

ought, in order to authorise its construction, were considered in this convention, discussed, and settled; the dimensions of the canal were limited, its cost was estimated, and among the means adopted for providing the charter and the necessary funds to complete it, there was created, by order of the convention, and appointed by the chairman, a permanent central committee, with authority, in the name and behalf of the convention, to appeal, by memorial or otherwise, to Congress, the states whose sanction was necessary to the charter and to the three cities of the District of Columbia, for subscriptions to the stock of the canal, according to certain prescribed proportions.

While the General Government was expected to regard the proposed enterprise as an object of national importance, the states and the commercial towns interested in its success, would it was believed, regulate their subscriptions to its stock, by their respective ability, and the bearing of the common enterprise upon their separate and peculiar interests.

It was early perceived that, in its prosecution, the cooperation was to be obtained and preserved, of many rival interests, as well in the states who were to become parties to the charter, as in the towns of the District of Columbia. To limit the termination of the canal, in its descent, with a common name, and common funds, to that point, wherever it might ultimately be found, below which those interests begin to diverge from a common line, and might consequently be expected to split asunder, was deemed highly expedient. Although, therefore, the charter of the Chesapeake and Ohio Canal Company did not restrict the eastern termination of the main canal to a prescribed point on tide water in the District of Columbia, it was regarded as essential to the union of those local interests, which it was expedient to harmonize, that it should not be extended below the locks of the present canal of the Little Falls, without the assent of these interests. A very important one was known to arise from the desire of the state of Maryland, subsequently expressed on the face of her laws, to extend a branch from the main canal, through Georgetown and Washington, to Baltimore, her commercial emporium, and to Annapolis, her capital.

The subscription of half a million of dollars to the stock of the Chesapeake and Ohio Canal, which she authorised in March, 1826, was coupled with the conditions, among others, that the practicability of such exten-