

My predecessor, both in his revised estimate of December 1838 and in that again revised of December 1839, states the probable aggregate cost of the 50 miles of Canal alluded to at, \$4,440,657  
 From which deduct work done January 1st 1841 2,614,757  
 And by that estimate there will now be required to -----  
 complete the Canal an expenditure of 1,825,900

But my personal knowledge of the exact state of the unfinished line, together with the progress already made in the estimate I shall hereafter present, justifies me in the confident expectation that, by dispensing with some works not absolutely necessary—By building the remaining locks of Rubble stone Masonry (a mode not equal to that now adopted, but better suited to your financial condition)—by modifying the construction of some other works, and—by the probable reduced rates at which with present prospects, the remaining work could now be let, an economical and judicious outlay upon the works, of a sum *not exceeding* \$1,600,000 more, would enable you within 2 or 2½ years, to open the navigation of the Canal from the Cumberland dam, throughout the 50 miles now unfinished, and thereby to complete the long anticipated continuous navigation from the county seat of Allegany, to tide-water within the District of Columbia.

#### 1.—ON THE GENERAL DESIGN OF THE CHESAPEAKE AND OHIO CANAL.

The topography of the continent of North America, southward of the great chain of lakes, is remarkably simple in its general features: it consists of one magnificent valley—that of the Mississippi—of two mountain ranges—the Rocky mountains and the Alleghanies—and of two sea slopes—the eastern draining into the Atlantic, and the western into the Pacific Ocean.

About three centuries ago, civilization first set foot upon the Atlantic Slope and extending her domain gradually along the seaboard, it is scarcely a single century since the first settlements were planted beyond the Alleghanies, in the eastern margin of the great valley referred to.

But within this short period, our enterprising countrymen have extended themselves so rapidly, as now to occupy the whole eastern slope of the Mississippi valley and a portion of the western. The great central valley having been mainly peopled by immigration from the Atlantic slope, and much of the foreign trade in articles of western consumption being still carried on through