

In December, 1848,	\$29,808 58	} \$75,172
“ January, 1849,	17,416 83	
“ February, “	27,946 31	
In March, “	28,773 64	} 138,114
“ April, “	46,611 22	
“ May, “	62,729 09	

Total, - - - - - \$583,209

This sum deducted from \$1,221,279, leaves \$638,070, for the amount of work, at the prices of the “ August 1845 estimate,” that remained to be done on the 1st of June, 1849.

The above statement shows that the work done in the three months just ended, (March, April and May,) exceeds that done in the corresponding months of last year, in a ratio a little exceeding one to two and six-tenths. Assume that, from the 1st of this month, the canal will go on to completion at a rate of progress correspondingly greater than it did last year, and we arrive at the following result.

The work done in the months of June to December inclusive, in 1848,—amounted to \$269,354,—multiply this sum by two and six-tenths, and we have \$700,320 as the amount of work that would be done, at the assumed rate of progress, from the 1st inst. to the 1st of January next—which exceeds, by \$62,250, the amount that remained to be done on the 1st inst. This would complete the canal by about the 10th of next December.

From the favorable condition in which the work now is, for being rapidly prosecuted, and the arrangements recently made and now making to press it, energetically, through to completion, I have reason to think it may be safely assumed that the rate of progress above stated will not be diminished,—(it certainly ought not, and need not to be,)—unless unusual, unforeseen and not now anticipated difficulties should occur to retard and interrupt the work. It would require *very* great and *very* extraordinary exertions, and without the intervention of any unfavorable circumstances, to effect the completion of the canal by the time stipulated therefor, in the contract.

There were employed upon the work on the 25th ult. (May,) 77 bosses; 39 blacksmiths; 54 carpenters; 75 drillers and blasters; 107 quarry-men; 59 stonecutters; 73 masons; 112 mason’s tenders; 6 brick-moulders; 50 others engaged in making bricks; 16 brick-layers; 19 brick-layer’s tenders; and 760 laborers. Total number of all classes of laborers and workmen, 1,447.—Also, 233 drivers; 562 horses; 26 mules and 6 oxen, employed in driving and working—285 carts, 20 scoops, 13 ploughs, 11 two-horse wagons, 3 three-horse wagons, 28 four-horse wagons, 1 six-horse wagon, 5 one-horse railroad cars, 14 two-horse railroad cars, 10 three-horse railroad cars, 14 drags, 4 brick-moulding machines and sundry cranes.

The rail road cars are used upon temporary rail roads in removing rock and transporting bricks and other materials at the Tun-