

be necessary to complete the Eastern, and construct the Western sections of this great National avenue of domestic trade.

The question then arises, whether the interests of the people of Maryland do not require this Legislature to extend such further aid?

And in order to form a correct opinion on this important inquiry, it is proper, aye, necessary that those who have to decide upon this matter should take a view of the premises, so comprehensive as to embrace the whole grounds, that must determine the propriety of the decision which they shall make.

When the General Assembly of this State determined, as it did at December session 1825, to subscribe \$500,000 towards the construction of this work, upon an enlarged plan, the members of that Legislature but yielded their approbation to a design which had received the sanction of many, *very many* of the most intelligent and patriotic citizens of Maryland, whose interests and feelings were identified with the prosperity and happiness of its inhabitants and their posterity.

Their memorial, signed by the venerable Carroll of Carrollton, prayed the Legislature to co-operate with Virginia, the District of Columbia, and the United States Government, in the construction of a work, which George Washington, so early as the year 1784, commended to the favor of the States through whose Territories it would pass.

This profound statesman and immaculate patriot, alike desirous to advance the general welfare and perpetuate the union of these States, explored *four routes* of internal improvement, in the hope that *each* might be executed, and form enduring bonds of union:—he traced those courses to Detroit, from the tide water on the Hudson, the Susquehanna, Potomac, and James Rivers—and pronounced *the Potomac route the most favorable*.