

closely to the emporium of Maryland, a Canal should be constructed from Georgetown to Baltimore, provision has been wisely made for this event. The length of this Canal would be about 40 miles, and it could be constructed for about \$2,000,000.* And when made, it would form a continuous Canal navigation from Baltimore to Cumberland, in length about 226 miles, and constructed for about \$8,000,000.

Your Committee have, thus far, confined their remarks chiefly to the advantages of the trade that will arise between the inhabitants of Maryland and Virginia, living East of the Allegany Mountains, and within the influence of the Canal. But, it is now proper that they should ask your attention to the advantages of the more distant, or *Western trade*, and to the probability that the enterprizing inhabitants of our Emporium may compete, successfully, with the inhabitants of Philadelphia and N. York, for a large share of this most beneficial commerce.

For the whole distance between Cumberland and Brownsville, on the Monongahela river, say 72 miles, there is now an artificial free road—the National Road—commencing at Cumberland and running 135 miles to Wheeling; thence 70 miles to Zanesville, in Ohio; and thence to be continued to St. Louis, in Missouri. This road is now being partially reconstructed, and every part of it will soon be put in the most perfect state of repair, as a *Mac-Admized* way; on which, it is believed that locomotives may travel with passengers or burthens, its greatest elevation being no where more than 5°, and very rarely, and only for short distances, so much.

From Brownsville to Pittsburg, steamboats can ply. A few unimportant obstructions exist, and might occasionally impair the navigation of the Monongahela, from Brownsville to Pittsburg—but these are now being removed by the United States Government.

* Vide Wm. Howard's Survey and Estimate.