

gable would, with the pool of its dam, have in effect improved about 9 miles of the north branch; thus carrying the navigation within 18 miles of Westernport.

A canal thus planned would as it were have embraced the mineral region—stretching with one arm near the narrows of Will's mountain, and thence receiving the minerals from the basin of Will's creek—and on the other hand advancing with its navigable feeder near enough to the mouth of George's creek, to place it within the power of the proprietors of mines in that quarter, to connect themselves with the main canal without unreasonable outlay.

The "low level" has the advantage of a less estimated cost, though the levee necessary to protect the town of Cumberland has not yet been included in the estimate.

Its intrinsic disadvantages—in addition to the inadequate command of ground which it gives below Cumberland, the insecure position into which its level compels it at several points, and its unnecessary prolongation of the line—consist of

- 1.—The insignificant extent of the basin, its water surface being but 100 feet, which will prevent boats from turning opposite where any are lying. This basin also being very inconvenient to reach by rail roads from any quarter.
- 2.—The necessity it entails of shielding the town of Cumberland from the augmented floods which the plan will produce, by constructing a long and expensive levee extending up the left bank of Will's creek.

The first objection may be partially remedied by widening the basin as much as the landholders upon its margin will permit; moreover it will perhaps be observed, and with propriety too, that the coal business ought to be, and probably will be, chiefly done as heretofore upon the left margin of the North Branch upwards from the mouth of Will's creek;—such in fact after carefully viewing the ground is my own decided opinion.* A rail road upon the right bank of Will's creek descending from the mines, could easily be conducted along the margin of the North Branch at such an elevation and horizontal distance, as to enable cars to discharge their burdens, into screening

*In the first instance however Proprietors of mines in the basin of Wills Creek will find it to their advantage, if the Baltimore and Ohio Rail Road will lay an extra track for their accommodation, to join their roads with it and pass upon that work to the small basin about $1\frac{1}{2}$ miles below Cumberland, and there make their transshipments to boats upon the canal.