

mentation of the price or value of the public lands, and from the economy which it would institute at the public offices, and in the National works and means of defence.

To make this Work the great, central Highway of the Union, appeared to be the common object of the Governments that incorporated the Canal Company—and when the Legislatures of Virginia and Maryland agreed to enlarge its dimensions, to adapt it to the commerce of the Nation, they expected that the Government of the United States would extend its aid to the enterprize, so far as this might be wanted to finish the Canal—That expectation seemed for a while to be well founded. It was encouraged by the concurring opinions of all departments of that government, and justified by its subscribing One Million of Dollars to the work; and also by its approbation of those acts of the municipal authorities, of its creation, within the District of Columbia, which broadly pledged their own resources, for a still greater sum, raised by the use of their credit, in aid of this enlarged canal. The state of Maryland, encouraged by the cheering prospect of such co-operation, subscribed \$500,000 to begin the work, and Virginia, approving these measures, has extended her welcome aid, by subscribing \$250,000 to the undertaking.

Of this magnificent work, nearly one hundred and eight miles, from tide water, have been constructed in the most skilful and faithful manner, and for a less sum than the estimate of its probable cost. The greatest obstacles within the range of the Eastern section have been already overcome.

But difficulties of another description, alike unforeseen and unexpected, now beset this enterprize, and threaten to arrest its progress, after $4\frac{1}{2}$ Millions of Dollars have been applied to its construction—and when the expenditure of only 2 Millions more, would complete the Eastern section—make this a productive source of Revenue; and develope inexhaustible elements of boundless power; and bring into circulation, annually, productions of the Mines, in value, at once exceeding the moiety of its whole cost!

With this near prospect of great usefulness and profit before it, the Company perceiving that its funds would be quite exhausted, by its contracts for work now being finished, applied to the government of the United States for further aid during the past session of the present Congress—but without success; and the power or right of that government, to grant such aid has been recently so emphatically questioned, and is at present doubted by so many of its prominent members, as to render it quite probable, that the much needed assistance may not be obtained from that quarter, in due season; although it is possible that partial success may attend the application for aid which the Convention lately addressed to that government in behalf of this Work.

What course the Commonwealth of Virginia may pursue towards this improvement, which she very naturally regards, more as a Maryland work than properly her own—while she has others of great magnitude within her territory, that depend upon and claim the exclusive application of her resources—and whilst the National government, wavering, seems to “be weary of well doing,” is quite problematical:—although there is much reason to hope, that her government will liberally extend the further aid, which has been asked of it, for this work by the Convention; if not in the form of a subscription to the capital stock, at least by a loan of its funds, or credit, to the Canal Company—upon a pledge of their tolls.