

contractors' appeals for payment or their estimates or bids for undertaking divers canal works; the appointments of engineers, of superintendents, and of supervisors; the acceptance of contractors' estimates, etc. - all are reflected in the minutes and resolutions contained in the JOURNAL. The intermediary who filed all communications addressed to himself or to the president of the Board is the secretary.

Of especial interest are three volumes of SURVEYS and CORRESPONDENCE consisting chiefly of the letters of the engineers who performed the first exploratory and construction work for the canal. Many of these men were among the most eminent members of their profession during the early era of canal and railroad building. Their comments tie in intimately with the CANAL COMMISSIONERS' JOURNAL from May, 1825, to May, 1829.

Similar in significance are many volumes listed under divisional headings as REPORTS and MISCELLANEOUS DOCUMENTS; these not only indicate who built the North Branch Division or the Allegheny Portage Railroad or the like, but also underscore the problems of construction or the relations between the Board and the engineer. From them is readily determinable who built the Columbia and Philadelphia Railroad; who built and who repaired the aqueduct across the Allegheny River at Pittsburgh; who constructed the towing-path bridge across the West Branch of the Susquehanna River at Northumberland; who designed and who modified the plan of the Allegheny Portage Railroad.

Other volumes of divisional papers illustrate the Board's responsibility in numerous areas: claims for land damages and property damages on the route of the canal; releases from property holders for land compensation; contracts for a myriad of purposes - for grubbing and excavating; for tools and numerous kinds of supplies; for towing-paths; for locks and aqueducts; for farm, road, and towing-path bridges; for tunnels; in the instance of railroads, for iron rails, stone blocks, laying tracks, building culverts and viaducts, numerous types of casting, stationary and locomotive steam engines, hemp ropes and wire ropes; for dams, raft chutes, waste weirs, feeders, fences, culverts, canal basins, lock houses; for every conceivable type of repair on waterway or railroad.