

It remains, therefore, for the United States, or the citizens of Washington, to determine whether a canal of about five miles, at the high level of 37 feet above the tide, shall be extended from Georgetown to the Navy Yard, on the Eastern Branch.

The subscription of a million of dollars to the main canal, by the city of Washington, like all the other subscriptions to the stock of the Chesapeake and Ohio Canal, faithfully paid as called for, is considered, by her citizens, as discharging them from the obligation to bear a part in the cost of making this important branch from the main canal; while the deeper interest of the government of the United States in its construction, has induced among them, as well as the stockholders of the Chesapeake and Ohio Canal Company in general, the confident hope, that Congress will consider it as worthy of their regard. The conviction is entertained by the undersigned President and Directors, that such a branch from the main canal, since it would afford, at the expense of constructing but five miles of canal, one continued level of ten miles through the District of Columbia, may, at a cost comparatively small, be rendered to the public benefit a commodious highway, for the constant intercourse of the citizens of the district, from one extreme to the other of its territory, while it shall convey to the Navy Yard an ample supply of water, and water power, for all naval purposes.

The accompanying plat will show the relation which this short line of canal bears to the lots still held by the United States within the city of Washington. The appreciation of this extensive and valuable property, already assured by the foundation laid for the completion of the Chesapeake and Ohio Canal, will be much more enhanced, it is obvious, by a branch from the main stem of that canal, passing in the proposed direction.

But, although this local benefit would more than repay the highest estimated cost of this branch, it is to the greater utility of such a work, for military and naval defence, that your memorialists presume to appeal in support of their present application.

In the instructions from the Department of War to the Engineer charged with the survey of the route of the canal contemplated from the Potomac to the Protonasco, he was required to report the probable tendency of that part of this work which might be constructed in Washington, to facilitate its future defence from the sea.