to impeach, can be shown to have prostituted himself
to the base purpose of having made false estimates
& given ~~partial~~ uncandid opinions — Col. K. after the recognizance
before alludes to formed his opinion of the cost of this
road from what he knew other roads, which has been made, cost as
good ground and cost; as well as I recollect the
Charles & Augusta rail road which cost something over
6000 dollars per mile & the Portsmouth & Roanoke
road which cost a little over 8000 dollars per mile,
& over much worse ground. — But his subsequent estimates
carefully made are on paper, open to the inspection
& examination of every body, and no engineer who
has any respect for himself will pronounce his rail not
unless he undertakes to pronounce his rail not
heavy enough — ~~and~~ this rail which is now the rail in
use on the most profitable & successful rail road
to the ~~south~~ south without exception and all the rail roads I believe to
the South. There is by the type an improvement
recently made in England to fasten down the flight
~~rail~~ rail, which obviates all objection to them
where the road is sufficiently level to run flights
Engines. — But how has Col. K's estimates tallied
with the actual tests, with the actual work upon the road? — The
contract for the grading was made within the
estimate and at the Northern end much of it
was underlet by the principle Contractor to others
under the prices he was to receive — So at the
Southern end, it is ascertained that ~~they~~ a fair profit can