

The principal seaport of Maryland, on which commerce the State has thriven, whose resources have sustained her in time of need, and whose rise has prevented the products of agriculture from being carried without the state, to enrich others by the profits of exportation. And by conducting the intercourse of the Western road from Cumberland, through the counties of Allegany, Washington, Frederick, Anne Arundel and Baltimore, the whole of the inland population of Maryland will receive immediate benefit; the products of their farms will rise in value; a market for them will be brought into the heart of each county; their lands will be increased in value, and the multiplied means and sources of profit which such a great thoroughfare offers, will be opened to them.

In viewing the probable influence of this trade and intercourse, the certain results of which will enrich and aggrandize the state of Maryland, there is no feature which is more pleasing than the ease with which this great object may be accomplished. The roads which are on the direct line of communication are already completed and require only to be joined together, to form an uninterrupted line of paved road. It appears from the reports herewith transmitted that the Frederick road company have completed the whole distance to Boonsborough, which is west of the Blue Ridge, and sixty miles from Baltimore. From Boonsborough they propose to meet the bank turnpike at Hagers Town (distance ten miles) or to intersect the said road near the seventh or eighth mile west from Conococheague creek, making as is asserted, a distance of twenty miles from Boonsborough through Williams Port to the above intersection.

The Reisterstown company have completed the road to the town of Westminster, whence their main road proceeds northerly, in the direct route to Chambersburg, in Pennsylvania. Another company, however, propose to make a road from the twenty ninth mile stone of the Reisterstown road (a mile and a half above the town of Westminster) to Hagers Town, passing the Blue Ridge at Harman's gap. Of this road little is known. A return was made to the Executive on the twenty eighth day of December eighteen hundred and sixteen, that six and a half miles were completed, and license to erect a toll gate was granted. The distance to Hagers Town from the said twenty ninth mile stone cannot be stated, no answer having been returned by the company to the application for information; but the direct distance in a straight line from Westminster to Hagers Town, measured on the maps, is about forty miles. This road is believed to be at a stand for want of funds.

From Hagers Town, provision is already made to turnpike the whole distance to Cumberland; from the town to the Conococheague creek (a distance of seven miles and some perches) by a company incorporated for that purpose, and who have also erected a large and permanent toll bridge over the creek. This part of the road, it is believed, is now very nearly finished. From the Conococheague creek to Cumberland, a distance of fifty eight miles, the road undertaken to be made by the banks, will be completed by the month of December eighteen hundred and sixteen.