

this committee we find the name of Charles Fenton Mercer, the warm, the untiring, the zealous, the intelligent advocate of this great national enterprize; to whom, if the merit of originating the same cannot be bestowed; if justice requires us to place the merit of its first conception upon the brow of him 'who stood first in war, first in peace, and first the hearts of his countrymen;' of him who conducted our country so successfully through its great revolutionary struggle, and afterwards through the first and most trying experiment of our civil institutions—if justice requires that we should place the merit of the first conception of this great work, and of the first efforts to bring that conception into practical operation, upon the hallowed brow of the Father of his country; yet an equal justice requires us to admit that to him, and to him alone, need Charles Fenton Mercer yield the palm of merit involved in the conception and prosecution of the enterprize: but to none need he yield that of having rescued it from a premature dissolution; of having revived it from a state of suspended animation, which was its condition under the old Potomac Company: of having raised it, like a Phoenix from its ashes, to renew the glory of its original projector, and to bind the distant parts of our Union together by its ties of mutual intercourse and of mutual interest.

On referring to this estimate, we find 'that the total length of improved navigation (at the time of the meeting of the convention of 1834) will consist, in the ensuing spring, of 119 miles; 106 of which will be by canal, and 13 miles by slack water.' And to 'complete the eastern section, by supposing it to terminate at Cumberland, there remains to be constructed, above the termination of the present works, 78 miles of continuous canal. The completion of this work, it is expected, will carry the total cost of the eastern section of the canal to the amount very near 6,500,000 dollars;' of this sum, the first 109 miles, with their appendages, will consume 4,500,000 dollars, and the 78 miles below Cumberland will require 2,000,000 dollars: this last sum allows 25,640 dollars per mile for each mile of the 78, as well from a reference to the actual cost of a large portion of the canal above and below Williamsport, as from a survey and working esti-