	Distance.	Lockage.
"From Dam No. 6 to the upper end of the tunnel,	27 miles,	$66\frac{2}{10}$ feet.
Thence to the South Branch,	10 "	$32\frac{1}{10}$ "
Thence to the 'Narrows,'	10 "	33 "
Thence to Cumberland,	11 "	51 "
Totals,	58 miles,	$182\frac{3}{10}$ feet."

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"For a continuous slack-water navigation throughout, I would propose to overcome the fall to Cumberland by 14 dams, above Dam No. 6." Seven of which would be *below*, and seven *above* the mouth of the South Branch.

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"The fourteen pools," formed by the above dams, would "have a total length of $56\frac{1}{4}$ miles, making a fraction more than four miles for the average length of each. If we deduct for the short canals passing the dams, we shall have only about $3\frac{2}{3}$ miles for the average navigable length of the pools."

The estimated cost of such an improvement, *without* a tow path, was $1,879,450, and *with* a tow path, elevated above the river surface, as above described, $2,649,450.* These amounts were divided thus:

	Without a tow path.	With a tow path.
Applicable to the work from Dam No. 6 to the South Branch,	$950,450	$1,450,450
And from thence to Cumberland,	929,000	1,199,000
Totals,	1,879,450	2,649,450

As the above estimate was made at a time, (in 1837,) when labor and provisions were fully 30 per cent higher than at present, it should be reduced, in the ratio of 130 to 100, to arrive at what would be the fair value of the work now. Thus reduced, the estimate would be as follows:

	Without a tow path.	With a tow path.
From Dam No. 6 to the South branch,	$731,115	$1,115,730
Thence to Cumberland,	714,615	922,308
Totals,	1,445,730	2,038,038

* The printed estimate is $60,000 higher than the sum here named, that amount of work having been done, when that estimate was prepared, on the independent canal, which would have been entirely lost, if the proposed change of plan had been adopted.