

On the 8th of December last, I was authorised by the Board to organize a party for the examination of the line of canal between Georgetown and Dam No. 6, with a view to ascertain what would be the cost of putting that portion of the canal in good condition and repair, and making it secure against damage from the freshets of the Potomac. A party was accordingly organized early in December, and placed under the charge of William H. Bryan, Esq., as assistant engineer. The survey has been made, and its results will be communicated to the board in a separate report. It may not be amiss, however, to say, in this connection, that it is of the utmost importance to the company that the old portion of the canal referred to, should be thoroughly repaired at the earliest practicable moment.

By an order of the board passed on the 8th of February last, I was directed "to locate and designate the sites for the future extension of the works of this company up Wills Creek so far as may now be necessary" to enable the Baltimore and Ohio Rail Road Company so to locate the extension of their road from Cumberland westward as not to interfere with the rights of this company, "and up the North Branch of the Potomac as far as the mouth of Savage river."

In pursuance of this order a party was organized and placed under the direction of Randolph Coyle, Esq. as assistant engineer, which commenced operations in the field on the 1st day of April. An earlier commencement of the survey was prevented by the unsuitable weather and unfavorable state of the river in February and March, for such a survey.

The survey has progressed sufficiently far to enable me to say, that it will be completed and its results communicated to the board at an early day.

Respectfully submitted,

CHARLES B. FISK,

*Chief Engineer.*

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*General James M. Coale, President of the Chesapeake and Ohio Canal Company.*

SIR:—Two of us, Messrs. Hale and Allen, having recently visited the canal for the purpose of observing the progress of the work, and of ascertaining whether the arrangements which were made with the contractors in November last for carrying forward certain portions of it during the winter, and for the active commencement of the whole of it on the opening of the spring, had been carried into effect with a force sufficient to carry forward the several contracts in a manner to insure the completion of the