

redeem its pledge to the canal, your committee is decidedly of opinion, that the canal company itself should be held by the state, particularly under existing circumstances to the strict letter of its pledges. This understanding, your committee would respectfully suggest should be strictly mutual, and should on the part of the state be rigorously adhered to. The canal is, or will be unquestionably within the power of the legislature, and when she is found to falter in the execution of her pledges, the state will have the right, and should exercise it, to halt in hers.

It is with great concern that your committee has seen in the conduct of the great works, a disposition to regard each other, not as rival competitors, in a noble, generous and patriotic enterprise; but as enemies; struggling for the destruction of each other, as if they supposed the destruction of one, was essential to the vitality of the other. Both parties it is to be regretted, have at times in their progress, seemed to render themselves somewhat obnoxious to this charge; recently, the government of the Canal Company, when it had gained an ascendancy over the Rail-road Company, after a protracted legal controversy, and when too it could not but be conscious of the deep interest the state had in the latter work, and about the time the state was *condescending* to ask it to harmonize with the rail-road, so as to permit the execution of both works, she rushed forward to the execution of a portion of the work of her canal, in a manner, and under circumstances strongly calculated to lead to the belief, that she was anxious to frustrate the rail-road, at the difficult passes, and by her labour, render that wholly impracticable, which before was not so, and where a joint operation might have been carried on, at no additional cost to her.

The object of the appointment of your committee, in the absence of explicit instructions seemed to be, to proceed to the ground, and examine its topography personally, and there to examine under oath, scientific men touching the before mentioned points, and to ascertain by the same means, the more important fact, of whether the rail-road can yet be made without material detriment to the canal. On exercising the duties assigned it, your committee was constrained to believe that the movements of the Canal Company had been instigated, at