

locations for the two works were therefore executed on the ground accordingly.

Estimates were now made for each work on the said conjoint locations, by which it was made to appear, how much this estimate exceeded that on the independent location for the canal, and also for the Rail road. And it was also manifest under this new arrangement, that the canal, was greatly deficient, and the Rail road greatly redundant, in materials for construction. This was a consequence necessarily attendant on the conjoint locations, and, therefore, unavoidable. It was therefore evident, that unless the redundant materials furnished from the Rail road excavations were applied to the construction of the canal,—much loss to both would ensue. The two estimates so made, include the same amount of materials twice; that is to say, the estimate on the conjoint line of the canal, includes the estimated expense of supplying all the materials deficient on that line without receiving any from the Rail road; and the estimate on the conjoint line of the Rail road includes the estimated expense of excavating all the redundant materials on that line, without furnishing any to the canal,—hence, the economy of using in the construction of the canal, the materials which shall be redundant in the excavations for the Rail road, is manifest.

The plan of construction which appears to us to be the most convenient and economical is, that the formation of the Rail road, as estimated and embraced in the plans and profiles of the same, and the construction of the canal, as estimated and embraced in the plans and profiles of the canal, be constructed simultaneously, and that the contractor who undertakes to make the one, should, at the same time, also undertake to make the other.

Under this persuasion, we have formed tables and estimates of conjoint locations with a view to conjoint construction, in addition to those for the independent lines.

The following statement comprises the general results of all the estimates of the cost of construction—

*Lower Point of Rocks.*

Canal, independent line, length 3023 feet	==	\$45,766.90
Rail Road, independent line, length 3427	==	12,470.40
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Amount of both,	- - -	58,236.70