

stone masonry. Two stone aqueducts over the Monocacy and Seneca, besides more than 80 culverts and 12 lock keepers' houses, of the same material, have been contracted for, as part of the 48 miles of the canal already let. This portion of the canal embraces also a capacious basin at its eastern termination, requiring an extensive embankment or mole across the mouth of Rock creek.

The cost of the whole of this work will be seen, by the accompanying tables, to be nine hundred and fifty-one thousand two hundred and thirty six dollars, and when the remaining lockhouses, a few waste weirs, and the Seneca feeder and guard lock shall be added, the whole cost, exclusive of engineers' and officers' salaries, and contingencies, will probably reach one million and fifty thousand dollars. The undersigned cannot speak with absolute confidence on this subject, for reasons very apparent.

In the estimate of the excavation of the first seventeen miles let above the Little Falls, and below the mouth of Seneca, the contracts were for a canal of five feet depth only. Some allowance must be made for the addition of one foot to this depth, and for the occasional discovery, below the natural surface of the ground, of rock, where common earth alone had been expected. A provision has also been made for lining the inner slopes of the canal with stone, where it can be done at reasonable cost. All these expenses together, may swell the cost of the first fortyeight miles of the canal to very near or quite seven hundred thousand dollars, or \$22,916 per mile, exclusive of any allowance for damages to the proprietors of lands through which the canal is conducted. Of this amount, the inner pavement is computed at near one thousand dollars per mile. It is designed to fit the canal for boats moving with more than ordinary velocity, by protecting its banks from washing. By the increased dimensions of the canal, combined with the last mentioned provision, the President and Directors have sought to give every facility to that intercourse between the eastern and western states, which it is one of the objects of this great national work to promote.

The cross section of the Chesapeake and Ohio Canal will be found, on comparison with that of the Erie Canal at New-York, to exceed the latter by nearly one hundred and twenty per cent. An excess, leading to an advantage, the undersigned are prepared to show, much exceeds in value the amount of its actual cost, since the