

eral hundred feet further removed from the river; it would also appear that by a heavy back drain we could upon the altered line save the construction of a culvert. I therefore respectfully advise that before letting this part of the work a proper survey may be ordered to determine whether or not these anticipated advantages can be realized.

By lock No. 68 of 8.258 feet lift, located in the South Branch ferry road, and to which nothing has yet been done, we descend to the 67th level. Over lock No. 68 the canal company have bound themselves to build and maintain a bridge. The 67th level which is 3 miles and 702 feet in length, extends from the mouth of the South Branch to about 3-4 of a mile below Town creek, over which stream it will pass upon Aqueduct No. 10 of 60 feet span and 15 feet rise, of which one abutment only has been founded: to complete this Aqueduct, its entrance walls, and adjacent embankment will require 30 months, at the usual rate of working. Upon this level one section and part of another is finished, the earth work remaining to be done, being bottom land sections, somewhat heavier than usual. The masonry upon this level is in a very backward state.

It is upon the two last mentioned levels that it has been proposed to bring in feeders; upon the 68th, by an Aqueduct from the South Branch, and upon the 67th, either by a feeder dam erected on the town falls, just below the mouth of the South Branch, as was proposed by the U. S. Engineers, or by a reservoir formed upon Town creek, as might be preferred: of all which plans I shall hereafter speak, when treating of feeders, after describing the entire line.

By lock No. 67 of 8 feet lift, to which but little has been done, we descend to the 66th level, which extends from 3-4 of a mile below Town creek, entirely through the tunnel, and is 7 miles and 513 feet in length. Upon this level then are a number of earth works of the very heaviest character, all of which however, with two exceptions, are finished or nearly so, and the sections which remain untouched are located in bottom land of a favorable character. The formidable deep cut through Mitchel's Neck, just above the tunnel, is now being trimmed off, having been brought to completion by the experienced contractor, to whom it was allotted, in a most energetic and satisfactory manner. The excavation of the extensive tunnel upon this level, at the Pawpaw Bend, is well advanced, and if it did not require arching throughout, this work could soon be finished; adjacent to the southern or up-stream portal, I propose to alter the present location of the canal, by throwing out a re-