

sistless impulse to other States. The great empires of New York and Pennsylvania were stretching forth their giant arms to embrace the West, when Maryland, whose geographical position gave her advantages which more than compensated for her feebleness, generously entered into this manly competition for the boundless products of the valley of the Ohio. Peculiarly blessed with natural advantages, and perhaps over estimating in her zeal the extent of her resources, she has never lost sight of the goal, but has pressed forward in the goodly race in the midst of difficulties and embarrassments, which she could not have anticipated, and which have never subdued her untiring spirit.

She has now approached a period when all her works promise to yield abundant fruit. Independent of the embarrassed condition of her finances the aspect of her works of internal improvement is by no means unfavorable. The prospects of the smaller works, of the Baltimore and Susquehanna Rail Road Company, and of the Susquehanna and Tide Water Canal Company afford no cause of uneasiness; while the two great works, inseparably blended with the financial and commercial prosperity of the State, the Baltimore and Ohio Rail Road and the Chesapeake and Ohio Canal, are rapidly approaching a point at Cumberland, when they will not only dissipate all apprehensions of being further burdensome to the State, but will yield rich dividends upon the State's investment. Indeed the one fifth of the receipts for passengers reserved by the State on the Washington Branch of this rail road in addition to the small per centage on the main stem, already yield a handsome dividend on our investment. It is confidently believed that under the present judicious management of the concerns of that company its work will be completed to Cumberland upon the subscription of the city of Baltimore, without throwing into the market in its present depressed condition any of the State securities. A faithful compliance with all its engagements to the State, by which this company has heretofore been characterised, together with a fair per centage upon the State's investment in this road may be safely expected.

In the course of two years it is believed the Baltimore and Ohio Rail Road will have been completed to Cumberland, when it will be eminently profitable to its stockholders, and where with all its resources husbanded, it may safely fold its arms