

deposit. Between Mason's foundry and the Little Falls, a substantial stop-gate and waste wier have been constructed, adding greatly to the security of that level.

To guard in future against accidents which have occurred at the high walls below the Great falls, the board has directed the erection of a strong post and rail fence at all dangerous points, to be placed on the side of the tow path next the river. Part of this work has been finished, and the remainder is in progress.

The lift locks near Edwards's Ferry and opposite the mouth of Goose Creek, in Loudoun county, Virginia, are nearly completed, and in a few weeks will be in operation. They have been constructed under a provision of the law of that State making a subscription of \$250,000 to the stock of this Company. Through the medium of these locks, the trade of the rich and populous county of Loudoun, bordering on the Potomac for forty miles, will be accommodated and drawn to the canal.

Under the requirement of the act of Maryland of June 4, 1836, arrangements were at an early day entered into with the Baltimore and Ohio Railroad Company, for the passage of locomotive engines on the road between the Point of Rocks and Harper's Ferry, by removing the restrictions previously imposed on that Company. The whole subject was referred to the chief engineers of the two companies, appointed by them, respectively, commissioners, who agreed on terms, which were accepted and ratified by their respective boards.

A substantial post and rail fence is to be erected on the river side of the towing-path, at every point where the railroad and canal are in juxtaposition; the Railroad Company having paid the Canal Company a sum of money, deemed to be a requete for the erection of the fence and its necessary repairs. This work is under contract, and in a few weeks will be completed. It is believed that it will afford ample security to the navigation of the canal; locomotive engines have been in daily use on the railroad from the Point of Rocks to Harper's Ferry for several weeks past; and we are happy to state that our apprehensions from this source have not been realized, and that no accident of any description has occurred, or any serious inconvenience felt, by the navigators of the canal.

By arrangement with the Railroad Company, a footway has been constructed on the lower side of the viaduct, recently built across the Potomac at Harper's Ferry, by means of which the boats at that place and those which may descend the Shenandoah, will be safely towed to the lift-lock on the Maryland shore, and received into the canal.

A dam below the mouth of the Shenandoah across the Potomac, at the same time that it would afford a powerful feeder to the canal from the combined waters of the two rivers, would make an extensive and beautiful basin at Harper's Ferry, highly important to the trade of that flourishing depot, and giving ready access to the canal at all