

given. 4th. The six miles of line in Maryland next to Cumberland, in which two bends of the river are cut off and the levels are consequently high. The total length of these four sections is twenty-three miles, and with the twenty-three miles of low levels makes up the entire distance of forty-six miles between Dam No. 6 and Cumberland. The *points* at which the injury to the Rail Road would be sustained are thus indicated according to the enquiry of the order of the House.

3rd. The *extent* of the injury forms the remaining point of that enquiry.

In considering this part of the subject it is first to be observed, that the expense in which the Rail Road would be involved by the lock and dam improvement, may present itself in one of two different shapes—viz:

1st. The cost of raising the levels of the road, so as to be out of the reach of the increased high water due to the dams.

2nd. The cost of repairing damages done to the bed of the road and to its business, by freshets which would tear up the former and interrupt the latter. It is obvious that no estimates can at this time be offered under either branch of the alternative, (especially the latter) which would be more than very conjectural approximations to the extent of the expenditures and loss which they would involve. Were sufficient time allowed (and several weeks would be required,) a satisfactory estimate might be prepared of the cost of raising the road upon the twenty-three miles of low levels, so far as the mere expense of construction was concerned. If I were compelled at this moment to hazard an opinion of the expense of that operation, it would be that it could not be safely assumed at less than \$500,000—for the outlay in graduation, masonry and raising the wooden bridges, the level of the road to be elevated an average of six feet. If to this be added a fair allowance, and to that end it should be a very liberal one, for land damages, raising and adjusting the tracks, inconvenience, delays and accidents in conducting the business of the road while this re-construction was in progress, it is believed that the total actual and virtual expenditure would not fall short of \$500,000 for the whole twenty-three miles, and a less proportional amount for a less distance.

I cannot attempt an estimate of the aggregate pecuniary injury which, in the course of time, would be sustained by the road under a subjection to overflow by every high freshet, of which one might be expected to occur in the future as in the past every eight or ten years. The damage which would be sustained by the work thus periodically ravaged by the floods of a great river, would undoubtedly be very considerable at each visitation of the waters, and the sum of these injuries could not fail eventually to amount to more than the preceding estimate of the cost of protecting the road against these inundations by raising its level at the places exposed to them.