

by a velocity of seven or eight miles an hour, the transient suspension of their motion by the locks; and by supplying the wants of every description of passengers will afford at the same time cheap accommodation to the needy and multiplied enjoyments to the rich. By such means will this improved channel of internal commerce national in its end, as it is in part in the resources provided for its accomplishment, confirm the union of the states without an undue increase of the power of their common government. And if in the prosecution of such an object some expense may seem to have been encountered which parsimony might have denied, the patriotism from which this enterprise sprung, and on which it must continue to rest, will not it is presumed, reject the powerful appeal which an enlarged economy in conducting such a work addresses to the Legislature of the Federal Government, and of the states, who share the costs of its prosecution, with public spirited individuals. To these individuals themselves, the argument in favor of the plan adopted by the Board, is as simple as it is intelligible, that a more costly canal with an active navigation, will yield a better dividend, than one of cheaper dimensions without any commerce whatever.

The long continued delay of the commencement of the Chesapeake and Ohio Canal, afforded an opportunity of profiting by the skill developed in the operations of similar enterprises in the United States, as well as abroad. To facilitate the acquisition of the fruits of this experience, the Board have resorted, in the selection of their Engineers, to various states of the Union as well as to foreign countries. Under the corps thus formed, a body of supernumerary youths have been placed, at the expense of their simple maintenance, in order to be trained for future employment. The uniform government sought by the regulations of the Board, to be diffused throughout this corps, will diminish the labor of its administration, as its members advance in knowledge; and give uniformity to the structure of the canal.

The entire line of canal placed under contract has been distributed into sections of about half a mile each. It is designed that 120 of these shall make a *Division*, one sixth part of that a *Residency*. To each division are allotted one skillful Engineer of high reputation, and an Inspector of Masonry. To each Residency, an assistant, and a staff bearer or rodman, with such volunteers as are training for more extended operations on a line of canal designed to connect the seat of the Federal Government