

Columbia and the Ohio, by the existing, and the proposed improvements, and the probable cost of the same respectively.

9. *Resolved*, That Wm. Hubbard, Benjamin C. Howard, and Thomas Finley, be appointed a committee to draft a memorial to the legislature of Maryland, praying for its aid in completing the Baltimore and Susquehanna rail road to the Pennsylvania line.

10. *Resolved*, That Charles A. Barnitz, Daniel Durkee, and Jonathan Jessop, be appointed a committee to memorialize the legislature of Pennsylvania, for aid towards the construction of a rail road from York to the Maryland line—and the construction of a rail road from York to Columbia.

These measures were adopted by the convention, in the hope that from the Congress of the United States, and the legislatures of Virginia and Pennsylvania, some aid might be obtained for one or the other of two important works of internal improvement, the Chesapeake and Ohio Canal, and the Baltimore and Susquehanna rail road; in which many of the citizens of Maryland and their government had already expended large sums of money. On the attention of each of these legislative bodies, the wishes of the convention were earnestly pressed by the proper committee—as also upon the municipal government of the city of Baltimore. Every just mode by which the demand could be made light on the General Assembly of Maryland, for aid to complete those works, was thus essayed.

No public body, other than the legislature of Maryland, from which any considerable aid could be obtained for those works, or either of them, was left untried. Time, too, was given to allow the probable result of these several appeals of the convention, to become apparent; before the committees appointed to memorialize the General Assembly of Maryland, pressed on this legislature the consideration of their applications on behalf of the Chesapeake and Ohio canal company and the Baltimore and Susquehanna rail road company. Nor was the memorial on behalf of said canal company framed or presented by this respondent who was chairman of the committee charged with that duty, until fifteen days had elapsed subsequent to the date of the estimate that was furnished by Charles Fenton Mercer, chairman of the committee appointed by the convention to report the probable cost of completing the eastern section of the canal. In that report its probable cost was stated at two millions of dollars by Mr. Mercer—see folio 59 of the Journal of said Convention: and he relied chiefly upon calculations and estimates furnished by Alfred Cruger, then and for some years before, an engineer of the canal company.

This respondent did neither make nor profess to make any estimate of that cost; but on the contrary he obviously relied, as exclusively as he did implicitly, on the report and estimate that were furnished by Mr. Mercer, chairman of the committee, who had been appointed expressly to make said estimate and report.

I had repeatedly and publicly declared my fixed determination, not to solicit any less appropriation from Maryland, than the sum