

finished canal, not to attempt keeping up in any level a greater depth of water than "five feet" (which will be just one foot below the tops of the lock gates,) so to arrange their waste wiers as to waste off at once any excess above that depth, and to bring every level up to that limit as soon as it can be economically done.

¶ This conclusion regarding the establishment and maintenance of a maximum uniform depth of "five feet" can be sustained by many arguments not necessary to be detailed here; and it may be observed that five feet water is an ample depth for the convenient transit of boats of 75 tons burden, which of a suitable build, would draw when loaded about $3\frac{1}{2}$ feet, and be tracted by two horses.

To attempt the maintenance of a uniform depth of "six feet" water in this canal, as has heretofore been contemplated, would, I am firmly convinced be productive of such serious and frequent breaches, that the expense would be totally incommensurate with the object: and to keep up that depth in certain levels and not in others, would only be unnecessarily straining the good work, without in any degree remedying the weakness of the bad.

Perfect harmony and peace during the past year has existed amongst the laborers upon the canal line, and the clemency of the Governor of Maryland, in mercifully releasing from the Penitentiary a number of individuals sent there last year for offences under the riot act, far from resulting in renewed acts of disorder, as was feared and anticipated by many good citizens, has had a tendency to calm revengeful feelings, and excite the gratitude of the operatives towards his Excellency.

A more temporary mode of construction having been suggested for adoption in some of the architectural structures of the canal which are not yet begun: I will observe upon this subject, that at this late day to alter materially the plans of the mechanical work, which have been framed with great deliberation, and represent in fact, the embodied experience acquired during the 12 years that the canal has been under construction, would not, it seems to me, be good policy.

Doubtless a present saving could be effected by adopting more temporary plans for some of the mechanical work, but if we look a little forward and bring into view the probable expense and inconvenience of repairs during an active trade; and if we note the proceedings in the north—where the most American experience has been had in the construction and manage-