

with Pittsburg, the great emporium of the West. The Engineers of the three divisions which compose the eastern section of this line, form, when required, a deliberate board, over which presides, as chief, the Engineer of the first division. This division extends at present from the eastern termination of the canal to the base of the Katocton Mountain, and is designed to reach the mouth of the Shenandoah.

The terms of all the contracts for the various works on the canal, as well as the relative dependence, distribution and printed instructions of this Corps of Engineers, submit the materials and execution of the works of every description to regular, often repeated, and rigid scrutiny, which it is the business of the Board to institute, and especially, of its presiding officer, to watch over and enforce.

To elicit a laudable competition among the contractors, a system of rewards for skill and diligence has been instituted, as has been already intimated, and its application already has been called into use.

The Engineer of the 2d division has been ordered to revise the location and permanently lay down the route of the western section of the canal, pursuant to the instruction of the stockholders in a resolution of the first general meeting of the company. From him and his assistant, highly satisfactory letters have been received (which will be found in the appendix) calculated to remove any real doubt which has anywhere existed, of a competent supply of water at the contemplated summit level of the canal.

Mr. Roberts was instructed, not only to examine and survey the mountain which divides the waters of the Ohio and Potomac, with a view to the careful measurement of the length, and to an estimate of the probable cost of the proposed tunnel, but to trace the line of a railway over the same dividing ridge. A similar duty has been confided to him, by the Commissioners of the state of Pennsylvania, for an union of the canals of the Juniata and the Conemaugh, and has been performed in a satisfactory manner. The late letter of this gentleman apprises the Board that he deemed the order to survey the route of a railway, for part of the western section of the Chesapeake and Ohio Canal, as contingent, and finding an ample supply of water for the tunnel, he should defer it until further orders. It was earnestly desired by the Board, for various reasons, that the final report of the Engineers charged with the above duty should be received, early enough to be submitted to the stockhold-