

what more in detail, those views of it, to which they have before adverted, but in a general way.

The plan of the canal, prescribed by the unanimous resolution of the president and directors, and approved by the stockholders of the Chesapeake and Ohio canal company, requires it to have, as far up the Potomac as Harper's Ferry, wherever practicable, without great additional cost, a breadth, at the surface, of sixty feet at least; at bottom of forty-two feet, with a depth of six feet water.

This plan was adopted, after much consideration, for reasons, so fully explained and enforced in the first annual report of the president and directors; that it is deemed unnecessary here to enlarge upon them. It may be said, however, that nothing has since occurred, to change the opinion of the undersigned in relation to the most expedient dimensions of this canal; or to warrant a reduction of those dimensions. One of the first objections, therefore, to the proposed compromise, arises from the reduction, which it requires, of the breadth of the canal, below sixty feet. This occurs, for a mile and seven eighths, or near two miles of the twelve, immediately below Harper's Ferry, and for the greater part, if not all of the forty-five miles of difficult ground above the Blue Ridge. The second annual report of the president and directors, to the stockholders, states explicitly, that, along the entire line of 47 $\frac{1}{2}$  miles, below "the Point of Rocks" the canal had been reduced below this breadth, at but very few places; in all not exceeding in extent a single mile of that distance. This benefit has been purchased, at a cost not incommensurate, it is hoped, with its importance; but of no small amount; and it is most obvious, that its value must depend, in no inconsiderable degree, on a preservation of the same dimensions, above, as below the "Point of Rocks."

The terms of compromise, which have failed, require the canal to give place, to the rail road at four different places, even below Harper's Ferry; all occurring, along rapid water, at the various falls of the Potomac between the Point of Rocks, and the Blue Ridge; and, in those places, the canal is to submit to a reduction of its breadth, from 60 to 40 feet, or even less; for the danger to its banks may impose the necessity of reducing it, below the breadth, recently proposed, by Messrs. Roberts and Knight. It is proposed, at these passes, amounting in extent, to near two miles, below Harper's Ferry, and to forty-five, above, that the rail road, shall