirteen hundred thousand dollars, and to lend the same to the canal company. And to give additional credit to these bonds, a provision has been inserted in the bill hypothecating the State's interest in the canal and its claims against the company, to guarantee their payment.

The amount required to finish the canal, according to estimates