

lis of the State, and thus realize the great desideratum so much desired by the people of the State, and for which they were willing to make such liberal sacrifices. To these ends, and for these purposes, was the rail road company chartered, and a liberal subscription to that work also made.

It will be no part of the invidious duty of your committee to attempt to enlighten the General Assembly by instituting a comparison of the advantages of rail roads over canals, or canals over rail roads—to enter into a discussion whether it be better to travel at the rate of five miles or twenty miles the hour—whether the cost of the work done on either, or the rate of tolls be greater or less, or whether there be more permanency in one than the other, or whether the advantages of having a road practicable all the year round, while the canal may be locked up three or four months in the year, be advantages or disadvantages; these will be left for the officers and company, of the respective works to shew by their statements and their practical proofs. Suffice it to say that the faith of the State is pledged to an interest in both works, and so far as her faith is pledged, she should endeavor to redeem that pledge, provided all the parties to the contract do likewise. But your committee will take leave to say that they regard the rail road as decidedly and unqualifiedly a Maryland work; while they do not regard the canal in this character. They are both State works so far as they give facilities to the people of Maryland to transport their agricultural and heavy mineral wealth to a market; these benefits and advantages inure solely to the population and wealth which lies within the inaccessible regions designed to be penetrated by these works; and here chiefly ends the benefits and character of the canal as a State work. Its lower terminus is without the state of Maryland, and the wealth and population incident to the creation of an export market are to be concentrated in a foreign land. Not so the rail road; it is emphatically a state work in all its aspects and bearings, and is destined to lodge its wealth, its commerce, and its population, in the bosom of your commercial emporium. In the first case a portion of the people of Maryland, have a direct interest in the success and prosperity of the work; in the second case all the people have a direct interest in its success and prosperity. Whilst entertaining these views, and expressing the opinion that the state ought to