

COMMUNICATION.

ANNAPOLIS, Feb. 22, 1844.

To the Honorable

The Speaker of the House of Delegates :

SIR: In obedience to the order of the House of Delegates, passed upon the 20th instant, and calling upon him "to state in writing, to this House, how, and in what way, the construction of a Lock and Dam navigation, from Dam No. 6, to the South Branch, and from thence to Cumberland, will effect the Baltimore and Ohio Rail Road, or its property," the undersigned has the honor respectfully to submit the following

REPLY :

In the location of the Baltimore and Ohio Rail Road, between Dam No. 6, and Cumberland, the object of the company being to save expense in graduation as far as was consistent with the safety and other requisites of the work, the bottom lands of the river, were generally chosen for the scite of the road, as they offered the best and cheapest ground for that purpose. In order, however, to shorten the line by cutting off bends in the river, about one half of the route between the routes referred to, was laid upon the slopes and above the level of the flats. The whole distance from Dam No. 6, to Cumberland by the railway, is 46 miles, of which, 23 miles have thus been placed upon levels higher than those of the bottoms. For the remaining 23 miles, the road is located directly upon them at a height above extreme low water, varying from 22 to 26 feet, and averaging about 24 feet.

In this location, the canal company was consulted in regard to the levels of the Rail Road upon the bottom lands, which were established with its full knowledge and consent, and at its instance, changes were made in the elevation of the road at several points for its accommodation, as will more fully appear from the annexed statement marked (A.)

The freshets of the Potomac are variable in the extreme height to which they attain at different points along the river. At Cumberland they reach about 13 feet above low water. At Patterson's creek, (8 miles below) 20 feet. At the South Branch, (16