

ding to the terms of surrender. Materials are now collecting and preparations in progress for erecting a similar building some 30 miles west of Cumberland, the cost of which will also be met by the agents of the general government.

The bridge over Will's Creek, upon the new location being still unfinished, no tolls have yet been demanded for the use of that part of the road. It is proposed, however to collect them from and after the first day of January next. The present tariff of tolls may then be estimated to produce in 1837 quite \$6000, a sum it is believed, sufficient for making the ordinary repairs, and for preserving the road in good condition. Every exertion will be made so to economise the expense as to create a fund to meet those extraordinary expenses to which such works are ever exposed, by the destruction of costly bridges, injuries by floods, and other casualties.

According to the provisions of the act of 1835, tolls are required to be collected from those who use the old road, though the repairs of it are forbidden and are to cease after the completion of the bridge over Will's Creek upon the new location, which is now within a few days of being finished. This is obviously an unjust provision; the road should either be made free of tolls, or if toll is exacted, it imposes a plain obligation to maintain it in repair. The preservation of that branch being deemed material for the accommodation of the coal trade and the convenience of the public, such modification of the act of 1835 is respectfully recommended as is necessary to authorise the continuance of the repairs of the old road.

It is also respectfully recommended to fix by law the commencement of the national road at the point of the termination of the bank road. The old branch of the national road now starts from the right bank of Will's Creek; the new location commences at the public square in the town of Cumberland, and as the bank road terminates at or near the eastern boundary of Cumberland, a space of some 20 perches of road exists not recognised as being attached to either road, which is therefore neglected, and consequently becomes frequently almost impassable.— The connection is recommended with a view to authorise the future repair of this fragment of road. A hastily drawn plot of the road, illustrating the different localities spoken