

17th. I believe some five or six.

18th. I believe in most instances in this country some disappointment has ensued, with reference to the supply from reservoirs. I ascribe this to a want of information on the subject at the time, or from a neglect to consider all the circumstances which influence the accumulation and retention of water in reservoirs, such as porosity of soil, insufficient depth of reservoir, injudicious selection of scite and bad construction of dams, &c. I know the same case is not taken in the U. States, that is practised in England. I believe a cautious and skilful Engineer can produce favorable results in the location and construction of reservoirs, which reservoirs would otherwise be inadequate or unavailing.

19th. The length of this canal could not be reduced more than 2 miles without considerable additional expense.

20th. It is not.

21st. The lockage is 761 feet which may be reduced to 700 at additional cost.

22d. I believe the cost of such canal, on the assumptions in my report, will not exceed the cost therein estimated—viz: \$6,324,300.

23d. The capacity of the Chesapeake and Ohio Canal is greater for transportation than that of the proposed canal by the Seneca route, on account of its less lockage per mile, therefore on the supposition that the former passes trade to the extent of this capacity, the whole of this trade could not be routed by the latter canal. Then would be a considerable portion of the trade compelled to such another market.

24th. I am unable to form a correct opinion on this point—it would depend solely on the amount of trade which could be drawn through it rather than descend to Georgetown.

25th. I cannot say precisely—I would say generally that with the same size locks the reduction of water would be inconsiderable. The leakage and evaporation on small canals is not materially less than on those of large section (in some cases they are more.) The evaporation is certainly greater on a canal of small section than on one of large section.

26th. I do not think a large portion of the trade would be directed by this canal. The lockage would cause considerable detention, and if to that be added a narrow section or other impediments, it would have the effect to drive the trade to Georgetown in preference to Baltimore.

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