

proposition, that the prosperity of the residue of the State is equally *essential* to the prosperity of Baltimore. I am therefore convinced, that any policy which would paralyze the energies of the one, would operate destructively upon the interest of the other; and it follows that no system of legislation can be right, which looks *exclusively—separately*, to the interest of either.

The people of Maryland when, through their representatives, they entered upon the system of internal improvement, in the prosecution of which the public debt has been incurred, designed to develop the resources of the whole State. The system was not devised—this immense outlay of the public treasure was not designed solely to develop the mineral resources of Allegany, or to afford to the farmers of the upper counties a more accessible or better market, or to throw into the lap of Baltimore the rich products of that fertile region—these were mere incidents of development, the mere consequences of the system—looked to *only as incidents* to the great object of the statesmen who originated this system.

The people, in approving of the system devised, looked beyond the limits of Maryland for the sources of wealth and prosperity which were commensurate with the magnitude of their undertaking.

The Chesapeake and *Ohio* Canal, the Baltimore and *Ohio* Rail Road, the Baltimore and *Susquehanna* Rail Road and the *Susquehanna* and Tide Water Canal were all designed to have their western termini beyond the limits of the State; and Baltimore city was designed as the eastern terminus of all except the last. We *then* looked to the *great west* as the source from which was to come the passengers and trade, that were to remunerate us for the vast outlay required for the completion of this grand system; and we must *now* look to the same source, or abandon the only object which could justify the magnitude of the original design.

In reference to its western terminus, the destiny of the canal may now be considered as fixed; it must for our day and generation continue within the limits of our State; but its eastern terminus will conform to the original design, if there should be any foundation for the apprehension of those who now oppose its western extension.

We must consequently look to the Baltimore and *Ohio* Rail Road, and its extension to the *Ohio River*, as the *only means* of securing to the State the great advantages which were contemplated from the gigantic scheme, in the prosecution of which the means and credit of the State have been for the time so completely exhausted.

It will be your duty to consider whether you can render any assistance to that company in obtaining from our sister State of Virginia, *a right of way*, that this road may through her territory reach its original destination, the *Ohio River*. The importance of this extension at this time not only to Virginia and Maryland but also to the country, is greatly increased by the present critical position of the foreign relations of our country.