

Judging by the eye of that portion of the work yet to be done, by comparison with that which has been finished, the committee believe that two-thirds upon the different sections had already been completed. The revised estimate of cost from Dam No. 6 to Cumberland was \$4,437,000; the amount expended has been \$2,892,000, which, according to the estimate of cost, leaves \$1,545,000. The committee believe that the above sum in current money will be ample to finish the Canal to the town of Cumberland.

The following statement will render it more plain and intelligible:

	Work done.	To be done.
From Cumberland to the upper end of the tunuel, a distance of 28½ miles,	\$1,387,000	\$798,000
From the upper end of the tunnel to Dam No 6, a distance of 21½ miles,	1,505,000	724,500
	<hr/>	<hr/>
Total, 50 miles, - - - -	\$2,892,000	\$1,522,500
Additional lock, - - - -	- - - -	22,500
		<hr/>
Work to be done, - - - -	- - - -	\$1,545,600
Work done, - - - -	- - - -	2,892,000
		<hr/>
Total, - - - -	- - - -	\$4,437,000
		<hr/>

The committee are now brought to enquire, whether the Baltimore and Ohio Rail Road, between Dam No. 6 and Cumberland, can be used successfully as a feeder for the Chesapeake and Ohio Canal. In this connexion they remark, that being desirous to obtain all the information possible, they directed certain interrogatories to the principal coal dealers of the county of Allegany, and their answers have been returned, and are herewith submitted as an appendix.

The committee found the minds of the people of Allegany county conclusively made up; who seem to be unanimous in the opinion, that the Rail Road cannot be used as a feeder for the Canal. Many facts and considerations enter into this opinion, the facts of which either in the aggregate or detail, cannot well be appreciated, except by those acquainted with the location of the country. These considerations, however, have reference to the character of the two great works, the Rail Road and Canal, their ability to transport heavy burthens; the formation of the country being mountainous, and the outlets for the coal being by different ravines to the point of their common junction at Cumberland, the nature of the coal trade, and the diversity of interest of the numerous companies and individuals owning the coal fields, and the impracticability of united action in any scheme for the transportation of coal to market by a common carrier.

The committee feel disposed to allow some weight to the objections made, not merely from the force of the objections themselves, but from the strong and decisive fact, that although this connexion