

All the heavy river and sidehill sections, are now either finished, or so far forward, that a few months will suffice for their completion; they are, in point of fact, much further advanced at this time, than the light, bottom-land sections heretofore left untouched. It is the masonry and the earth works, dependant on its execution, which will detain the opening of the navigation. Indeed, with the exception of

1. The 24 feet of lockage at Oldtown, in three locks.
  2. The aqueduct No. 10, (over Town Creek) and its dependencies.
  3. The tunnel, and its arch and tow-path.
  4. The 40 feet of lockage, in "Athy's Hollow," in four locks.
- There is no work of any kind remaining to be done upon the line, which needs, necessarily, more than 18 months time to finish, and the  $10\frac{1}{4}$  miles next below Cumberland, can, as I have before stated, be opened in less than one year.

Although I have declared, and now repeat, that at *the usual rate of working*, 30 months would be required to finish these four jobs, and the dependant earth works, yet if the company were possessed of ample ready means, I should not despair,—by letting to the contractor of each, all the adjacent earth works necessary to be done in connection, and by vigorously directing a powerful force upon all these backward contracts—of pushing them through, within the space of *two years*, from the time of contracting with experienced and responsible men, for the completion of those not now let, and also of their dependant work.

After the 1st of January, 1841, there will not be more than a dozen works under construction upon the line, and were these all contiguous, a single engineer party of three persons, could very easily superintend them: but being scattered as they are, over an extent of 50 miles, it will scarcely be practicable, during their progress, to dispense with either of the *two* parties of three persons each, which are now retained in the service.

So material has been the reduction made within the last 18 months, both in the number and expense of the officers engaged in the construction of the canal, that I have embodied in one view for the information of the directors a tabular statement of the number of persons in employ at different periods under the orders of the engineer in chief, and of their annual pay; and to make the lists complete I have annexed the commissioner as being connected with the construction.