

Organization for the final completion of the Canal.

No of the Party	RANK OF THE OFFICERS.				Pay per Annum.	
1	1	Commissioner,	-	-	-	\$1000
	1	Chief Engineer,	-	-	-	4000
	1	Assistant Engineer,	-	-	-	1200
	1	Rodman,	-	-	-	540
	1	Axeman,	-	-	-	365
2	1	Inspector of Masonry and Sections,	-	-	-	730
	1	Assistant Engineer,	-	-	-	1200
	1	Rodman.	-	-	-	540
	1	Axeman,	-	-	-	365
3	1	Inspector of Masonry and Sections,	-	-	-	730
	1	Assistant Engineer,	-	-	-	1200
	1	Rodman,	-	-	-	540
	1	Axeman,	-	-	-	365
	1	Inspector of Masonry and Sections,	-	-	-	730
Total number of Officers, 14, at					\$13505	

1 commissioner, 1 chief engineer, 3 assistant engineers, 3 rodmen, 3 axemen, and 3 inspectors of masonry and sections, 14 in all; the chief engineer to have his office at Cumberland, and to execute upon the line the duties of principal assistant as well as engineer in chief.

The 1st party to be stationed at Oldtown.

The 2nd party at the tunnel.

The 3rd party at 15 mile creek.

Those several points being convenient to the mass of work to be done.

All the persons attached to a party to be under the control of the respective assistant engineers, and they of course, to be responsible to the chief engineer, for the due performance of their duties.

An unusually heavy freshet in February 1840, demonstrated a fact, before sufficiently apparent, viz: That the riprap protections with which the sidehill sections have been armed against the river, are generally between Dam No. 6 and Cumberland, entirely too light; unfortunately too the rock furnished by the cuttings and used in the Riprap at numerous points is so perishable, as to place it beyond doubt that most of these river protections will require—indeed some now need extensive repairs: these renewals ought as a matter of course to be made with durable rock.