

ment of which the Maysville Road Bill was but the entering wedge, the general government would now be crippled in its resources and bankrupted in its treasury, as are many of the States. Thanks to the man who regardless of that ephemeral popularity, the reward of time-servers, preferred to adhere to the constitution of his country, instead of yielding to the importunities of those, who provided they are permitted to fatten on the industry of their fellow men, care not for law, morality or any thing else. Fame will do him justice, and his name will in after times be associated with that select band of worthies who have in all ages maintained the rights of the people in despite of the enemies of civil freedom.

Conscious of the inherent errors of the present system of internal improvements, its advocates have at various times represented the illustrious Father of his Country as being its advocate, if not its author. These assertions in effrontery, are only equalled by their fallacy. There is no opinion of General Washington that can be adduced to sustain the assertion.

The system of internal improvements of which he spoke, was the system as then understood in England—one conducted on private capital and by individual enterprize. By Sparks' life of Washington, we are informed, that in September, 1784, he made a tour over the Allegany mountains of 680 miles to examine his lands beyond the mountains. On his return he communicated to the Governor of Virginia the result of his observations, and suggested the improvement of the James and Potomac rivers. In compliance with his suggestion, two companies were incorporated by the legislature of that State; the one designated as the James River Company, and the other as the Potomac Company. Subsequently to this, whilst in the Western part of the State of New York, he was forcibly struck with the feasibility of forming a navigable connexion of the waters of the Mohawk and of Wood creek, which ran side by side in opposite directions, the one reaching the Ocean by the Hudson, and the other by the St. Lawrence. At the solicitations of a distinguished citizen of New York, (General Schuyler) and his associates, they were incorporated by the name of "The Western Inland Lock Navigation Company;" "The Northern Inland Lock Navigation Company," was also incorporated by the State of New York.

The design of "The Western Inland Lock Navigation Company," was to connect the second Lake Champlain and the