

from a reference to the actual cost of a large portion of the canal, above and below Williamsport; as from a survey and working estimate of the $26\frac{1}{2}$ miles immediately below the great Cacapon: at which point, it is contemplated to erect the next, or 6th dam, across the Potomac. The total cost of these $26\frac{1}{2}$ miles, it is confidently believed, will not exceed \$600,000. So that, of the two millions, \$1,400,000 will be applicable to the construction of $51\frac{1}{2}$ miles above Cacapon; which allows about \$27,184 per mile for this portion of the Eastern section.

It will probably be supplied with two feeders, by dams erected across the Potomac; one, immediately below the South Branch; the other above Cumberland. It may, and probably will be found expedient, to locate the last of these dams, a few miles above that town, so as to form a large reservoir in the bed of the river, for a supply of water to the part of the canal, above the mouth of the South Branch, in seasons of extreme drought, as well as to favour the lumber, iron and coal trade, from the base of the Alleghany, and the intermediate shores of the North Branch of the Potomac.

As to the time which should be allowed for the completion of the Eastern section, past experience assures the friends of the canal, that if the entire line of 78 miles were placed under contract, eighteen months, or two years, at most, would suffice for that object.

The committee have awaited for several details, respecting the Western section of the canal, to supply an estimate, also, of its probable cost, and of the time required to complete it. These have not been procured: but they are informed, that this branch of the enquiry, which they were instructed to make, is now before a committee of the House of Representatives, of the Congress of the United States, and they forbear to do more, at present, than to refer to the estimates of this part of the canal, submitted to the President and Directors of the Company, in a report from Nathan S. Roberts and Alfred Cruger, two of their engineers, in 1829. They computed the cost of this section, supposing it to maintain a breadth of 60 feet, at \$8,048,673, and made its length $153\frac{1}{2}$ miles.

The practicability and expediency of completing this section, on its original plan, it may not be improper to add, have been confirmed, in the subjoined extracts from letters addressed to the chairman of the committee by Col. Loammi Baldwin, a distinguished civil engineer of Massachusetts; for some time the engineer in chief, of the Board of Public Works of Virginia, and more recently engaged by the United States as principal engineer, in constructing the dry docks for the navy, at Charlestown in that State, and Gosport, in Virginia.