

As to the quality of the work done, there can be in the mere removal of earth, no great danger of imprecision; but a wall constructing at the Great Falls, of 50 feet elevation, at 28 cents the perch, of massy stone, blasted at 45 cents the cubic yard, attests alike the error of these early calculations, and the fidelity and ingenuity of the contractor. Even here the canal exceeds in breadth the largest dimensions proposed by the United States' Engineers.

After these analytical deductions from the cost of certain portions of this canal, it is proper that the Board should apprise the stockholders that the enlargement of the dimensions of the canal to 60 feet at its surface, with a breadth at bottom of 42, and a depth of water no where less than 6 feet in the 48 miles placed under contract, will cause so much of the Chesapeake and Ohio Canal to cost a larger sum per mile than was anticipated by the Board, at the last general meeting of the stockholders.

The single section already completed, has been finished at a cost, indeed, several hundred dollars less than the prior estimate of the Engineer; but the reduction, below the estimate of Messrs. Geddes and Roberts, of the cost of the part of this canal between the head of the Great Falls and the junction of the new canal with that of the former Potomac Company, will not be realized in consequence of the discovery of materials in the excavation, below the surface of the earth, which had not been suspected, and of deviations from the plan of the canal itself, both as to its dimensions and its direction.

The changes of the last description, are in space, inconsiderable, but in effect calculated to improve the general course of the canal at the enhance cost of its construction.

Stone of good quality has been found near the margin of the river, and hydraulic lime immediately on its banks.

Among the earliest resolutions of the Board, after the October contracts, was one deputing a committee of Engineers to inquire into the character of the water lime used on the various canals already executed within the United States, and to compare their strength, when used in cements, with that lime found on the Potomac shore. Their labor has ended in a perfect conviction of the excellence of that near Shepherdstown, for a supply of which a contract was made in the past winter. It is to be ground and delivered to the boats engaged to receive