

tions which retarded the maturity of its charter, urged upon the board the obligation of greater diligence, in commencing the construction of the canal.

A gentleman of great reputation, who had been pre-eminent in the valuable corps of practical civil engineers, formed by the New-York canals, had been earnestly, though informally invited to Washington, prior to the general meeting in June, for the organization of the company. A resolution of the President and Directors of the Delaware and Chesapeake Canal Company, with a liberality for which this company cannot but be grateful, sanctioned the purpose of the invitation, which brought to Washington, Judge Wright, then, as at present, chief engineer of that great work. The invitation which had been given to him, this board unanimously approved, as soon as it was communicated to them.

As early as the 25th day of June, Judge Wright, assisted by Mr. John Martineau, a pupil of the same school of engineers, proceeded to trace upon the ground for contract, that portion of the canal which is designed to connect the old works of the Potomac Company at the Little Falls, with the contemplated canal above the mouth of Seneca, where recurrence is had to the main river for a supply of water. These gentlemen suspended their labors for the 4th of July only. At the request of the cities of the District of Columbia, the President of the United States had been invited by the Board, to give by his presence and active agency, additional interest to the commencement of an enterprise designed to perpetuate the independence and liberty, to which that day may be regarded as having given birth. The chief magistrate of the American People performed this office, in the presence of many thousands of his constituents, and of the representatives of the most distinguished nations of the old and new world.

By the period advertised for the first contracts, Mr. Martineau, with the advice of Judge Wright, whose engagements had recalled him to the state of Delaware, prepared thirty-four sections of the canal to be let, embracing about seventeen miles and three quarters of the most difficult part of the eastern section.

Before the proposals were issued to the contractors, the President and Directors, accompanied by Judge Wright, reviewed and approved the ground, upon which the line of the intended canal had been so far designated and marked.