

while they differed from each other, have regularly, increased in amount.

It has been only since the completion of a very considerable part of the canals of Pennsylvania, and the actual suspension of the residue, that the wages of labour on the Potomac have come down, to their ordinary rate, before the first contracts were made for the construction of the canal. It may be confidently affirmed that, but for their extravagant rise, from eight to fourteen and sixteen dollars per month, exclusive of subsistence; and of that, also, from one to two dollars a week, the work already done on the Chesapeake and Ohio canal, would have been completed, for a sum, considerably less in amount, than the lowest estimate, by its most sanguine friends of its probable cost, prior to its actual commencement.

As it is, the cost of that part of the canal which is very nearly finished, and the estimated cost of that which remains to be done of the sixty miles above Georgetown, after making a due allowance for its enlarged dimensions, does but little, if at all exceed the estimate of this work, submitted by the central committee of the Chesapeake and Ohio canal convention, in December, 1826, to the convention, then re-assembled in Washington.

This estimate was founded on the report of the United States engineers, of the probable cost of a canal forty-eight feet wide, at the surface of its water, thirty-three feet at bottom, and five feet deep. It reduced the amount of their computation, from \$8,177,081 05, exclusive of all contingencies, among others, such as damages to land, engineers and officers wages, &c. to \$5,000,000, comprehending an allowance for all such contingencies.

When it is considered that the United States engineers gave to the canal, the cost of which they thus estimated, a cross section of but 202½ feet, narrowed down greatly below this, wherever very difficult ground was to be passed; and that, for forty seven miles, the Chesapeake and Ohio canal has a cross section of 306 feet, except for small spaces, in all not a mile, it cannot be insisted that this estimate has been, so far, much exceeded.

For the details of the cost of each section of the canal, already incurred, or anticipated, throughout the sixty miles above Georgetown, the distance to which the order of the board has extended those enlarged dimensions, the undersign-