

will cost very little for repairs. These remarks in reference to the upper portion of the line, seem to me not altogether uncalled for in another view, than that for which they were introduced. It has been complained of, that unnecessary expense has been gone to in the construction of the work above Dam No. 5. I have always contended, that time would prove the contrary. The fact stated in reference to the $27\frac{1}{2}$ miles of Canal above Dam No. 5, viz: that its navigation has been free from interruption, from breaches ever since its completion—taken in connection with the numerous interruptions during the same period, on other and older portions of the Canal, is some evidence I think of the correctness of the course heretofore advocated by me.

As already intimated, there is much work which ought to be done below Dam No. 5, to put the Canal in good order for navigation; and, what is equally important, to protect it against extraordinary damages, such for instance, as were sustained on the night of the 24th of August last. At that time from a rain as heavy and violent as has been known there for many years, the lower portion of the Canal was damaged to the amount of \$10,000. A previous expenditure of \$5,000 would have prevented not only nine-tenths of that damage, but the recurrence also, of similar injury to the Canal at the same points, at any future time. Whereas now, fully three-fifths of the precautionary work will be required in addition to the \$10,000. That this previous expenditure was not made, is to be attributed to the superintendents of repairs, not having the means wherewith to do the requisite work. These superintendents are now, and for a long time have been, nearly \$40,000 in debt; and are receiving from the company less than will meet their necessary current expenses for ordinary repairs, and the pay of lock-keepers.

With so large a debt hanging over them, and that on the increase, the superintendents labor under the further disadvantage of not being able to carry on the repairs at cash prices.

Under these circumstances I cannot forbear urging on the board not to lose sight of the repairs on the finished portion of the Canal, when seeking aid for the completion of the entire line to Cumberland. If an amount should be set apart, when providing for this completion, sufficient to pay off the existing debts of the superintendents, the repairs could thereafter be carried on at less cost, inasmuch as, 1st—Those of an extraordinary character like those alluded to of August last, could then be in a great measure guarded against; and 2nd—The work would be done at cash prices.

With the debt due by the superintendents of repairs paid off, the tolls, if received altogether in current money, would be ample to keep the Canal in good order, and the navigation uninterrupted, and would have a surplus for other purposes. That the tolls have not done this for two years past, is to be attributed mainly to scrip having been received in part payment of them.

Respectfully submitted,
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