

Subsequent to the making of the preceding estimate, I think within the last two years, a letter was addressed by me to the President of the company, at his request, (a copy of which I have not with me,) in reference to the idea which was even then entertained by some, that a slack-water navigation could be substituted, in whole or in part, for the independent canal between Dam No. 6 and Cumberland. I said, in substance, in the letter referred to, that, even if it were admitted, for the sake of argument, that originally a slack-water navigation would have been the preferable improvement, it was no longer in the power of the company to adopt it as a substitute for the independent canal; that the Baltimore and Ohio Railroad having been constructed, at several points, and for considerable distances, above Dam No. 6, on a level with the line of high water mark, that road, on any plan of slack water improvement that could be devised, would be covered, in places, several feet, by the river freshets, and would thereby be exposed to much damage, as well as interruption to its trade; that if the plan contemplated in the estimate of 1837 were adopted, this depth of water on the road, at times, would not be less than eight feet; and that even with low dams, the depth, in places, would not be less than from four to five feet. Since that letter was written a freshet occurred, last year, which, with the river even in its present state, covered that road, at one point, above Dam No. 6. For this reason, if for no others, I regard the project of a substitution of slack-water for the independent canal, in whole or in part, between Dam No. 6 and Cumberland, as utterly impracticable.

It has been suggested, I understand, that the finished parts of the independent canal, between Dam No. 6, and Cumberland, might be used, in connexion with slack water along the intermediate distances, this scheme is even more objectionable than the others which have been talked of, except as regards the use in this manner of the ten miles of canal next below Cumberland, now nearly completed; for when once you drop down into the river, you can get back into the independent canal only by the construction of Dams from 20 to 30 feet high; the water surface of the independent canal being on an average 26 feet above low water in the river.

The preceding, is all the information within my knowledge, of estimates for slack water navigation *below* Cumberland.

I now pass to the estimates for what is usually called the "extension," between Cumberland and the mouth of the Savage.

Gen. Bernard, in 1826, accompanying his estimate for the main canal from Georgetown to the Ohio river, presents one, also, for an independent canal between Cumberland and the mouth of Savage river. See United States Public Documents No. 10, page 81, 1826-7, its amount not including land damages, is \$1,794,903 86. He makes the distance 30 miles 350 yards, and the lockage 312 feet. He accompanies this estimate with the remark, that "the unfavorable character of the river to a lock and dam navigation, which was thought of as a substitute, rendered this scheme almost as ex-