

the immediate supervision and charge over the construction of the Chesapeake and Ohio Canal, has necessarily created an unusual sensation in the public mind throughout all sections of our common country directly concerned in the promotion of the work, and imperatively demand the active sympathy and efficient aid of our brethren every where."

At the period when this Convention had its session, the navigation was about being opened in a length of 109 miles; and there then remained about 78 miles yet to be constructed before the canal could be extended to Cumberland, the heart of the coal region: and from the foregoing quotations from the memorials of the committees, it will be seen that, in the construction of these 109 miles, the entire funds and credit of the company had become exhausted.

Having now shown the opinions of the Convention, in reference to the means of the company, we shall next lay before your honorable bodies those which relate to the amount required to construct the canal over these 78 miles; or, in other words, up to the coal region of the Allegany.

In the memorial to the Legislature of Virginia, before alluded to, we find it stated that 'it has been remarked that about two millions of dollars will be required to extend the canal to the coal region, at the base of the Allegany. This estimate has been made by the resident engineer charged with the execution of the work, who, with his assistants, has had the benefit of several years experience on the canal, and the correctness of the computation has been proved by an actual survey, location, and working estimate of several miles of the canal, preparatory to the contracting for its construction.'

In the memorial to the Legislature of Maryland, it is also stated that two millions of dollars will be sufficient to conduct the canal to the foot of the coal region, at Cumberland. But, that so important a part of its duties should not be left to the expression of mere general opinions, the convention appointed a committee to prepare an estimate of the probable cost for the completion of the Chesapeake and Ohio Canal, and more particularly of the part necessary to extend the work to Cumberland. At the head of