

sion should be demonstrated, and that ample power to make it should be given, by the United States, to any company which she might incorporate, for the purpose of conducting such canal through the territory of the District of Columbia.

By a survey conducted with a view to the first of these conditions, it was manifested that such a branch of the Chesapeake and Ohio Canal could be made, provided that the main trunk be brought down, as far as the immediate vicinity of Georgetown, on the level of the Potomac, at the head of the Little Falls. This level was required to carry the Maryland canal across the creek which divides Georgetown from Washington, and along the rear of the buildings in the latter, with an adequate supply of water, and without very deep cutting, as far as the Eastern Branch, on a route common to Baltimore and Annapolis.

By the several acts of Congress, confirming or amending the charter of the Chesapeake and Ohio Canal Company, the power had already been secured to the state of Maryland, to cut a canal from the main trunk, and to use its water for that purpose, if it could be spared without injury to the latter; and the district cities having, after much consideration and mutual consultation, approved of an extension of the stem of the canal to a basin at, or next above, the upper boundary of Georgetown, which had been recommended by the United States' Board of Internal Improvement, in their reported plan of this work, such an extension was, accordingly, incorporated by a late act of Congress, as a condition of the subscription by the United States, of a million of dollars to the stock of the canal. The same act of Congress further provided, under the like sanction, that, so far, at least, as the proposed basin, the canal should be of such enlarged dimensions as to leave no doubt whatever, of a sufficient supply of water, through the main canal, for the Maryland branch, without injury to the former.

Here, it was confidently anticipated, by many of the active friends of this great enterprise, that the main canal would have its eastern termination. They expected that, from the proposed basin, the extension of its navigation would be effected by various branches, severally adapted to the respective interests of those who might undertake their construction.

The city of Washington, however, felt herself aggrieved by the effect of this expectation among the neighboring towns of the district, and induced the undersigned