

the completion of this canal, when every year of postponement subjects our constituency to a farther tax for the interest of that debt; would, in the estimation of your committee, be an unwise and fatal policy.

In the views which have been taken of our system of internal improvements, the interests of the city of Baltimore, our commercial emporium, have not been overlooked. The past legislation of the State will abundantly show, the bountiful providence of the legislature, in relation to those improvements, in which that great and growing city has felt an interest. The Susquehanna improvements, the Potomac interests, and the Baltimore and Ohio Rail Road, have all been carefully fostered. In making appropriations heretofore, the two improvements of the rail road and canal, have been associated; and although the former will traverse to a considerable extent, a foreign territory, and the latter terminates for the present in a neighboring district, the policy which would separate the two, as objects of public solicitude and legislative protection, would be unsafe.

The ultimate termination of the Chesapeake and Ohio canal is the city of Baltimore. And if your committee were not satisfied, that the right of the Maryland Canal company to continue the canal through the district to Baltimore was unquestionable, and that it would be speedily done after the completion of the work to Cumberland, they would not feel that deep solicitude in its rapid projection, which they have been impelled to express to the legislature.

The conclusions to which your committee have arrived, are:

That until the Chesapeake and Ohio canal is completed to Cumberland, this people must be oppressed with grievous burdens:

That a failure to appropriate at this session, will postpone its completion for one year, and render taxation to the amount of the interest on its cost, necessary for another year;

That a partial appropriation of a sum less than enough to complete it, would delay its completion at least one year, and multiply the cost of construction one third;

That the sum required to meet all contingencies and to complete the canal, if appropriated at this session would certainly complete in two years;

That when completed, it would speedily pay heavy profits upon the whole of the investment;

And finally, that in its completion reposes the only hope of paying off our heavy debt, and relieving the burdens of