

for a revision thereof, both in principle and detail, by two practical civil engineers; to be invested with power to examine the route of the proposed location, and to estimate, by reference to the experience of the United States, and to the particular country, through which the canal was to pass, the probable cost of its construction.

Messrs. Geddes and Roberts, under the order of the President of the United States, made, pursuant to this application, entered, in the ensuing summer, upon this duty, and having completed that part of it, which related to the valley of the Potomac, or to the eastern section of the canal, and partly executed the same task, in the valley of the Youghwgeny, or upon the western section, made their final report, in the winter of 1827 and 1828

This report was submitted to the House of Representatives on the 10th March, 1828; but had been, in part, communicated to a committee of that house on the 10th of January, and made the subject of the report of that committee dated the 11th February, 1828; who recommended, on the faith, which it created, in the correctness of the estimates of those engineers, a subscription, by congress, to the stock of the canal, of a million of dollars.

Both these reports concurred, in locating the Chesapeake and Ohio canal, along the Maryland, or left bank of the Potomac, and often, for long distances, of necessity, in the bed of the river, as is very manifest from the description of the location in both reports, and will be seen, by recurring to pages 83 and 84 of the argument of William Wirt, Esq. herewith transmitted.

The report of the United States board of internal improvement left, open, for a distance of about three miles, above the south branch of Potomac, on account of the uninterrupted continuance, for that space, of cliffs of impending rocks, the expediency of substituting the river navigation, by extending a mere tow-path, under those cliffs, in lieu of a continued canal. But Messrs. Geddes and Roberts, pursuing strictly the language of the charter of the Chesapeake and Ohio Canal company, and the suggestions of their practical knowledge, carried the canal, in continuity, along this part of the Maryland shore, as observed between Georgetown and Cumberland.

The first location, or that by the United States engineers extended from Cumberland, to Market street, in Georgetown