

test, I take pleasure in adding my testimony in proof of the superior excellence of Cumberland coal.

I am, &c.,

M. C. PERRY,

Captain U. S. Navy.

To T. H. ALEXANDER, Esq;

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Communication from C. B. Fisk, Esq., Chief Engineer.

CANAL OFFICE, WASHINGTON,

February 27th, 1840.

To the Hon. JOHN THOMSON MASON,

Chairman of the Committee on Internal Improvements.

Sir:—I have the honor to transmit, through you, to the House of Delegates, the following answer to their resolution of the 12th of last month, which was communicated to me in your letter of the 23d January, received on the 30th of that month.

The resolution is in these words:—

“Ordered, that the committee on internal improvements be directed to request the chief engineer of the Chesapeake and Ohio Canal Company, to report to this House, under oath, what amount of money will probably be required to complete said canal to the town of Cumberland, and also, the probable time necessary to finish said canal as aforesaid.”

An estimate, bearing date December 28th, 1839, of the amount required to complete the canal to Cumberland, was submitted by me to the board of president and directors of the canal company just previous to the passing of the resolution of the House of Delegates. This estimate was made, not contemplating any reduction in the rate of expenditures from that of the year 1839, and upon the supposition that the work would be prosecuted uninterruptedly and as rapidly as economy and the interests of the company would dictate, to an early completion to Cumberland.

Since, however, the making of the estimate referred to, there has been an abandonment of a large number of contracts and a consequent suspension of a considerable portion of the work under contract in 1839, so that instead of a yearly expenditure of about \$1,100,000, the amount now does not equal the rate per annum of one-half that sum.

By the estimate of which we are speaking there was required on the 1st of December, 1839, to complete the canal to Cumberland, \$2,410,435. And at that time we confidently calculated *at the rate of progress of the year 1839*, that the navigation to Cumberland would be open for use early in the spring of 1842:—(adopting a more temporary plan of construction than was origi-