of both works on conjoint locations, but construct-
ed independently,   -   -   -   -   -   - $28,097.60

Upper Point of Rocks.	Do.	-	-	- 16,204.43
Miller's Narrows.	Do.	-	-	- 9,333,90
Harper's Ferry Narrows.	Do.	-	-	- 3,026.20

Amounting to,   56,662.13

Lower Point of Rocks.—Estimated increase of
cost of both works on conjoint locations, and con-
structe'd conjointly at the same time,   -   -   - $9,524.97

Upper Point of Rocks.—Under the same condi-
tions, an increase of   -   -   -   -   -   - 5,039.48

Increase for the two "Points of Rocks."   14,564.45

Miller's Narrows.—Under the same
conditions, a decrease of,   -   - 1,435.10

Harper's Ferry Narrows.—Under si-
milar conditions, a decrease of   - 503.80

1,938.90

Total increase of cost to the two companies in
consequence of conjoint locations, in case the two
works are constructed conjointly and at the same
time,   -   -   -   -   -   -   -   -   - 12,625.55

Which, being deducted from the amount of the
increased cost on these locations if the two works
are constructed independently, as above,   -   - 56,662.13

The difference of the amounts of the two modes
and in favor of conjoint operations in the construc-
tion will be,   -   -   -   -   -   -   - 44,036.58

Nor do we think the disadvantage would be less than is here
estimated, under any other plan or manner of carrying on the
construction of the two works than that of *conjoint construction.*

It is easy to imagine, that, if either of the works shall be con-
structed antecedently to the other, the proper economy in the ar-
rangement and allotment of materials could not possibly take
place—and it would be next to impossible to carry on the two
works at the same time, under separate contractors, the one for
the Canal, and the other for the Rail Road. Serious collisions
could not be prevented, nor could a due and proper economical
division, and distribution of the materials be well enforced.

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