

the annexed resolutions to the general meeting, and the stockholders to adopt them with so much unanimity; nor can such reference be useful, or even intelligible, without also alluding to the true origin of the Chesapeake and Ohio Canal.

Whatever views may have antecedently existed, at any time with respect to the improvement of the navigation of the Potomac, or any of the branches of the Ohio, which approach its head waters, by opening their sluices, by forming short canals and lift locks around their principal obstructions, or conducting continued canals along their valleys, the Chesapeake and Ohio Canal, or a connected navigation across the Alleghany mountains, from the tide of the Potomac to the Ohio, had never entered into the conception of any one, much less had it been ever seriously contemplated, until the Board of Public Works of Virginia confided to their principal Engineer the survey of those rivers, in order to ascertain the practicability of their union.

It was discovered and made known, on the summit of the Alleghany, in the summer of 1820, to be possible to effect, by a navigable canal across that great barrier, a junction of the eastern and western waters. This discovery was first noticed in the House of Representatives by the Committee on the District of Columbia, in their report of the 3d of May, 1822, on numerous memorials from the states of Maryland and Pennsylvania, which had been referred to that committee, and which were of various tenor, but united in asking nothing more than the aid of Congress to improve the defective navigation of the river Potomac.

To attract the public attention to the more enlarged purpose suggested in the report of the Committee of the House of Representatives, of uniting, by one continued canal, the waters of that river with the highest steamboat navigation on the Ohio, and that with the southern shore of Lake Erie, to manifest the practicability and importance of so vast an improvement of inland navigation, as well as to provide the means of effecting it, a convention of delegates from Virginia, Maryland, Pennsylvania, and the District of Columbia, assembled, by prior invitation, in the capitol in Washington, on the 6th of November, 1828. By this assemblage, which has ever since borne the title of the "Chesapeake and Ohio Canal Convention," its present denomination was given to the Chesapeake and Ohio Canal. The terms of the charter to be