

of a cheapened market. In the second place highways are useful in proportion to the celerity and certainty of the travel or transportation they facilitate—not only as a medium for intelligence, but a rapid gratification of the fictitious wants of society, in which the taste is predominant. As our country improves in the arts, so do our wants real or imaginary multiply. In the first instance, speed is not the essential requisite, quantity, cheapness and certainty appear to be more important—in the second instance celerity and certainty give value to the communication. A Canal which shall ensure the transportation by a 4 or 6 or 10 horse power of 100 tons in a boat at a medium speed, or rate, of 8 miles per hour, through a dense population, or at a rate of 6 miles with a six horse power through a mountainous region, and a sparse population at an expense so reduced as to enable the merchant at the first sea-port to export at reduced charges and prices, will inevitably prove a valuable improvement to society; so that in the event that this Canal, when it reaches the Ohio, shall transport the productions of that valley to tide water, over a distance of 350 miles, at the rate of five miles the hour, it is evident that seventy hours or less than the space of three days of twenty-four hours each, would place the population of Washington and Pittsburg, as regard supplies and intelligence, as near as Washington and New York now are; or will be, when a communication of equal value, shall be made between Baltimore and Washington. That on the score of economy this Canal will prove beneficial, we will state the fact of the reduced price of carriage to market, already occasioned by the increased quantity the boats upon the Canal will carry—flour, the staple of the rich valleys of Maryland and Virginia lying under the Blue Ridge Mountain, has usually cost from 75 to 100 cents per barrel to transport it, either by wagons or the ordinary Durham boats which hitherto navigated the Potomac and its tributaries. Last fall this article was boated from Harper's Ferry to Georgetown at 30 cents per barrel, and should the Canal reach Harpers Ferry, there can be but little doubt of its being still further reduced to 20 cents per barrel. It is calculated that in the Middletown valley alone, the crop of wheat this year will yield 500,000 bushels equal to 100,000 barrels, the greater portion of which will seek this channel. The saving then upon this article, and to this valley will be at least 50,000 dollars—from Virginia a much larger quantity may be expected, and of course an increased saving; and it is reasonably supposed the quantity of flour which will pass down the Canal which shall be opened