

that of 1835. It comprehends four lift locks, one guard lock, and a lateral lift lock, for the accommodation of the river boats; and especially, of the navigation expected to be opened, to Martinsburg, in Virginia, by the improvement of the Opecon.

The total length of the improved navigation of the Eastern section will consist, in the ensuing spring, of 119 miles; one hundred and six of which will be, by canal, and 13 miles by slackwater.

Of these 13 miles, three will be contiguous to the 4th dam across the Potomac, and ten miles to the 5th and last dam placed under contract.

A towing path had been contracted for, along the three miles of slack water, next above the 4th dam; and has been partly executed; but is, now, suspended in its prosecution, to await additional funds. It being the object of the canal company to supply a continuous canal navigation, throughout the entire Eastern section, the work, below Williamsport, will not be complete till a canal shall have superseded the tow path, along those three miles of still water.

The entire lockage of the 119 miles of improved navigation embraces 44 lift locks overcoming a rise of 353 feet, including the lift of the tide locks, at the mouths of Rock Creek, and the Tyber.

To complete the Eastern section, therefore, by supposing it to terminate at Cumberland, there remains to be constructed above the termination of the present works, 78 miles of continuous canal: embracing a lockage, according to the survey of the U. S. Engineers, of 225 feet, exclusive of three guard locks, at the feeders, below the mouths of the Cacapon, the South Branch, and at, or near Cumberland; and exclusive also of any reference to the connection of the canal, with the river navigation, except at the entrances of those feeders.

By the acceptance of a subscription, on the part of the commonwealth of Virginia, to the extent of \$250,000, the canal company is subjected to the obligation of providing access from the rivers to the canal, at two other places below Williamsport; the Point of Rocks; and the mouth of Goose Creek in Virginia, which stream, having a natural course of near 40 miles, has been surveyed with a view to a lateral navigation from the Potomac, through the county of Loudoun, into that of Fauquier within that State.

The completion of these works is expected to carry the total cost of the Eastern section of the canal to the amount of very near \$6,500,000.

Of this sum, the first 109 miles, with its appendages, will consume 4½ millions; and the 78 miles below Cumberland, remaining to be placed under contract, will require two millions. This last sum allows \$25,640 per mile, for each mile of the 78; and is believed to be sufficient; as well