

ral meeting, in preference of an outlet, by new locks descending to the tide of the Potomac, at a point, about one mile above Georgetown, and the same distance below the old locks, as proposed by the minority of that meeting.

Of the forty-eight miles of canal distributed into ninety-two sections and long since placed under contract, about twenty-one miles have been in use, during a part of the last autumn and of the present winter. For the completion of two of the first forty-two sections above the basin, the water has been turned off from the canal between the feeders at Seneca and the Little Falls, and is not expected to be readmitted before the 20th of next month. Three of the sections next to the basin between Georgetown and Washington are yet incomplete, and will not be open to the admission of the water from above, till some time in the ensuing spring.

Above the Seneca feeder, nearly all the most difficult sections of the canal, are either completed, or very nearly so; and before the next summer, the entire works, of every description, below the "Point of Rocks," except the Monocacy aqueduct, will be finished, and in readiness to admit the water.

The Monocacy aqueduct has been twice re-let, for the reasons that have led to the re-letting of many of the sections of the canal. By the last contract, it is stipulated, that it shall be finished before the end of the ensuing autumn; and confident assurances have been recently received, that it will be completed at an earlier period of the present year.

This long retarded work, being done, the entire canal will be finished, as far as the Catoctin mountain or the "Point of Rocks;" but the twenty-five miles, next below that point, cannot be brought into use, till the legal impediments to the progress of the canal, above that point, shall have been removed; since the water, on which it is to depend for its navigation, is to be drawn from the Potomac, by a feeder, to be constructed near Harper's Ferry, twelve miles above the Catoctin mountain.

The computed cost of this part of the canal, in the execution of which, as well as of that above it, the undersigned were arrested by an injunction of the Chancellor of Maryland at the instance of the Baltimore and Ohio rail road company, is comprehended in the estimate of the sixty miles of canal above Georgetown; because all the expenses of location, preparatory to an actual contract for its construction,