

which the Baltimore and Susquehanna Rail Road would indirectly connect through the Wrightsville and York Road and the Pennsylvania State works. The total length of these works of internal improvement to which access may be had from Columbia, is estimated, (including those completed as mentioned in the last preceding answer,) at upwards of 1,880 miles. One great advantage which the Baltimore and Susquehanna Rail Road would enjoy if connected with Wrightsville, would be that of participating in all the benefits of whatever works may be constructed at any time, either in New York or Pennsylvania, leading from the Atlantic to the western waters. This will give to the city of Baltimore an opportunity of carrying on her trade with the West over the same routes, for the greater part with the cities of Philadelphia and New York, with a difference of distance in favor of Baltimore, a circumstance which shows at once the vast importance of the enterprise in which this company have been so assiduously engaged. Thus the distance from Pittsburg to Baltimore by the way of Wrightsville, will be about 382 miles, that to Philadelphia being 394 miles; the distance from Lake Erie to Elmira, in New York, by the New York and Erie Rail Road will be 205 miles, and from Elmira to New York city will be 303 miles, whilst from Elmira to Baltimore by the rail road to Williamsport, and thence by the Pennsylvania canals, will be but 245, a difference in favor of Baltimore of 58 miles. Thus also the distance from Baltimore to Montezuma, on the Erie Canal in the State of New York by the above mentioned route to Elmira, and thence by the Chemung Canal to the Seneca Lake and Seneca Canal to Montezuma is 329 miles, whilst from Montezuma to New York by the Erie Canal is 366 miles, a difference in favor of Baltimore of 37 miles. From these brief statements the committee will perceive that the whole trade of the lake country, and of that portion of the western country, the trade of which finds its avenue to the Atlantic States through Pittsburg, will be thrown open to the enterprise of the citizens of Maryland, on the most favorable terms, so soon as a connection shall be formed between Baltimore and Wrightsville. If more time were allowed, a number of comparisons might be drawn between the advantages of such a work to the West, and those constructed in other States. It is hoped, however, that what is said above, together with an inspection of the accompanying maps, will satisfy the committee that the value of the work from Baltimore to Columbia has not been over estimated by the company.

6th Answer. The payments required on account of the construction of the road, and for the current engagements of the company were so great, that the president and directors were aware in the month of September last, that unless additional means could be procured, the company would be unable to pay the interest to the State and city, for the quarter ending on the 30th of that month. On the 15th September the board determined to present a memorial to the Mayor and City Council of Bal-