

9. Recapitulation.

I. Lewes and Rehoboth Route	-	70.571	20
II. Long Neck	- - - -	547	90
III. Miller's Creek	- - - -	67.572	75
IV. Berlin Route, with Romney Marsh,	- - - -	47.885	35
V. Cape Charles	- - - -	22.000	00
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		\$208.577	20
To which add 10 per cent. for contingencies	- - - -	20.857	00
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		229.434	92
Deduct for sale of Rail Road	-	1.934	00
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Leaving, as the entire cost of the Improvement,	- - - -	\$227.500	92
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10. The Commissioners have only to add a similar estimate of the probable amount of use which will be made of the canal when completed.

Had circumstances this year permitted, they would have desired to recommend, in accordance with views expressed in a former part of this report, that the execution of the work be undertaken by the States themselves; instead of making the improvement out of funds subscribed by individuals constituting a joint-stock company. The practice which has prevailed in England, for a long time, of constructing such improvements by companies, has been without reason adopted in this country; where a marked difference in circumstances should have pointed out the propriety of adopting different means: but in almost every instance hitherto on record, the voice of the enlightened Commissioners, who assisted at the inception of such works, has always advised *exclusive State patronage* as necessary to their successful prosecution. It is true, their recommendation has been rarely listened to; but the subsequent history of our works of Internal Improvement, has never failed to illustrate the prudence of their suggestion. As affairs are at present situated, however, your Commissioners leave this whole matter to the discreet deliberations of your Honorable Body. They return to the estimate of the use which will in all probability be made of the canal when constructed.