

President and Directors to seek, through the terms of the annexed resolutions, such farther extension of the common enterprise, as should ultimately heal this unhappy disagreement, threatening, as it did, for a while, the stability of the great work committed to their care.

The canal is now, by the definitive order of a general meeting of the stockholders, to end in a basin at the mouth of Rock Creek, the common boundary of Georgetown and Washington, or, if it shall hereafter be the wish of the latter, at the mouth of the creek which washes the base of the hill on which the capitol is erected.

It is deemed, after this preliminary explanation, the less necessary to enlarge upon the probable effects of this final termination of the canal, except so far as regards the immediate objects of this memorial. If traced on the map of Georgetown, it will be seen, that the late decision of the company brings the level of the Potomac, at the head of the Little Falls, which it had been proposed, for the accommodation of the state of Maryland, to conduct to a basin at, or just above, Georgetown, to a point near the centre of that town, several hundred feet lower down the river than that which is referred to in the late act of Congress; and, consequently, so much nearer to the eastern branch of the Potomac.

Descending from its high elevation at this point, by four locks, with intermediate pools of water, to the Potomac, by the mouth of Rock Creek, the main canal terminates its high level in the heart of Georgetown, and leaves that level to be extended to the Eastern Branch, at the future cost of the state of Maryland, of the United States, or of the city of Washington.

The stem of the canal, from the basin at the mouth of Rock Creek to the Cotoctin mountains, a distance of forty-seven miles, will shortly be placed under contract for execution. An addition of five miles would extend it, on a level of thirty-seven feet, above the tide, to the Navy Yard, upon the Eastern Branch. An inquiry arises, Shall this be done, and by whom shall it be effected.

The state of Maryland incorporated the "Maryland Canal Company" in March, 1826, chiefly, if not solely, for the sake of her great commercial emporium on the Patapsco; and the citizens of Baltimore having, in the next succeeding February, obtained a charter of the construction of a rail road from the Patapsco to the Ohio, the canal designed for the same purpose, may be regarded, for the present, as abandoned.