

gion near the sources of that river, came to an abrupt conclusion, before the narrative was more than half completed. I will now attempt to furnish the residue, and to prevent its being drawn out to an inconvenient length, I shall relate what I saw in the most summary manner.

The object of the visit of our party being to ascertain the character of the works of the canal, and more especially their durability, and the state of preservation which they are now in, after a number of years' continuance, with a very moderate amount of annual expenditure for repairs, they considered this object fully accomplished during the journey which I have described of nearly a hundred miles, and which was made in our canal boat in the space of a day and a half. In the course of this journey, we passed through more than 40 lift locks. We carefully observed the state of these, and of all the works of masonry. All which as I have already remarked, appeared to be of the most substantial and durable character, as well as of highly finished workmanship. The banks and towpaths also throughout, appear to be of remarkable firmness and durability, the canal of equal depth, and of such depth as to be entirely free from grass, and every description of vegetation. The appearance of the masonry on the upper portion of the line, is decidedly better than that on the lower parts, and it is also probably stronger, in consequence of the superior quality of the stone used in the work. There was perhaps also some improvement in the finish of the work from the greater experience of the contractors by whom it was constructed, as well as of the engineers.

Our party having come to the conclusion of abandoning the further prosecution of our voyage, at about noon on Tuesday, we passed over to the Virginia side of the Potomac, and proceeded to the nearest station of the Baltimore and Ohio Rail Road, where we were soon taken up by the train which left Baltimore in the morning. The train was well filled, by apparently 150 passengers, and it proceeded at a good pace to Cumberland, where it arrived shortly after sunset. It is singular that the rail road which departs from Baltimore, in the heart of the State of Maryland, soon after it reaches the banks of the Potomac, passes over to the Virginia shore, and continues on that side of the river for near a hundred miles; while the canal, which commences at Alexandria, on the Virginia side of the river, before leaving the District of Columbia, crosses over to the Maryland side, and continues along that bank, throughout its whole course to Cumberland. The projectors of the canal had their choice of route, and their preference of the Maryland shore drove the rail road to the opposite bank. The rail road although forced upon the less favorable shore, not being so rigidly confined as the canal to a level route, was not compelled to follow the sinuosities of the river, but soon after passing Harpersferry, was able to take a more direct course, for about 20 miles, through the fine counties of Jefferson and Berkley, and thus to make a saving of 10 or 15 miles in distance.