

R E P O R T .

ANNAPOLIS, Feb. 23rd, 1844.

To the Honorable

The Speaker of the House of Delegates :

SIR: In compliance with an order of the House of Delegates, of the 20th instant, requiring "the President of the Baltimore and Ohio Rail Road Company, to inform the House at the earliest practicable day, whether, in his opinion, a Lock and Dam navigation of the Potomac, from Dam No. 6, to the mouth of Savage, can be constructed without material injury to the Rail Road, and if injury will be sustained, how, much, what points, and to what extent," I have the honor to submit the accompanying report of the Chief Engineer of the company, made for the purpose of enabling me to reply to the order.

From this report it appears,

1. That from Cumberland to the mouth of Savage, a Lock and Dam navigation of the river Potomac, can be constructed without material injury to the Rail Road, and for the reasons stated in the report.

2. That such Lock and Dam navigation of the river from Dam No. 6, to Cumberland, would materially injure the Rail Road, at a number of points embracing a distance of not less than 23 miles of the road; and the points at which such injury would be done, and the conjectural (in amount) but certain damage which would thence ensue are also stated in detail in the report.

In the opinions and results presented in this report of the Chief Engineer, I beg leave, in further compliance with the order of the House of Delegates to express my concurrence.

Although this report is as comprehensive as the nature of the case will admit of, it presents the impossibility at this time of correctly estimating the "extent" of the injury which the Rail Road company would sustain; because, so far as it relates to the loss