

quire a less annual expenditure therefor. The work, however, is spread over 50 miles, as will appear from the following. The Engineers, estimate in the aggregate, amounts to \$1,545,000, and is divided thus :

Estimated cost <i>above</i> the South Branch,	-	-	\$535,169
“ “ <i>below</i> the “ “	-	-	987,331
“ “ of weigh lock, &c.,	-	-	22,500
Total			<u>\$1,545,000</u>

And is still farther subdivided, thus :

Estimated cost from Cumberland to the “narrows,”			
10 $\frac{3}{8}$ miles	-	-	\$178,082
Thence to the South Branch, 9 $\frac{8}{16}$ miles,	-	-	357,087
Thence to the upper end of the tunnel, 8 $\frac{9}{16}$ miles,	-	-	262,682
Thence to the lower end of the seven mile bottom,			
9 $\frac{7}{16}$ miles,	-	-	554,184
Thence to Dam No. 6, 11 $\frac{8}{16}$ miles,	-	-	170,465
Weigh Lock, &c.,	-	-	22,500
Total, 50 miles,			<u>\$1,545,000</u>

Respectfully submitted,  
**CHARLES B. FISK,**  
 Chief Engineer.