

The dimensions of the Canal have been extended to sixty feet at its surface, forty two feet at its base, and a depth of six feet below its water line; thus affording a cross section of three hundred and six feet. The locks under contract are twenty seven in number, and one hundred feet in length, and fifteen in breadth in the clear: they average a lift of eight feet, and are to be constructed of solid stonemasonry. Two stone aqueducts over the Monococy and Seneca, besides more than eighty culverts, and twelve lock keepers houses of the same materials, have been contracted for as part of the forty eight miles of Canal already let. This portion of the Canal embraces, also, a capacious basin at its eastern termination, requiring an extensive embankment, or mole across the mouth of Rock Creek.

The cost of the whole of this work will be seen, by the accompanying tables, to be nine hundred and fifty one thousand, two hundred and thirty six dollars; and when the remaining lock-houses, a few wast, weirs, and the Seneca feeder and guard lock shall be added, the whole cost, exclusive of Engineers and officers salaries, and contingencies, will probably reach one million and fifty thousand dollars. The undersigned cannot speak with absolute confidence on this subject for reasons very apparent.

In the estimate of the excavation of the first seventeen miles let above the Little Falls, and below the mouth of Seneca, the contracts were for a canal of five feet depth. Some allowance must be made for the allowance of one foot to this depth, and for the occasional discovery, below the natural surface of the ground, of rock, where common earth alone had been expected. A provision has also been made for lining the inner slopes of the Canal with stone, where it can be done at reasonable cost. All these expenses, together, may swell the cost of the first forty eight miles of the Canal, to very near or quite eleven hundred thousand dollars, or \$22,916 per mile, exclusive of any allowance for damages to the proprietors of lands through which the Canal is conducted. Of this amount the inner pavement is computed, at near one thousand dollars per mile. It is designed to fit the canal for boats moving with more than ordinary velocity, by protecting its banks from washing. By the increased dimensions of the Canal, combined with the last mentioned provision. the President and Directors have sought to give every facility to that intercourse between the eastern and western States, which it is one of the objects of this great national work to promote.

The cross section of the Chesapeake and Ohio canal.