

ing every point, and calculating closely the cost of construction. Of the fifty miles yet unfinished, nearly thirty miles in all have been completed, and about three fifths of the cost of construction already paid, leaving detached sections of work yet to be done, of about twenty miles, and two fifths of the expense originally estimated to be incurred. Your committee will also state, that the work done is extended along the whole line of fifty miles, from the dam at the termination of the canal in Cumberland, to the dam No. 6, about twenty miles below the tunnel. As convincing evidence of the sufficiency of the estimate of \$4,440,657, we feel justified in stating from the reports before us, that the several sections and masonry, already completed, have cost *within* the estimate referred to: and there is every reason to believe that the remainder of the work will, in like manner, fall short of that estimate. It will be seen by the following extract from the last report of the chief engineer, that much of the heaviest work, which would be most likely to exceed the estimated prices, has been already completed.

“All the heavy river and sidehill sections, are now either finished, or so far forward, that a few months will suffice for their completion; they are, in point of fact, much farther advanced at this time, than the light bottom land sections heretofore left untouched. It is the masonry and the earthworks, dependant upon its execution, which will detain the opening of the navigation. Indeed, with the exception of

1. The 24 feet of lockage at Old Town.
2. The aqueduct No. 10, and its dependencies.
3. The tunnel, and its arch and tow-path.
4. The 40 feet of lockage in Athy's Hollow,

there is no work of any kind remaining to be done upon the line, which needs, necessarily, more than eighteen months time to finish, and the 10½ miles next below Cumberland, can, as I have before stated, be opened in less than one year. Although I have declared, and now repeat, that at the *usual rate of working*, thirty months would be required to finish these four jobs, and the dependent earthworks, yet if the company were possessed of ample ready means, I should not despair, by letting to the contractor of each, all the adjacent earthworks necessary to be done in connection, and by vigorously directing a powerful force upon all these backward contracts, of pushing them through within the space of *two years* from the time of