

town and Washington, will extend to themselves very few, if any, of its benefits.

The broad and unsheltered expanse of water which will meet the canal boats below Analostan Island, and the basin at the mouth of Rock Creek and the Tiber, to say nothing of the necessary change, after leaving the canal, of the very principle of their moving power, will arrest their descent short of the harbor of Alexandria, and require a double trans-shipment of their cargoes to enable them to reach a foreign or distant market through the warehouses of that town. A trade so impeded and burthened could not long survive a struggle with the more favored cities on the opposite bank of the river. A continued canal from the main stem, crossing the Potomac by an elevated aqueduct at or immediately above Georgetown, offers, it is believed, to the southern shore of the District of Columbia the only chance of a fair competition with the northern.

These views have always entered into the policy of connecting the three cities of the District in common support of the main canal as far as the point of its present termination. Alexandria could not consent to extend that termination to the Eastern Branch, at its cost; Washington, to Alexandria; nor Georgetown to either. It has been by consulting, with due regard, these and other jarring interests, that the greater work has so far prospered. Alexandria is now threatened, by the rapid growth of a neighboring market, fostered by the government, which has in it the seat of its operations, with a still farther reduction of that trade she once derived from the west, a result which, in the spirit of impartial justice, the undersigned are bound, by the subjoined resolutions, to ask the aid of Congress, the exclusive legislature of the entire District of Columbia, the sole guardian of the prosperity of its whole population, to prevent, by such proportional subscription to the stock of an Alexandria Canal Company, as may render practicable their undertaking. A plan, accompanied by an estimate of the probable cost of such a canal, has already been supplied by an experienced civil engineer in the service of the United States. The expense of its construction, if Congress shall be pleased to afford to it the desired aid, can be defrayed, the undersigned are assured, by the resources of the corporation and citizens of Alexandria, notwith-