of Talbot County.

Candidate for the next
ctfully solicit your saf
ob'd't. serv't.
GEORGE STEVENS.

le Farm
SALE.
ll sell that valuable farm
resided, known by the
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sesses, are a fertile and
valuable source of marl,
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en to be met with. For
nquire of Wm. W. Moore
r to
AMIN P. MOORE,
in Baltimore.

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next, it will be for rent,
—4t

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delphia. She had on when
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The owner of the above
equested to prove proper-
or she will be discharged

MAS CARLTON, Sh'ff.

O GIVE NOTICE,
ber hath obtained from the
Caroline County, letters of
onis Non, with the will an-
rsonal estate of Margaret
aroline County deceased.
claims against the said de-
hereby warned to exhibit
proper vouchers thereof,
and all persons indebted to
are requested to make im-
o the subscriber.
CHARDSON, Adm'r
N. with the will annexed,
rgaret Walker deceased.

Rent,
r, the FARM on Miles' Riv-
by James Denny, two miles
s, has 3 fields of one hun-
hills each.
, garden, stable & carriage
of St. Michaels, in good re-
or 10 acres of ground, well
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DW. N. HAMBLETON.
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Isabella Smyth, are respect-
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due prior to the 1st day of
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the 1st day of September
AMUEL GROOME, Agent.

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RS AND BUTCHERS.
and fifty head of excellent
d 100 head of cattle, in good
e had on moderate terms, if
be made to the subscriber,
n, Somerset county, Md.
J. C. WILSON, Jr.

e Gazette will insert the a-
, and send their account to

T AND SHOE STORE,
stand opposite the Court House.
r respectfully informs the ci-
and its vicinity, that he has
entire stock of Mr. Joseph
ve line, and has added con-
assortment, and made such ar-
ill enable him to manufacture
es and Gentlemens Boots and
v prices as they can be pur-
ore in Easton, and better than
rought from Philadelphia and
w England. He assures them
hall be made of the best ma-
nufactured by the best work-
they will call and examine it,
& purchase his boots & shoes,
to any others offered for
lace, as he has reduced his
he times. His work will be
r CASH only.
WM. WHITE.
rk warranted.

RANCH BANK, EASTON, }
June 29th, 1826. }
ll not be opened on *Tuesday*,
July. All notes payable, dis-
renewable, on the next day,
be attended to on or before
onday. The rules of the Bank
he Cashier to receive discount-
ble notes on any *Wednesday*.
OLDSBOROUGH, Cashr.

EASTON GAZETTE.

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Religio purifies the Heart and teaches us our Duty—Morality refines the Manners—Agriculture makes us rich—and Politics provides for the enjoyment of all.

VOL. IX. EASTON, (MARYLAND) SATURDAY EVENING, JULY 15, 1826. NO. 30.

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REPORT

Of the Committee on Roads and Canals, to whom was referred the joint memorial of the Central Committee and the Commissioners appointed by Virginia, Maryland, and the United States, to open books for the subscription of stock in the Chesapeake and Ohio Canal, with sundry petitions from the citizens of Pennsylvania and Maryland on the same subject, respectfully report:

(*Concluded.*)

The Committee now beg leave briefly to present some of the most prominent advantages which the accomplishment of the Chesapeake and Ohio Canal promises to the U. States, and which, in their judgment, will amply compensate for the cost of its construction; and

1st. *Its advantages in a political point of view.*—For their views on this branch of the subject the committee will merely refer to the arguments and views of General Washington, already quoted, and to the following extract from the Report of the Committee of Roads and Canals at the last session of Congress, in which they fully concur; when referring to the Chesapeake and Ohio Canal, the Committee say, "This object, regarded as the most important and "national, was the first to claim the attention of the Executive in carrying into effect the provisions of the law of the last "session, to procure surveys, &c; and the "able Board of Engineers, who have given "the subject a full and careful examination "during the last Summer, have pronounced "it perfectly practicable, at an expense "small, compared with the magnitude and "importance of the object. This work, "whether regarded in a military, commercial, or political point of view, is equally important. Passing through the centre of "the Republic, from one extreme to the "other, opening an internal communication "of more "than 2,500 miles, affording at "once a powerful bond of the Union, with "every commercial facility in time of peace "and in war, the most effectual means of national defence. Besides its immediate "connection with the seat of the *National "Government;* its central opposition; the "great extent of inland navigation which it "opens, touching in its course *eleven* States "of the Union, and furnishing a vent for the "produce of several others. The shortness "of the canal by this route, connecting the "Atlantic tides with the steam boat navigation of the west at Pittsburg, being less "than 350, and to Lake Erie, less that 450 "miles.

