

limits of the State of Maryland, having been made such owners by an Act of the General Assembly of Maryland, said road originally beginning on the west side of Will's creek, in the city of Cumberland, Maryland, a short distance from the site of Fort Cumberland, and following in a large measure the route of the road built by General Braddock in 1755, in his expedition to reduce Fort Duquesne, now the site of Pittsburg, Pennsylvania; and

Whereas after the organization of the general Government in 1789, in the development of the "Western" territory of the United States, as the country beyond the Alleghany Mountains was then known, this road became the main and most important thoroughfare in the transportation of people and supplies to the West, and its constant use caused it to become worn out and utterly inadequate to the public necessities; and

Whereas of all the primeval roads of the nation, this road, so far back as the year 1806, when the first step was taken by the Federal Government towards making internal improvements, was the initial road to receive any consideration and appropriation from the Congress of the United States, when \$30,000.00 was appropriated to open and make the "Cumberland road" (as it was designated for the first time) from that point to the Ohio river, and from year to year down to 1834, appropriations were made by said Congress aggregating over \$3,000,000.00 for the maintenance and improvement of the said highway east of the Ohio river; and

Whereas in said year of 1834 said road was the finest in America, and for a score of years thereafter, although the Baltimore and Ohio Railroad had been built to Cumberland in 1842, this road was the main thoroughfare between the East and West and remained so until the extension in the year 1853 of said railroad to the Ohio river, when the use of the road was nearly abandoned and it was permitted to grow unfit for public travel and has never since been in condition approaching its former usefulness and adaptability as a means of transportation; and

Whereas said road was in the year 1834 changed in course from the west to the east side of Wills creek, in the city of Cumberland, so as to begin at the intersection of Baltimore and Mechanic streets in said city, and follows said Mechanic street and after several miles distance connects with the old route and passes through Frostburg and other towns in Alleghany county, Maryland, on to Grantsville, Garrett county, Maryland, and from said last-named county into the State of Pennsylvania; and

Whereas the said "Cumberland" or "National road" in Maryland has intimately linked itself with the development and improvement of the nation and was the first to receive national recognition and support, and is still an important artery of travel between the above points, but through lack of attention on account of the financial disability, the respective counties of Alleghany and Garrett, through which it passes, have been unable to give it the attention it requires and preserve it in the excellent condition which its antiquity and famous history would justify the pride of the people of the United States in keeping it; and, therefore, be it

Resolved, By the General Assembly of Maryland, That the Senate and House of Representatives of the United States of America, in Congress assembled, be and they are hereby respectfully requested to pass a bill taking over as the property of the United States, that part of the "Cumberland" or "national road" lying in Alleghany and Garrett counties, Maryland, and keeping, maintaining and preserving it in the same