

iciency, but a redundancy of water. On the general map, exhibiting all the lines of survey made by different Engineers, for the various proposed canal routes, from the Potomac river to the Chesapeake bay, the basins or drainage into the respective summits of the Seneca, Linganore, Westminster and District routes are shown relatively to each other, and ought to satisfy the most incredulous that no fears, on the lower route, need be entertained in relation to the supply of water. The direct drainage of the Patuxent into the summit is over 100 sq. miles, and those streams furnish at the very lowest stage, 40 cubic feet per second or 3,156,000 daily; so that any accidental deficiency can be easily supplied.

After crossing the summit and commencing to descend into the Patapsco valley, it has been suggested,—and the suggestion from its importance, deserves the most grave consideration—to keep to the North of the rail road on such a level as to avoid the road and to command the country from thence to Baltimore. It is supposed that, by crossing the Patapsco at an elevation of 80 feet above tide, all the water of that large stream may be brought into the canal, and introduced with that head into the city, and carried thro' it, passing in the vicinity of Belvidere, the Susquehanna Rail Road depot, and terminating at deep water on the Canton works near the depot of the Port Deposit rail road. Then branch canals may be carried to the basin or port along the several creeks and ravines which drain into it. The water might by its own power be forced up to a sufficient head to supply all the present and prospective wants of the city—even if she should increase in population beyond our most sanguine expectation—with the greatest abundance of pure and wholesome water, beside furnishing an immense hydraulic power for machinery.

If this plan be practicable, it will confer an advantage on Baltimore, possessed by no other city in the world.

The undersigned will content themselves with bringing this subject in a general manner, before the public, and leave it to those more directly interested in its success to point out its expediency: Neither will they refer to the beneficial consequences likely to follow the completion of the cross cut-canal, persuaded as they are, that few intelligent individuals will fail to perceive its vast importance.