

expenditure of large sums of money for the improvement of the navigation of the Susquehanna. She not only opened her territory for the purpose of making the Delaware and Chesapeake Canal, but (as will appear by reference to the resolutions of the Assembly) also advanced \$50,000 to aid the work at a time when Delaware, Pennsylvania, and the United States, all refused to give a cent. It may be said that the citizens of Baltimore have expended a million of money in making, and *now own* an unproductive road stock to that amount, within the limits of the State of Pennsylvania. In fact, there is no one act which the State or its citizens have ever been called upon to do, calculated to improve and facilitate the intercourse, and cultivate the most friendly relations between the two States which has not been done.

On the other hand, I am authorised, from a visit of near two months at Harrisburg last winter, to say that not only an unfriendly but actually a hostile spirit, cultivated and fomented by the Philadelphians, exists towards every project calculated in the most remote degree, to benefit the citizens of Maryland, and especially of Baltimore. As an evidence of this spirit, they refused last year not only to incorporate the Company to whom Maryland had granted a charter, but even denied to their *own citizens* the privilege of making a Rail Road over their *own soil*, at their *own* expense, *because* (and the reason was distinctly avowed) it might in the end benefit Baltimore.

I beg your Excellency to believe that what I state is *strictly and literally true*—not my own conclusions or argument about the result of the legislation I refer to, but the open and avowed policy which Pennsylvania has adopted towards this State. A policy no less at variance with a just reciprocity, than it is at war with the first principles of our confederated Government.

Feeling this subject to be one of great and general interest, I have taken the liberty of submitting it to your consideration. Should you think it worthy of notice in your message, it may be stated in addition to what I have remarked in regard to the capital &c., that the first stone of the Road was laid on the 8th of August last—that much work was done upon several miles during the last Summer—that the most active preparations are making for a vigorous prosecution of it early next Spring, and that it is believed, if permission were obtained from Penn-