

seasons. The dam about two miles above Harper's Ferry is now the feeder, both for the canal and the public works of the United States at that place. It is apprehended that, when the trade on the canal becomes active, the supply of water from this feeder will not be adequate in dry seasons for both works; and it is hoped that the Government, aware of the necessity of having the undivided use and control of the upper dam as a feeder, will erect one for the purposes of the Company, at the point designated, below the mouth of the Shenandoah. Independent of the consideration above stated, the Government would be amply remunerated for the cost of the dam, by the facilities which the basin would afford to her extensive works, and the enhanced value of all its property at Harper's Ferry.

Since the last annual report, the Board has put under contract the towing-path on the pool of dam No. 4, between Shepherdstown and Williamsport. That portion of it between the dam and Galloway's mill, about two miles, is nearly completed, and now in use; the remainder will be finished in the course of the summer. The extent of this pool is three and one fourth miles, and its navigation has been attended with so much delay and danger that the construction of the towing-path became indispensable for the security of boats navigating it. For a considerable distance, high and precipitous cliffs of rock, with very deep water at their base, present difficulties in the construction of a continuous canal, which had been greatly enhanced since the erection of a dam, and at no time could it have been made but at enormous cost, whilst that of the towing-path is comparatively small.

The high freshets of this spring have passed by without injury to the canal, and we have every reason to believe that the great strength of the dams, superior masonry of the aqueducts, locks, culverts, and wastes, with the increasing solidity of the embankments, afford an ample guarantee against future damage. The requisite lock houses on the line below dam No. 5 have been built; with the exception of three or four which are in progress, or about to be contracted or.

Having noticed all the subjects of interest connected with the navigable canal since the last annual report, we will now proceed to the line under contract and construction, between dam No. 5 and Cacapon. The masonry of lock No. 45, about half a mile above the dam, is finished; and for this short distance, it is proposed to make a tow-path along the pool, which will be attended with much less expense than a canal, to be constructed in water more than twenty feet in depth, and passing around projecting cliffs of rock. The two sections immediately above the lock, and reaching to Charles's mill, will be finished in a few days. For about one and a half miles above this point we encounter the most difficult work below the Cacapon. Charles's cliffs, for the distance of about four hundred yards, rise to the perpendicular height of nearly one hundred feet: the depth of