

nally contemplated, for certain works, comparatively small in amount.)

I am asked by the resolution of the House of Delegates, to state, under oath, what amount of money will probably be required to complete the canal to Cumberland, and in what time it can probably be finished to that point?

I answer, that in my opinion, the estimate referred to above was ample, viz: \$2,410,435; and the time stated, viz: by the opening of the spring of 1842, for the completion of the *construction* of the canal to Cumberland, had there been no suspension of the works of the company, and with means in hand sufficient to prosecute the work no more vigorously than during the last year.

What may be the effect of the late partial suspension of operations along the line of canal, I cannot undertake to predict.

Already the force of laborers is reduced one-half, and of mechanics there are now but few upon the line.

Men are easily driven away from a public work—but unless under very remarkably favorable circumstances, it requires a long time and high wages to bring them back.

It may be well to state a few facts in regard to the past. They may be of service in our calculations respecting the future.

1st. There is not one single work required for the completion of the canal to Cumberland, that could not easily have been finished at this time, with the exception of the tunnel, had the company been able from the time of the "two million loan," to prosecute its work as rapidly as economy demanded. And the tunnel itself might have been further advanced than it is, but for the want of means. Now, as a dam that will ultimately be required over the Potomac, could have been re-placed as temporarily to carry the navigation around the tunnel, it is certain that the navigation to Cumberland ought *now* to be open, and would have been but for the reason alluded to, viz: the want of means.

2d. The "engineer's estimate" above referred to, viz: that of December 28th, 1839, is the same *in amount* as that of last year, (deducting the work done within the year.) The deficiency, therefore, now required to complete the canal to Cumberland, so far as dependant upon the engineer's estimate, is no greater this winter than it was the last winter, after deducting the appropriation then made.

3d. By reference to this winter's "engineer's estimate" and to printed reports by the officers of the company, it appears that the State of Maryland from the time of, and including the "two million loan," has subscribed and loaned to the company enough, within a small fraction, to cover the full amount of the cost of very the construction of the canal between dam No. 5 and Cumberland, including land damages, and pay of officers and superintendence. Any deficiency, therefore, now required to finish the canal to Cumberland, with the exception of a mere trifle in amount, is not chargeable to the "engineer's estimate."