

on each side, united by an arch above, to be 18 inches in thickness, and laid in hydraulic cement. The width of the tunnel between the walls is to be 24 feet, and its height to the crown of the arch 24 feet. A tow-path 6 feet in width is to be formed, of substantial masonry, and surmounted by an iron railing, and the water way is to be 18 feet in width, and the depth of water 7 feet. It will require six or seven millions of bricks, and it is estimated that the work may be completed in two years. Clay for the making of brick abounds in the immediate vicinity of the tunnel, and fuel for little more than the cost of cutting. An excellent material for the making of hydraulic cement is found on the borders of the canal, and also near Cumberland, and there is a mill for grinding it on the bank of the canal. All the materials for the work will therefore be obtained at a low cost.

We had hardly completed our survey of this interesting work, and the magnificent scenery in the windings of the river around it, when the shades of evening began to fall upon us. There was little appearance of any settlement, or human habitation near us, but being invited by Mr. Dungan, the resident Engineer who accompanied us, to lodge with him for the night, his invitation was most cheerfully accepted. After fording the Potomac, where it passes rapidly over a wide bed, covered with loose rocks, among which our horses had some difficulty in finding firm foothold, and riding some distance through a winding path, on the Virginia shore, we found his hospitable mansion, in a most retired, but romantic spot, surrounded by fine fields, and at a distance by endless mountains and forests. Here we were kindly received by his family, hospitably entertained, and notwithstanding our numbers most comfortably lodged. At an early hour in the morning, we resumed our journey, nearly twenty-five miles of it being still before us.

There was much in this day's journey, deserving of description, but I must pass it over without notice. We took our dinner at a place called Oldtown, the only place resembling a village which we passed during the day. What I am most desirous of attempting to describe, but that it would lead me into too long a digression foreign to the purpose of my letter, is some of the peculiarities in the geological formation of the points of the mountains, which are cut through at hundreds of places, where they project into the valley approaching the very margin of the river. What struck me as most remarkable was, that the sections of these mountain ridges or promontories, present almost uniformly an upper stratum of rock, forming an arch corresponding nearly with the external face of the mountain, and supported beneath by other strata, corresponding more or less nearly with the form of the upper stratum. These are cut by fissures, nearly at right angles with the sides, into apparently separate rocks, of all varieties of dimensions, the whole forming a sort of cyclopean masonry, having much the appearance of works of art, more massive than are any where to be met with. These