

constructed under her auspices, two stupendous works, for the connexion of the Western with the Atlantic waters. The completion of either of these works would be an achievement of which any single state might be proud. Yet, after devoting her treasure to an enormous amount in support of these works, an obstacle has arisen to the extension of one work, caused by the jealousy of the conductors of the other, which was first chartered, but from the discoveries and inventions of man was found to be not so well calculated to attain the object. The Legislature, at its last session, willing and wishing to witness the progress of both, passed a resolution, to which I have the honor to refer you as No. 108 on the list, in which, in effect, the directors of the Canal Company, (who, by a legal decision, had obtained possession of the valley through which both works were calculated to pass,) are requested to permit the Rail-Road to pass the difficult and narrow places of the valley of the Potomac with them. This assent to the reasonable request of so high a power as the State of Maryland, has been virtually refused; and the Canal Company, not content with this refusal, and in defiance of the known and expressed wishes of the State, has actually changed the location of the Canal, as originally laid down along the narrow passes between the Point of Rocks and Harper's Ferry, and has now occupied the ground in such a manner as to prevent the possibility of the Rail-Road being extended through that part of the valley. Whereas, had they evinced that deference to the wishes of the State, which ought to have characterized their proceedings, ample room might have been afforded for the successful prosecution of both works. The directors of the canal company have thus thwarted the expressed wishes of the state, equally interested in both works, and for no other evident reason, than from a determined hostility to another work which they have chosen to consider in the light of a formidable rival. I have not the slightest fear that the Rail-Road will not reach its ultimate destination. Yet, I cannot but perceive that the expense of its construction will be increased by the illiberal act of the canal company; and I submit to your consideration whether the dignity of the state would not be consulted by a refusal of any future favors requested by the canal company, until the company shall be made to retrace