transported, over the ordinary turnpike roads, to the city of Baltimore. It has heretofore sustained a successful competition with the city of Pittsburg; but the completion of the Pennsylvania canals has given to the latter place decided advantages, and Wheeling must retire from the contest, unless the extent and cost of land transportation is materially reduced. This can only be effected by the extension of the Canal to Cumberland.

By gentlemen from Wheeling, practical men engaged in business, the convention is assured, that should the canal be extended to Cumberland, the trade of Wheeling in its present condition, and without allowing for future increase, would add to the transportation on the canal the following amount: 300,000 barrels of flour, 10,000 hogsheads of tobacco, and 21,900 tons of merchandize. The benefit of this improvement would not be confined to the town of Wheeling and the surrounding country. The north-western turnpike constructed at the expense of the state, passes near the route of the canal, and will be connected with it as soon as the canal shall have extended to the coal banks above Cumberland. Terminating at Parkersburg, the head of permanent steam-boat navigation on the Ohio, it is believed that this road will eventually become, one of the most frequented thoroughfares between the east and west. And the hope is indulged, that in a few years another town as flourishing as Wheeling will adorn the Virginia shore of the Ohio. The north-western turnpike passes through an extensive and fertile portion of the state, heretofore checked in the career of improvement, because destitute of the means of transporting the products of the soil to market.

By the extension of the canal to the base of the Alleghany, and the construction of this road, a large population will, at a moderate expense, be enabled to reach the eastern markets, and additional sources of revenue added to the canal. In fact, besides the northern boundary of the state from the source of the Potomac to the ocean, the whole of north-western Virginia, containing at this time more than 80,000 inhabitants, must look to the line of the Chesapeake and Ohio canal as their principal channel of intercourse with the eastern markets. However desirable it might be in a political and commercial point of view, to concentrate the trade of the extensive territory of Virginia to one central point, the face of the country precludes the attempt. The valley of the Potomac is the channel pointed out by nature, through which a market must be sought for the productions of the country drained by that river and its tributary streams; and also for that portion of the state between the Alleghany and the Ohio, and to the north of a line drawn from the Ohio at a point below Parkersburg to the head of the south branch of the Potomac, comprising in all, nearly one-fourth of