

deemed expedient, of a large volume of surplus water to manufacturing purposes, within the District of Columbia. The current which this use of a part of the water will quicken for a few miles, not exceeding in all five or six from its termination, will hasten the descending trade, and retard the ascending only in the beginning of its voyage.

After this description of the plan of the canal, it is proper, as it must be gratifying to the stockholders to reflect, that its enlargement to the proposed extent, for the first sixty miles, will probably not involve an expenditure of money, much, if at all exceeding the estimate of Messrs. Geddes and Coberts, which was in truth much less than a moiety of that of the United States' engineers.

The estimate of the former, for a canal from the upper boundary of Georgetown to Harper's Ferry, was \$1,129,768, exclusive of the usual allowance of ten per cent. for contingencies. Of this distance, in all about sixty miles, they supposed but  $45\frac{1}{2}$  miles to be sixty feet at the surface, the remaining  $14\frac{1}{2}$  miles, being reduced in their plan to forty feet. In the  $17\frac{3}{4}$  miles already let, the lowest reduction of breadth is, to 50 feet at the surface, and that for but three of the seven miles and a half which Messrs. Geddes and Roberts had reduced to 40 feet.

In these  $17\frac{3}{4}$  miles, however, the grubbing and clearing, excavation and embankment, puddling and external willing, being about one moiety in value of the computed labor of so much of the perfect canal, has been put under actual contract, for \$121,000 less than the estimate of Messrs. Geddes and Roberts. An allowance of 75 per cent. advance, for double locks, upon their estimate of the value of single locks, will augment the costs of the locks of the first sixty miles of the canal, by 145,800 dollars; and if 50,000 dollars be added to this sum, for the inner pavement of the sides of the canal throughout the same distance, supposing no reduction of future contracts, of the estimate of the cost of the other portions of the sixty miles, and of other items on the line now under contract, the advance for the double locks and inner slope, stone lining of the entire sixty miles, will be but 84,000 dollars, or at the rate of fourteen hundred dollars the mile.

A reference to the standard of prices, furnished by the recent contracts, and by the estimates of Messrs. Geddes and Roberts, afford, however, a well grounded hope that a considerable reduction of the actual cost, below the