

here immediately referred to, and for some distance above it, as the ravine between the river and adjacent mountain, at that place, is narrow, that the whole of the ground will be required for the accommodation of the Rail Road and Canal, should both these works be constructed on the north side of the river; and it is even believed that, in that event, this accommodation can only be secured by the most advantageous and economical appropriation of the ground over which they, of necessity, must here pass.

I am, very respectfully, &c. &c.

P. E. THOMAS.

President of the Baltimore and
Ohio Rail Road Company.

C. F. Mercer, Esquire,
President of the Chesapeake
and Ohio Canal Company.

Chesapeake and Ohio Canal Office,
Washington, April 10, 1829.

Dear Sir,—In the spirit which prompted your letter of the 23d March, received since my late return from the duty to which it refers. I have the satisfaction to inform you, that between the 84th section of the Chesapeake and Ohio Canal, and the ground in dispute between our respective companies, there is a much greater interval, than would be required for any other purpose, than to leave space for the choice of one of various sites for an aqueduct bridge across the Potomac, in the event that the canal shall be required to seek the southern shore of that river.

It has been proposed for that reason, and the conviction, now formed, of our Engineer in Chief, that the passage across the river should be effected at least one third of a mile above the 84th section, to place a section of that length under contract. Such section would still be below any possible interference between the rights of our respective companies, as I can assure you from a personal examination of the ground. The condemnation of land in Frederick has been closed definitely for the present, and does not extend further west than the 84th section, before mentioned.

It will at all times afford me much pleasure, to practice that conciliation towards your company, which my per-