

plan of canals is the same now that it was a hundred years ago. No thought of improvement, and but scant and insufficient addition to the established system of construction, seems to have awakened the engineering mind. Up to the present day, inventive enterprise has found small space in this department of practical improvement. Engineers for centuries have accepted with blind and unenquiring faith, a *finished* system, handed down from remote antiquity. Time seems to have but sanctified its errors, and even to have attached the profession to its costly and manifold inconveniences.

An earnest and a long study of many years, has disclosed to your memorialist the leading and prominent defects of this venerable system; and he claims to have found efficient remedies and improvements, in a new method of canal construction; which he seeks to patent. He also claims that this new method may be applied to improvement of canals now in operation; and that increase of depth and width may be given their navigation, without digging out the bottom of the levels, or taking up the locks and blasting deeper their foundations, or lowering the crown of their culverts.

Your memorialist claims, that under this new method, the Chesapeake and Ohio Canal may be fitted for boats of 300 tons capacity; that the errors of its original construction may be effectually repaired and amended, and its navigation may be secured from the interruptions of all future inundation of flood. He furthermore claims that there will be ample supply of water provided for its navigation at all seasons, even of greatest drouth, and that all these results can be achieved with but little stoppage of navigation, and in a single year, and at half the cost, that similar results can be accomplished on any other plan known to the science of engineering.

In support of these large pretensions, and that your Honorable Body may know that these claims of eminent usefulness are not vain and idle speculation, your memorialist herewith presents the recorded judgment of scientific and practical engineers, well known to the people of Maryland, and whose professional fame, based upon the successful execution of the grandest works of the age, is appreciated throughout the United States. He hopes that such high testimonial of merit may induce the action on the part of the Legislature, necessary to the improvement and completion of the Chesapeake and Ohio Canal.

Your memorialist will assume as a conceded fact, that if it be made manifest that the Chesapeake and Ohio Canal can be perfected in its navigation, so as to have capacity for four times its present coal tonnage, and also it can be extended to