

feet rise, which is just finished, and passing the valley of the stream by a considerable embankment, it extends for about a mile close to the margin of the river and upon very precarious ground, when after running in front of another cliff it enters upon a second bottom, either upon which or on its abrupt front slope it continues around the Great Bend to Lock No. 75, the ground being generally favorable: both the Earth Work and the Masonry upon this level are far advanced towards completion: there is some unnecessary curvature on this part of the canal which it is too late to remedy. By Lock No. 75 of 10 feet lift, now very nearly finished, we descend to the 74th level which is quite short, being only 850 feet in length; both the earth work and masonry upon this level are almost completed.

By lock No. 74 of 10 feet lift, now almost finished, we drop down to the 73rd level, which is also short, being 579 feet in length, and upon which both the earth work and Masonry is finished or nearly so; it is upon this Level that the Baltimore and Ohio Rail Road by a noble viaduct will cross both the river and the canal.

By Lock No. 73 of 9 feet lift, now nearly done, we descend to the 72nd Level which extends through the narrows of the North Branch and is 1 mile and 145 feet in length; upon it the earth work and masonry are both nearly finished; a culvert has been designed near the middle of this level which may be dispensed with without prejudice to the work, merely forming across the ravine above the canal a dike of large rock, to answer at once the double purpose of catching any wash that may come down, and also of carrying the county road over the ravine, in lieu of an insecure bridge now erected there; the location of this level is rather defective but cannot now be remedied. Such is the advanced state of the several works upon these four levels, the 72nd, 73rd, 74th and 75th, whose aggregate length is 10 miles and 576 feet, that if the unfinished parts were vigorously taken in hand in March next, the navigation might be opened through all these levels in October of next year or at the farthest could be made ready for the earliest navigation of 1842; and by a temporary wooden lock below lock No. 72, the coal boats from Cumberland could be passed out into the river $10\frac{1}{4}$ miles below that Town.

Some such arrangement would seem necessary next year as the Cumberland dam will be finished and will almost entirely close the river against the trade of the upper Potomac.

By lock No. 72 of 9 feet lift at the foot of the narrows,