

more than would be required, and they might be constructed of timber. In the remainder of the stream the fall is so gradual that the difficulties in passing up would be but trifling. The bottom of the river is composed of sand or gravel in the whole of the distance from tide water to about one mile above Gibbon's Bridge; from that place to the line of Delaware, wherever it is shallow, the bottom is mud. Whenever it is cut to sand or gravel there appears to be no doubt but that it will retain its depth. In any of the places where there is no run, five feet will reach the sand; but we believe a cut of the depth of three feet, and thirty feet wide at the top, would be a size quite sufficient, as it is probable the freshets would deepen it to the sand. By doing what is required to make the river navigable, large bodies of land would be brought into cultivation which are now liable to be flooded in any season of the year in many parts of the valley, and these lands are of the best quality.— Should the navigation suffer by the proposed improvement on the borders occasioning the tributary branches to discharge their waters suddenly into the river, it appears to us to be still a manageable stream. By side cuts and locks, probably not more than two, exclusive of those at the rapids, the river might be kept to the depth desired. From all the circumstances taken together, and from information we can gain from those best acquainted with matters of this kind among us, we are induced to believe that the sum of twenty thousand dollars, if the affair should be managed with skill and economy, would be sufficient for the accomplishment of this important object.

Secondly. We have taken a view of different routes, through some of which it is probable a canal would be passed from the Pocomoke river to the Synepuxent Sound. We deem it unnecessary to make a survey of those routes, as we know from measurement the general distance is between six and seven miles. We believe that a canal cut from tide water to Synepuxent Sound must have the Atlantic