

to the estimate of the Chief Engineer, is \$1,545,000. Adopting the same divisions on the line of the canal as we have hereinbefore done in reference to the river or slackwater improvement, and the estimate is as follows:

<i>For the completion of the Canal,</i>	
From Dam No. 6 to the mouth of the South Branch,	\$987,331
From the mouth of the South Branch to Cumberland,	535,169
For Weigh Lock,	22,500
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Total work in cost on the line of the canal between Dam No. 6 and Cumberland,	<u>\$1,545,000</u>

We do not deem it necessary to say any thing in this place of the bids which are now before the company, to do the entire work for less than the above estimate, as that subject has been fully discussed in the special report of the 16th of November last, which has already been laid before the House.

From the foregoing statement, it will therefore be seen that according to the present revised estimates,  
The cost of a permanent slackwater navigation, with a tow-path, between Dam No. 6 and Cumberland would be, \$2,038,038  
Without a tow-path, 1,445,730

And that by the estimate of the Chief Engineer, the cost of finishing the *entire line* of the independent canal, between Dam No. 6 and Cumberland, after deducting the sum of \$22,500 for a weigh lock which would be a common charge upon either kind of improvement is \$1,522,500.

For particular information in regard to the *practicability* of constructing a slackwater between Dam No. 6 and Cumberland *at this time*, I respectfully refer you to the communication of the Chief Engineer of the company, hereunto appended, and will close with the following quotation on the subject, extracted from the report made by *Governor Thomas*, whilst he was President of this company, bearing date the 2nd June, 1840.

“ Understanding that there are persons who still speculate upon  
 “ the propriety of substituting a slackwater navigation for the inde-  
 “ pendent canal between Dam No. 6. and Cumberland, we have  
 “ a few remarks to make on that subject. In a report made to the  
 “ Board of Directors on the 21st of April, 1837, the Chief Engineer  
 “ estimates that this proposed slackwater navigation, to be perma-  
 “ nent would cost \$2,709,450. which exceeds the whole sum now  
 “ needed to finish the independent canal. This we suppose ought  
 “ to dissipate all doubts as to the propriety of changing the charac-  
 “ ter of the improvement. Besides, the location of the Baltimore  
 “ and Ohio Railroad is just above high water mark on that part of  
 “ the Potomac where it is proposed the dams for creating the slack-  
 “ water navigation are to be built, and consequently if they were  
 “ built, every freshet would flood the whole of that great work, to