

vy articles—and as to the Pennsylvania route, her 118 miles of rail road, her transshipments, and her small canals of 40 feet surface and 4 feet depth, combined with the great excess of lockage, will forever render it impracticable for that line to compete economically in the transportation of burden, with a continuous canal of 50 feet water line, and 5 feet depth—capable of bearing on its bosom boats freighted with 75 tons weight.

Indeed an able Civil Engineer and distinguished writer has lately urged as the only means by which Pennsylvania can render her works profitable, that she should construct a continuous canal across the mountains, even though it were necessary to pump by steam from the Conemaugh, the water requisite to feed it!

In commencing the Chesapeake and Ohio Canal upon its eastern section, it was a fatal mistake not to have begun at Cumberland, and proceeded towards the market, instead of from it; had this been done, the work with less than the present outlay would have been now finished to the "Point of Rocks," there connecting upon the one hand with the Baltimore and Ohio Rail Road, and dropping into the river by temporary locks upon the other; the minerals of Allegany could have been poured at will either into the city of Baltimore or the District of Columbia; between which last and the "Point of Rocks" a very passable navigation existed formerly by the works of the Potomac company; finished to this point, the canal, without any material prejudice to the mining interest, and with vast benefit to the finances of the state, might have rested until its revenues supplied the means of further progress,

2.—ON THE 50 MILES OF CANAL NOW UNDER CONSTRUCTION, BETWEEN CUMBERLAND AND DAM NO. 6.

In describing the canal now constructing down stream from Cumberland I shall descend the river commencing with the works at that town: and though loth to speak of what cannot now be remedied, I feel bound to declare my opinion that the plan adopted for the canal at Cumberland, is by no means as perfect as it might have been made—I refer entirely to the plan, for the various works appear to be faithfully, and I doubt not, are substantially built.

The chief mistake has been committed in adopting at the instance of a town meeting of the citizens of Cumberland, the plan usually called the "low level" in contradistinction to that of the U. S. Engineers, which has been generally denominated