

On motion, Dr. Samuel P. Smith, James Smith, Andrew Bruce, Joseph Dilley, and Joseph Shriver, were appointed a committee to prepare resolutions to be acted on by the meeting, who upon withdrawing agreed upon, and reported the following preamble and resolutions:

Which being read, and seperately submitted, were un-animously adopted:

Whereas the near approach to completion of the Pennsylvania Canal from Philadelphia to Pittsburg, renders it necessary for the state of Maryland by some similar improvement to open a communication with the west as the only means of retaining for her metropolis a portion of the trade and commerce of the valley of the Mississippi; and whereas the extension of the Chesapeake and Ohio Canal to Cumberland on the east, and from Pittsburg to Smythfield on the west, whereby the postage on the Cumberland road will be reduced to 39 miles, all which can be effected for less than three millions of dollars, will enable Baltimore to maintain a successful competition for the great western trade with any communication yet attempted between the Atlantic and the West; and whereas without this improvement Baltimore and the state of Maryland will be doomed to perpetual inferiority; whilst with it our commerce, trade, wealth, population and resources cannot fail to be greatly augmented. Therefore,

*Resolved*, That the Legislature of Maryland be earnestly requested to extend immediate aid to the accomplishment of this desirable result by a further subscription of stock to the Chesapeake and Ohio Canal, which being in effect an extension of the Baltimore and Ohio Rail Road from its junction with the canal at the Point of Rocks, will thereby not only save and render productive the large amount of stock already invested in the canal, but also greatly enhance the value of the millions of stock owned by the state and its citizens in the rail road.

*Resolved*, That the proposed measure would be highly politic as a mere investment of funds without reference to the many great advantages to be derived by its beneficial effect on the commerce, agriculture, manufactures, and general industry of the state, it being susceptible of perfect de-