

completed from Cumberland to Union Town, in Pennsylvania, which is at the western foot of
of the last ridge of mountains composing the great chain of the Alleghany. The mountains which
have heretofore presented such serious difficulties in the intercourse with the Western Country, are
in a manner subdued by this noble road, which is constructed in the most permanent man-
ner, of successive layers of stone having on the steepest mountains no ascent greater than five de-
grees, and with stone bridges of the most excellent workmanship over every stream and river.
The road is intended to be continued to Brownsville, next to which Town two miles of it are
already contracted for, and thence through the Town of Washington, to Wheeling, on the Ohio;
the whole of the distance between the Towns of Washington and Wheeling being contracted for,
and great part of the road now actually made. At Wheeling, it crosses the Ohio, and branch-
ing north and south to Kentucky and Lake Erie, will be conducted through the heart of Ohio,
Indiana and Illinois, to the fertile and luxuriant borders of the Missouri, a country which the
great stream of emigration is now just reaching, and whose climate and soil must ere long give
birth to a crowded population. The great intercourse on such a road, so admirably situated for
the general convenience, so excellent in construction, and for the support of which the fund altho-
ugh anticipated at present is rapidly increasing, must bring with it wealth and prosperity to the
district which shall prosper. It is now in its infancy, and has yet to receive its full powers,
but there cannot be much doubt that it will be the great channel of intercourse between the Western
States, and those on the Atlantic. It becomes then an object of the highest importance for the State
of Maryland to take it up at Cumberland, and so conduct it through her territory, that she
may derive the greatest advantage from it. Hemmed in on either side by two of the most pow-
erful States in the Union, Maryland has nothing but her geographical advantages to oppose
to them; and as she is, compared to them, weak in her resources, it is her part to be early on the
field, active and industrious; and particularly as the only advantage resulting from the
smallness of her territory is singleness of object and undivided interest, to press to that
object with all her force. The national road at Cumberland coming no farther east, it devolves
on the State as a matter of the very first importance to her prosperity, to take it up at that point,
and to conduct the line of communication in the best manner, through her territory, till it
strikes the line of northern and southern communication of the Atlantic seaports, on that point,
where it will most benefit her own citizens and subserve her own interests. Fortunately the interests
of the State are directly in unison with the route, which in the great and general view of the
subject is every way most eligible. From Cumberland, eastward, it must be the object to strike
the nearest seaport town which shall possess every advantage of free navigation, and whose
daily communications in every direction, give every facility to the traveller. This seaport is