"These considerations, together with the "general and diffusive nature of the benefits to result from this work offering great "advantages to all the States, yet peculiar "to none; as well as the magnitude of the "undertaking, point it out as a work peculiarly *national* in its character, and cannot fail to secure for it the prompt and "efficient aid of the General Government."

2d. *Its commercial advantages.*—Some idea of the commercial advantages of this work may be formed, when the fact is stated, that the transportation of merchandise for the supply of the western States to Pittsburgh in one year, has amounted to one & a half million of dollars, and that the amount carried to Wheeling, and other towns on the Western waters, and wagoned on through Ohio, at dry seasons, must have exceeded this amount; most of those wagons had also return loads of agricultural produce, which, with the amount carried by farmers and others, would probably nearly equal the transportation Westward, and should it amount to only half, still it would appear that the country sustains a tax for transportation, of four or five millions a year; whereas, if this merchandise were water-borne on canals, the cost would be reduced to less than half a million. The difference in cost being estimated as 10 to 1; though the usual estimate has been as 20 to 1; besides, the construction of the canal (as in New-York,) would more than double the quantity of trade and commerce; thus the whole cost of the canal would be saved to the country in a few years, yielding, at the same time, on the stock invested, a profit of 6 or 8 per cent. to the government, more than the amount of interest accruing on the national debt, which the national creditors are anxious should be paid, and also returning to the people a portion of the money paid by them into the Treasury, to promote and cherish industry, trade, commerce, and manufactures, and these profits & advantages of course, increasing with the increasing growth and population of the country.

3d. *Its advantages to agriculture.*—These consist not so much in the saving in the cost of transportation, as in the powerful stimulus it would afford to agricultural industry in the interior and the increased value it would give to agricultural produce, and of course to the general wealth of the country. The difficulties under which the interior at present labours for want of facilities of transportation to the proper markets, are indescribable. Immense districts of the finest land in the world lay waste and uncultivated, because the produce will not bear transportation unless converted into spirit to brutalize mankind; forests of the finest timber, which might be sources of wealth, but encumber the ground; and often that which is in the greatest demand in one portion of our country, lies neglected and useless in another.

To illustrate the importance of this work to the interests of agriculture, the Committee beg leave to add one other statement: By the census taken in 1810, sixteen years ago, it appears that there was manufactured in that year, in a few of the western counties of Pennsylvania, 371,436 barrels of flour and 33,722 of whiskey, making together, 410,158 barrels, amounting to 62,-261 tons, which transported on the canal, at 2 cents per ton per mile, would cost $430,846 12; but if it had been transported in wagons to Atlantic markets at that time, it would have cost upwards of five millions of dollars, and would at present cost more than 2,500,000; thus it appears, that a saving of more than five millions of dollars might have been produced by the Chesapeake and Ohio Canal on the transportation to the Atlantic markets, of the flour and whiskey alone, manufactured in 1810, in a few counties in the western part of Pennsylvania!

What then would be the saving on the infinite variety of agricultural, mineral, and manufactured products, not only of the Western part of Pennsylvania, but also of West Virginia, Kentucky, Ohio, Indiana, and, in short, all the interior and Western portions of the Union, bordering upon the Ohio and its tributary streams? To which might be added an equal saving on the back loading of merchandise, transported on the canal, for consumption in the west.

4th. *Its advantages as to Mines of Ore, Coal, and Quarries of Stone.*—The fact is too notorious to require repetition, that the mountains and interior portions of our country, and especially the region through which the Chesapeake and Ohio Canal is located, abounds with inexhaustible mines of the richest ore, and the finest coal in the world, which lie hidden and useless in the bowels of the earth, for want of the means of transportation, and which might be made sources of unbounded profit and accommodation, adding millions annually to the National resources, giving profitable employment to labor, stimulating industry, increasing general wealth, supplying our country with means alike necessary in peace & war, and for which we are now dependent on foreign countries, and annually paying them a heavy tribute. Millions are annually sent abroad too feed and employ foreign labour, manufacturing and agricultural, to the neglect and injury of our own, to procure what abounds in the utmost profusion at home buried, and dormant in the bowels of the Earth, and requiring nothing but the plastic and vivifying influence of these facilities of transportation to spring at once into useful and prosperous activity, yielding not only an abundant domestic supply, but a surplus for exportation.

