

it necessary to go back to the beginning of that national work.

1. On the twenty-ninth day of March 1806 the Federal Government passed an act of Congress, entitled, "An act, to regulate the laying out and making a Road from Cumberland in the State of Maryland, to the State of Ohio," by virtue of this act, three commissioners were appointed by the President of the United States, to lay out the road which was accordingly located and finished within the limits of this State, as also through the Territory of several Sister States. In consequence of the delicate relations always existing, between the several states connected with the Federal Government, the President of the United States was authorised by this act of Congress, to obtain the consent for making the road, of the several States, through which the same might pass; and Maryland at November session of her Legislature 1806, gave her consent, for opening and improving said road in such way and manner, as by the before recited act of Congress, is required and directed.

2. This National Road was finished by the Federal Government within the limits of this State, through our mountainous region, as also through the territory of several Sister States stretching to the far west. Neither in the original law for locating and making the road nor by any subsequent act of Congress, have any permanent funds been provided for repairing the road. Like all other things of human structure, the road, although beautiful in its original finish, being liable to perish and decay by constant use, frequently required repairs; and for several years after it was finished, appropriations were made by Congress from time to time, for that purpose. But in the progress of its history it was soon discovered, that without some permanent fund to be used for repairing, the original construction of it could be of no lasting benefit to the country. For several years it was wholly neglected by Congress, particularly within our limits; and the road although splendid in its original construction fell into decay and ruin, so as to render it almost impassable for waggons or carriages of any description.

3. The States through which the road was located, saw with deep concern its original foundations broken up, with but little probability of continuous appropria-