

circumstances, your committee cannot but recommend it as a subject worthy of the deepest reflection, and fraught with considerations of vital importance to the state of Maryland.

That particular district of country to which the benefits of the turnpike roads in Maryland are most immediately extended, lying between the Susquehannah on the one side, and the Potomac on the other, and extending north-westward from Baltimore, to the north mountain, comprehending the Conococheague valley, has been accurately measured on a map of the country, and found to contain 5,000 square miles. Those portions of the country bordering upon the various tributary streams of the Potomac, westward of the south mountain in Maryland, and the blue ridge in Virginia, have been also measured and found to contain 10,000 square miles. But when your Committee direct their attention to that portion of the country through which the Susquehannah flows, they embrace within their view a field of greater and more enlarged dimensions. By an accurate measurement of those expanded regions situated upon the Susquehannah and its numerous wide spreading branches, they have been found to contain about 20,000 square miles, exclusive of 10,000 square miles more of adjacent country lying upon other waters in the states of Pennsylvania and New York, for the produce of which country, should the navigation of the Susquehannah be improved to the extent contemplated, Baltimore must inevitably become the most convenient Market.

From these estimates, it is abundantly evident, that the trade of the Susquehannah, (flowing as it does through a country of vast extent, and inferior in point of fertility to no portion of the United States,) is a trade involving in its nature a very extensive, permanent and growing interest.

Were the navigation of the Potomac improved to the utmost possible extent, its trade must be considered but of minor importance when compared with that of the Susquehannah; the Potomac, flowing as it does through a country of comparatively small extent, and by no means celebrated for its richness and fertility. In addition to this it may be remarked, that to however great an extent the productions of the soil may find their way into the Potomac, however extensive the demand for foreign commodities at Georgetown and Washington, the state of Maryland can derive but little benefit from it. The advantages secured flow into a different channel; they go to fill other coffers, not those of the state of Maryland. But improve the navigation of the Susquehannah to the extent proposed, and you bring to the City of Baltimore a trade of incalculable extent and value, the benefits of which must be imparted to every section of the state, and which cannot fail richly to remunerate us for whatever aid may be extended to it.

The obstructions to the free navigation of the River Susquehannah, exist near tide water—that is to say, below Columbia. Above that town the difficulties are removed by Pennsylvania, and a boat navigation at present exists to near the New York line. The distance from Columbia to Port Deposit is thirty five miles, twenty miles of which may be considered as tolerably good navigation, either in ascending or descending.

From Turkey Hill to Neale's Falls, near Muddy Creek, a distance of fifteen miles the navigation is bad, and it is here that the principal obstructions exist, the removal of which are so anxiously desired.

Your committee have taken considerable pains to ascertain the value of the produce which has come down the Susquehannah for several years past; they have however only been able to procure an estimate of what has come down from last spring to December past; and they find it to be valued at \$1 121,250. The number of rafts and boats, that came down the river to Port Deposit, during the same time, was 925 rafts of lumber, averaging 25,000 feet each, and 535 Arks loaded with flour, whiskey, pork, &c.

The Susquehannah canal, commencing at the Maryland and Pennsylvania line, and ending at the head of tide water, is now completed and in good order for the passage of rafts. It appears to have a full supply of water at those seasons of the year when the river is not high, and insures a safe passage for all produce that may come down the river to the mouth of the canal.

It is certainly of great importance to the state of Maryland, that this canal should be kept in perfect condition, and that the proprietors be protected in all their just rights.

The committee have only to state in conclusion upon this subject, that when the water of the Susquehannah is high, boats and rafts frequently pass to the head of tide water, without entering the canal.

The committee now come to the third object of internal improvement, to which they are desirous of directing the attention of the legislature, that is, the canal to unite the bays of Chesapeake and Delaware.

In the year 1799, the legislature of Maryland passed a law, which in the year 1801, was followed by similar laws on the part of the legislatures of the states of Delaware and Pennsylvania, incorporating a company with a capital stock of \$400,000 for the purpose of opening a canal between the bays of Chesapeake and Delaware. In pursuance of these laws, subscriptions were received for nearly the whole amount of the two thousand shares, at 200 dollars each. Surveys were made; engineers and workmen employed; a route selected for the canal through the isthmus which separates the two bays, and some material progress made in the execution of the work. But unfortunately, after having gone thus far in the execution of this important object, and after having expended upwards of \$100,000, in the purchase of water rights, and in the construction of a feeder and reservoir, the work was suspended in the year 1803, in consequence of the non-payment of the subscriptions—and it appearing daily more evident, that the whole amount of the capital stock, even if subscribed for and collected, was a sum totally inadequate to the completion of so extensive a work. At this period also, the energy and spirit of the company began to subside, unaided as it was by further support and encouragement, or by that individual enterprize and activity which had enabled them up to that period to continue their operations.

By connecting the waters of the Chesapeake and Delaware, the contemplated canal will throw