5th. *Its advantages in reference to Villages, Towns, Water Power, and Manufactures.*—These are objects not unworthy of consideration. The facility and inducements offered throughout the whole extent of this canal, for the building up of villages and towns, and erecting an almost infinite variety of mills, furnaces, forges, and other water works, thus creating, as if by magic, busy scenes of active industry, hurrying commerce & prosperous trade, where shortly before was a howling wilderness and gloomy desert. This is no picture of fancy, but matter of fact, to which every one who has passed along the New-York Canal, can bear ample testimony. And who can for a moment doubt, that equal, if not greater results would be produced on the Chesapeake and Ohio canal, especially when they consider its decided superiority over that of New-York, in the immense inland navigation which it connects and opens, touching in its extent from the Chesapeake to New Orleans nearly half the States in the Union, throwing into this common channel their surplus produce, and receiving through it their supplies of merchandise in return; to which may be added its superiority in reference to *climate*, central position, and the inexhaustible mountain supplies of coal, ore, and timber.

6th. *Its Military Advantages.*—In a country like ours, spreading over an immense continent, with an exposed military frontier of at least four or five thousand miles, depending for its defence at all times not upon standing armies, but upon the militia, the citizen soldiers, dispersed throughout every portion of the Nation, the best and most efficient means of attack or defence will always be found in the facilities offered by good roads and canals, for the rapid concentration, and rapid movement of the physical forces wherever their presence may be required, whether to repel invasion from abroad, or quell insurrections at home.

Nothing can so effectually deter the spirit of foreign aggression, or nip domestic treason in the bud, as the existence every where of those facilities by which the whole force of the country can be at once concentrated and precipitated upon it, crushing it in embryo, before it can mature its plans or execute its designs. If proof were wanting to illustrate the advantages of roads and canals in time of war, the Committee would refer to the waste of blood and the waste of treasure during the late contest produced by the want of these facilities—flour in many instances on the Northern frontier, costing $100 per barrel, and $1,000 for the transportation of a single piece of cannon, which on account of the delay were useless, the enemy having accomplished his objects before they had arrived at the places where they were required for the public service. But the Committee cannot better express their views on this branch of the subject, than by adopting the language of the late Secretary of War, now Vice-President of the United States, who, in his very able report to Congress in 1819, on the importance of roads and canals, in a military point of view, says:

"A judicious system of roads and canals, constructed for the convenience of commerce, and the transportation of the mail only, without any reference to military operations, is, itself, among the most efficient means for 'the more complete defence of the United States.' Without adverting to the fact, that the roads and canals, which such a system would require, are, with few exceptions, precisely those which would be required for the operations of war; such a system, by consolidating our Union, increasing our wealth and fiscal capacity, would add greatly to our resources in war. It is in a state of war, when a nation is compelled to put all of its resources in men, money, skill, and devotion to country, into requisition, that its government realizes, in its security, the beneficial effects from a People made prosperous and happy by a wise direction of its resources in peace. But I forbear to pursue this subject, though so interesting, and which, the farther it is pursued, will the more clearly establish the intimate connexion between the defence and safety of the country and its improvement and prosperity, as I do not conceive that it constitutes the immediate object of this report.

"There is no country to which a good system of military roads and canals is more indispensable than to the United States. As great as our military capacity is, when compared with the number of our people, yet, when considered in relation to the vast extent of our country, it is very small; and if so great an extent of territory renders it very difficult to conquer us, as has frequently been observed, it ought not to be forgotten, that it renders it no less difficult for the Government to afford protection to every portion of the community."

And after presenting a general system of roads and canals, including the Chesapeake and Ohio canal, now under consideration, he concludes by saying:

"Many of the roads and canals which have been suggested, are, no doubt, of the first importance to the commerce, the manufacture, the agriculture, and political prosperity of the country, but are not, for that reason, less useful or necessary for military purposes. It is in fact, one of the great advantages of our country, enjoying so many others, that, whether we regard its internal improvements in relation to military, civil, or political purposes, very nearly the same system, in all its parts, is required. The road or canal can scarcely be designated, which is highly useful for military operations, which is not equally required for the industry or political prosperity of the community. If those roads or canals had been pointed out, which are necessary for military purposes only, the list would have been small, indeed. I have, therefore, presented all, without regarding the fact, that they might be employed for other uses, which, in the event of war, would be necessary to give economy, certainty, and success, to our military operations; and which, if they had been completed before the late war, would, by their saving in that single contest, in men, money, and reputation, have more than indemnified the country for the expense of their construction."

