

period in the price of provisions and labour. And they have every reason to believe, that the sum of \$2,614 757, actually expended on the work, has not been misapplied, and will reduce the cost of the completion of the canal to Cumberland, to the sum above mentioned of \$1,825,900. Your committee will ask your attention to the report of the chief engineer, made on the 31st of December 1840, on this subject.

He says, "my predecessor, both in his revised estimate of December 1838, and in that again revised in December 1839, states the probable aggregate cost of the 50 miles of canal al-

luded to, at

\$4,440.657

From which deduct work done, January 1st, 1841, 2,614,757

And by that estimate there will be required to com-

plete the canal, an expenditure of

\$1,825,900"

He adds "my personal knowledge of the exact state of the unfinished line, together with the progress already made in the estimate I shall hereafter present, justifies me in the confident expectation, that by dispensing with some works not absolutely necessary, by building the remaining locks of rubble stone masonry, by modifying the construction of some other works, and by the probable reduced rates at which with present prospects the remaining work could now be let, an economical and judicious outlay upon the works, of a sum not exceeding \$1,600,000 more, would enable you within two or two and a half years, to open the navigation of the canal from the Cumberland dam throughout the fifty miles now unfinished, and thereby to complete the long anticipated continuous navigation, from the county seat of Allegany to tide water, within the District of Columbia."

Your committee will here observe, that these estimates have been made with great care, and have been repeatedly and anxiously revised, and approved and confirmed, as well by the former as by the present chief engineer, each of whom has commanded the confidence of the boards from which they have respectively received their appointments.

This great work having at length approached so nearly its final completion, those officers have availed themselves of the experience which continuous employment upon the line has afforded them, to prepare these estimates with unusual precision and accuracy. It will be observed also, that the whole of this line has been for some time open and under their immediate supervision, so that they have had every opportunity of survey-