

fully appears from the report of the president of that road herewith transmitted.

It appears then that there is a gap in the communication to Cumberland not provided for, and which it is proposed to fill up in one of three ways: first, by finishing the road from Westminster through Harman's Gap to Hager's Town. Second, by tunnelling from Boonsborough to Hager's Town. And thirdly, by tunnelling from Boonsborough, through Williams' Cut, to intersect the bank road some where at the seventh or eighth mile of that road, west of the Conococheague creek.

The advantages and disadvantages of these routes are so differently stated by their respective advocates, that it would be difficult in a general report of this nature, to enter into an examination of them, particularly as the surveys on each route have been made by persons interested therein, and who were consequently exposed (no matter how honest and upright their intentions) to a secret partiality in favor of one or the other of them. It is, however, satisfactory to know, that each route is not only practicable, but requires, compared with what has been already done, only a trifling expense and a small effort.

But the special care and attention of the legislature, it seems to us, should be directed to the bank road. The Frederick road, now finished across the Blue Ridge to Boonsborough, and Harman's Gap road, from Westminster to Hager's Town, when completed, will both strike the great and rich Conococheague valley, lying between the Blue Ridge and the North mountain. This valley, possessing great fertility of soil, inhabited by a numerous population of skilful agriculturists, sends every year great quantities of produce to market. There will be, therefore, always a communication preserved; though it is to be regretted, that under the present system, unaided by funds from other quarters, it may not be so good as the public interest requires it should be. But the bank road commences near the mountains, on the west side of the valley, and runs to Cumberland, through a country, great part of which is rocky and unproductive, presenting a continued succession of mountainous ridges, and offering but few temptations to settle.

It is, therefore, the more incumbent on the state to attend to this part, and offer it such advantages as may be sufficient to make it a good and perfect road; to the end that the great advantages to be gained by it, may be secured to the state. Of these advantages, the greatest will be the establishment of the western intercourse upon it, and at a time when the states of New York, Pennsylvania, and Virginia are directing their attention to the attainment of this object, and commencing the struggle with extraordinary vigour and spirit, it surely becomes the state of Maryland to be vigilant, and by an early activity, and pulling forth all her strength, to endeavour to balance the great force of her competitors.

It would be improper to dictate to the honourable the general assembly, the course to be pursued. But as the honourable the general assembly, have thought proper to call for any suggestions that