Its advantages to the Seat of Government.—The effect of constructing the Chesapeake and Ohio Canal could not fail to raise the City of Washington to the first rank among the commercial cities of the Union. With all the facilities for importation, it would stand several hundred miles in advance of all the Atlantic cities, in reference to the commerce and trade of the interior and the West. Such a great and obvious advantage could not fail to attract the merchants and capitalists of the country, who are always quick to see, and prompt to seize, every occasion which promises a profitable investure of their funds, and the foreigners who visit the seat of the National Government from which they generally form their ideas of the whole country, instead of finding a dull and dispersed town, presenting nothing to gratify or amuse, would find a splendid city, with all the embellishments, fascinations, and advantages which ought to belong to the capital of this great nation. Besides, if mercenary motives could be permitted to influence on a subject of such national moment, even these would find ample gratification in the greatly enhanced value which it would give the public property belonging to the United States, in this city, consisting of upwards of 5,000 building lots, with a large quantity of other grounds, houses, and public property, estimated, in 1820, at $7,345,692 as well as in the diminished expense of living, produced by opening an easy communication with the finest markets in the world, and to the most abundant mines of the first rate coal—placing this city, for all the purpose of trade and intercourse, within a distance of Pittsburg not more than equal to forty-five miles of transportation by land.

8. *Its advantages to the sale and value of the Public Lands in the West.*—It is believed that nothing is better calculated to induce and facilitate the sale and settlement of the public lands, than opening to them those facilities of communication by which they can convey to the best markets the products of the soil: for, without the means of arriving at market, there can exist no motive to stimulate industry or exertion. To show the effects of roads and canals on the public lands, of which the U. States own more than five hundred millions of acres undisposed of in the West, the Committee beg leave to introduce the following extract of a letter from the celebrated and lamented Robert Fulton to Mr. Gallatin, in 1808, on this branch of the subject:

"In all cases, he says, where canals shall "pass through the lands of the United States, "and open a cheap communication to a "good market, such lands will rise in value "for twenty miles on each side of the canal. "The farmer who will reside twenty miles "from the canal, can in one day carry a "load of produce to its borders; and were "the lands 600 miles from one of our sea-"port towns, his barrel of flour, in weight "200 lbs. could be carried that distance for "60 cents, the price which is now paid to "carry a barrel 50 miles, on the Lancaster "turnpike. Consequently, as relates to "cheapness of carriage, and easy access to "market, the new lands, which lie 600 miles "from the seaports, would be of equal value "with lands of equal fertility, which are "fifty miles from the seaports. But, not to "insist on their being of so great a value un-"til population is as great, it is evident that "they must rise in value in a three or four-"fold degree; every lineal mile of canal "would accommodate 25,600 acres. The "lands sold by the United States, in 1806, "averaged about two dollars an acre and "certainly every acre accommodated with "a canal would produce six dollars. Thus, "only twenty miles of canal, each year, run-"ning through national lands, raise the "value of 512,000 acres at least four dollars an acre, giving 2,048,000 dollars to "the Treasury, a sum sufficient to make "126 miles of canal. Had an individual "such a property and funds to construct ca-"nals to the centre, he certainly would do "it for his own interest. The nation has the "property, and the nation possesses ample "funds for such undertaking."

9th. *Its advantage in reference to Currency.*—The Committee have already referred to the exhausting and injurious effects of annually withdrawing from active and profitable circulation, fifteen millions of dollars a year, and applying it to the discharge of the National Debt, as proposed by the Committee of Ways and Means, and have suggested the propriety of confining the payment of the National Debt, to ten millions of dollars a year, according the existing Sinking Fund, and applying the surplus five millions of dollars to Internal improvements: which would be as much as could be economically and judiciously expended, at the commencement of the system. It would be sufficient to afford employment, and give skill and experience to our Engineers, by the time the National Debt is extinguished, in 1833; and the annual surplus, applicable to these objects, increased to fifteen millions.

It would, also, be returning, in the meantime, a portion of the money, (drawn from the people by taxation,) to sustain and carry on the several branches of Agricultural and Manufacturing industry, and, at the same time, equalizing, in some degree, at least, the expenditure of the public money: for, it is a fact worthy of grave consideration, and susceptible of the clearest proof, that, of the twenty-odd millions which are collected annually, alike from every portion of the country, there is not expended by the Government, in the *whole of the interior and Western States*, as much annually, as has been expended on the sea coast, in the *building & equipping of a single ship! or half as much as has been expended in the erection of a single fortification!!* This consideration, in the judgment of the Committee, strengthens the claims of the interior and the West, to a participation in the common means of the country, to which they contribute their full proportion.

