

tion, now pending between these two companies. In consequence of which the Canal cannot be extended to Harpers Ferry; the most important position to raise a feeder for it, and the only important point at which a fair trial and estimate can be made of its value as a means of transportation for the productions of the country west and south-west of that great natural deposit, viz: The valley in which the confluence of the Potomac and Shenandoah occurs. The Committee regret that they cannot suggest a period when the advantages this improvement promised, when it was undertaken, will be likely to be realized to society or to those whose spirited enterprise induced them to engage in this great work, in consequence of the difficulties just adverted to. It is nevertheless hoped that the countenance already bestowed by the nation as well as the State upon this great bond of the Union, will induce an arrangement or final decision of the questions in controversy, that may speedily remove all obstructions to its completion. The application of steam instead of horse power, 'tis believed, will propel boats at the rate of $\frac{1}{2}$ miles per hour. From experiments that have been made in Europe 'tis understood 10 miles has been accomplished on large Canals; and when the sides of the interior shall be well walled, and all abrasion from the agitation of the water prevented, there can be little doubt that Canals of 60 feet at the surface, and six feet in depth, with a cross section affording an area of three hundred and six square feet, will enable boats to be moved at from 8 to 10 miles per hour. In the construction of works of great magnitude, if proper attention be paid to their durability, as well as formation, those advantages which are ordinarily the result of experiments and repairs, will be secured to the community in the first instance. Your Committee deem it a false economy to curtail unnecessarily, either the means, the mode or the extent of great public improvements, whose benefits should extend with the reputation of the age in which they are made, to remote posterity. All great highways are important in a double point of view; first, they secure the supplies required by a community and for Commerce, at regular periods; and in that degree subserve the wants of society, and the convenience of agriculture. The productions of the soil depend upon climate and season, the harvest is periodical, and the demand at home and abroad is equally so. Bulky articles, either in a crude or a partially prepared state are most desirable in large quantities, because it is essential to a judicious manufacturer to have an abundant supply at hand—both as occupation for his labour and to keep down speculation; and in the proportion that his machinery is employed will the consumer derive the benefits