

their wishes. Until a modification can be had of the charter of the company, conveyances for such parcels of land are proposed to be taken to trustees, for their future use.

The entire quantity of land, from the District of Columbia to the Kitoctan mountain, lying between that required for the canal and the river, was long since found, by actual survey, not to exceed 1300 acres, of which more than 500 are reported to be inarable. This land is not in one body, but in narrow slips, the property of numerous proprietors, and the erection and maintenance of permanent bridges, for the accommodation of each, would, apart from obstructing the navigation of the canal, cost more than the land itself is worth at any fair estimate of its value. From the Monocacy to the Point of Rocks, along the far better part of this country, the quantity of land, exclusive of the precipitous banks of the river, cut off from the main by the canal, does not comprehend 50 acres; for 5 miles it does not exceed 6 acres; the canal having been generally, always where practicable, conducted along the margin of the river, as well to avoid these interruptions, as for the sake of better ground and a more ready access to the canal itself from the opposite shore of Virginia. Although much more deeply interested in procuring a ready passage across the canal, than her neighbor, whose territory it immediately borders, this state has readily assented, where the company may deem it expedient, to the substitution of ferries for bridges across the canal. Between Harper's Ferry and Georgetown, but few public highways at all interfere with such a provision. One of these may be provided for by a very elevated bridge; another by a pivot bridge over the lock immediately crossing it; and in some cases, ferries, attended with no danger and very little delay, may be resorted to, with the approbation of the local authority charged with this branch of the public police.

Should the confident hope inspired by intelligence, recently received from the canals of Europe, as well as of the United States, be confirmed, and it be found practicable to substitute on this canal the application of steam, for animal labor, as its propelling power, its enlarged and unobstructed surface will favor alike economy of transportation and the comfort of the traveller; and render that which is obviously the shortest, also the cheapest and the most agreeable channel of intercourse between the eastern and western states. Boats of elevated cabins and double decks, propelled by steam, will countervail,