10th. *Its advantages in reference to the diffusion of knowledge and intelligence.*—Nothing, perhaps, in a country so extensive as ours, tends more to the rapid dissemination and diffusion of knowledge and intelligence, among the People at large, than good roads and canals. They bring distant parts of the country more nearly together: promote trade and intercourse, and create friendly and social relations among those who, otherwise would have, perhaps, remained not only strangers, but estranged from each other, by a diversity of feelings, views, and interests.

11th. *Its advantages as relates to profits, revenue, &c.*—On this branch of the subject, looking to the extent of navigation opened by this canal, connecting by the nearest possible route, all the Eastern and Western States, passing through the heart and centre of the country, traversing parts of the most fertile and populous, and penetrating regions abounding with inexhaustible supplies of ore, coal, and timber, the committee think they hazard nothing in expressing the opinion, that this cannot fail to be one of the most profitable and productive canals that has been, or can be constructed in the United States, constituting, as it must, the great artery of communication, and receiving the joint contributions of the Chesapeake, Ohio, and Mississippi rivers. This canal, in fact, has a decided advantage over the canals constructing along the Atlantic seaboard in this, that the canals running near and parallel to the seaboard, (to which the United States have liberally contributed,) are *mere improvements* of an existing navigation along the coast; but this canal, penetrating the interior and Western portions of our country, is not an improvement *merely*, but it is the *creation* of a navigation where none before existed, and which, of necessity, must, and will be used by all; & this accounts for the profits of the New-York canal, over which, the superiority of the Chesapeake and Ohio, in reference to climate, position and distance, has been already demonstrated.

The tolls on the New-York canal, during the year 1824, amounted to $340,761 07; in 1825, to $566,221 51; and for 1826, they are estimated at $750,000 00, exceeding eight per cent. per annum, on its cost at the low rate of one cent per ton per mile, on all agricultural and country produce, and three cents for merchandise; which, with the duty on salt and auctions, will give a surplus of $577,000 a year to discharge the principal, after paying the interest on the debt, and all the expenses of repairs, collections, &c. amounting to $550,000. The number of boats and rafts, which passed on the canal, from 9th April to 12th of December last, was 13,100, carrying 219,074 tons; 185,405 bound to, and 33,669 from, the city of New-York; amounting to 42 boats per day; and the number of passengers exceeding 40,000.

But the Chesapeake and Ohio canal is, in every point of view, more important than that of New-York. It not only furnishes a connexion between the Atlantic & steamboat navigation of the Ohio, at much less than half the distance of the New York canal, but commencing at the seat of the National Government, it opens a direct internal navigation of near 2,500 miles, through the centre of the Union: while the New-York canal passes through but a single State, and terminates on our northern frontier. And, besides, the Chesapeake and Ohio canal has also the advantage of the coal trade of Cumberland, and the timber and iron mines of the mountain, which nature has denied to New-York; and being four degrees further south, will remain at least two months in the year longer unobstructed by ice. But, should the results only equal those of New-York, the Committee think the Government ought immediately to commence and vigorously prosecute it to its final completion, and might add, in the language of General Washington, who more than forty years ago, when urging Congress to engage in this great work, said, "Our interest is so much in unison with this measure, that nothing short of that ill-timed and misapplied parsimony, and contracted way of thinking, which intermingle so much in our public councils, can counteract it." Will not those who oppose this measure now, become obnoxious to this emphatic denunciation of the Farther of his country?—who, were it permitted him to descend, and mingle in our present deliberations, might repeat it to us, with much greater propriety, and stronger emphasis.

As the final report and estimates of the Board of Internal Improvement will not be completed before the close of the present session, and as it would not, in the judgment of the Committee, be advisable to legislate on the subject until that report is communicated, they, therefore submit the following resolution:

Resolved, That the Committee be discharged from the further consideration of the subject; and that it be referred to the early and favorable consideration of the ext session of Congress.

APPENDIX.

1. Extracts from the original letters, reports, maps, and papers, on the subject of uniting the Potomac and Ohio, in the handwriting of General Washington, never before published, now in the possession of General Mason, of Georgetown.

2. List of the Acts passed by Virginia, Maryland, Pennsylvania, and the United States, on the subject of the Chesapeake & Ohio Canal.

3. Gen. Lacock's Essays on the same subject.

4. Report of the Committee on the District of Columbia, made in Congress, 3d May, 1822.

5. Extracts from Mr. Gallatin's report, Mr. Shriver's work, with a variety of tables, and other documents illustrative of the subject.

Note.—The Appendix will accompany the Report to be laid upon the tables of the Members of Congress.

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