

jects of internal improvement, which their interests demand at her hands.

This whole subject resolves itself into a simple proposition, and appeals directly to the judgement of every one. Will the State by abandoning this work in which her own means and the fortunes of her citizens are so largely invested—and on the success of which so intimately depends the value of the rail road improvements, suffer them to stop at a point where they must remain unproductive, and drag a on a sickly existance? or will she by the application of means entirely within her power, infuse into them new life and animation, and make them a fruitful source of revenue to all concerned?

To say that the Chesapeake and Ohio Canal stock will not be most profitable when finished to Cumberland, would be hazarding an assertion against the experience of the world; for no canal leading to coal mines has ever yet been constructed within this country or Europe, which has not proved the most profitable of all investments. But independent of coal, which it is believed will alone yield a dividend of ten or twelve per cent on the capital—the resources of this canal from the products of agriculture, lumber, lime &c. and the return trade to the west, will be most abundant.

The stock of the Schuylkill canal, dependent chiefly on its coal trade, sells now in the market at \$130 for \$50 paid in.

The Chesapeake and Ohio Canal, will in a few weeks be completed for 110 miles, having passed all the principal falls of the river,—the Catoctin and Blue Ridge Mountains, nearly all the difficult passes, and has overcome 360 feet of lockage, leaving 76 miles, of comparatively light work to be done, and about one hundred and eighty feet of lockage—all the principal tributary streams have been passed by aqueducts of the most substantial masonry, the locks are all of superior workmanship and materials, and in the whole distance there is not an obstruction over this noble