

ESTIMATES FOR THE CANAL.

Lower Point of Rocks, length 3023 feet, cost		\$45,766
Upper Point of Rocks, length 2133 do		23,123
Miller's Narrows, 3052 do		30,023
Harper's Ferry Narrows, 1126 do		28,102
Total	9334	127,019
Add 10 per cent for superintendence, &c.		12,702
		<hr/> \$139,721
Amounting to		
Equal to \$79,096 per mile.		

ESTIMATES FOR THE RAIL ROAD.

Lower Point of Rocks, length 3427 feet, cost,		\$19,472
Upper Point of Rocks, 3107		9,746
Miller's Narrows, 3300		16,879
Harper's Ferry Narrows, 1100		5,556
Total	11134	44,654
Add 10 per cent for superintendence, &c.		4,466
Also for three sets of tracks on a length of 11134 feet at 5000 dollars per mile, per track, including su- perintendence, &c.		31,631
		<hr/> \$80,751
Amounting to		
Equal to \$58,204 per mile—with but a double set of tracks, the cost of the rail road when completed would be 33,294 dols. per mile.		

In relation to the foregoing estimates the following remarks may be made.

1. The estimate for laying the rail track is assumed equal to the actual cost of that on the Baltimore and Ohio rail road, which has been laid with the use of wood string pieces and stone blocks. According to the experience which we have already had, the substitution of wood sleepers for the stone blocks would result in a cost of 4000 dollars per mile, and the use of stone sills in lieu of either, would result in about 6000 to 6500 dollars per mile, as the cost of a single track, as stated in the 4th annual report of the company.

2. The estimates for the canal above stated, do not include any lockage, though there will be about 40 feet of fall to provide for by locks between the Point of Rocks and Harper's Ferry. Nor is the cost estimated for lining the interior banks of the canal with stone, a precaution, without which, such a work cannot be considered as finished. This conclusion results from experience had on the New York Erie canal.