

the ground by the engineer of construction, having in hand the 'traverse sections,' &c., with which we now furnish the board.'

JANUARY 22, 1836.

Estimated cost of the Chesapeake and Ohio Canal, between dam No. 5 (seven miles above Williamsport) and the South Branch of the Potomac.

1st. Between dam No. 5 and the Cacapon, a distance of 27 miles—

Cost of the work, exclusive of the masonry hereinafter mentioned, \$703,621

Cost of ten locks, of 78 8-10 feet aggregate lift, with their flumes, including so much of the puddling, embankment, &c., as is necessarily connected in construction with the masonry; also of five lock-houses; *121,331

Cost of two aqueducts, of the several culverts that will be needed; also, the waste wiers, 197,577

Total for 27 miles, \$1,022,531

Or an average of \$37,872 per mile.

2d. Above the Cacapon, and below the South Branch, a distance of 31 miles—

Cost of the work, exclusive of the masonry hereinafter mentioned, and including the tunnel, feeders, and dams, \$1,438,957

Cost of 14 locks, of 111 8-10 feet total lift, with their flumes; including so much of the puddling, embankment, &c. as is necessarily connected in construction with the masonry also, of ten lock-houses, 164,440

Cost of two aqueducts, of the several culverts

*This last sum does not include \$6,280 64 paid for the partial erection of the first lift lock, next above dam No. 5, before the raising of the river by the dam. This work was done more than two years since.