

proprietors whose lands might lie between the Canal and river, or to be compelled to purchase these parcels of land, and, with a view to the diminution of the expenses for the condemnation of land, and erection of fences. To secure to ourselves these benefits, it was found to be attended with increased cost of construction and hazard to the Canal, so that, in our subsequent location, *last Winter*, we followed with some little and unimportant deviation, the location of Mr. Roberts to Berlin, thence to Harper's Ferry. It is impracticable, or highly inexpedient, to differ much from a certain route which has been adopted by all the Engineers, in all preceding locations, except near Wever's mill, where, for considerations of economy and expediency, it was deemed proper to run the Canal alongside of, and nearly parallel with, the public road, to Miller's Narrows. The fact having since (1828) been ascertained, that the Company were not compelled to construct bridges across the Canal, but might substitute ferries, the inducement, on that account, to adhere to the river bank, was removed. The considerations which governed us in the selection of the route, were founded entirely upon economy of construction, and security from danger of the high water of the Potomac. That changes should be made in the location, is not a matter of surprise to engineers, particularly on ground presenting so many difficulties, and points requiring so much consideration. Changes are always made, when a plan is laid down for the Canal; changes are made, and have been made, on the points in question, even after the work has been commenced, when the operations have sufficiently advanced on the ground, (which was before doubtful in its character) to satisfy the Engineer that a change would be expedient; and a change has been made on one section alone, by placing it further on the hill, which presented the appearance of much rock, but which exhibited, upon being opened, a much larger portion of good clay than could have been anticipated; the effect of which will be to produce a saving of several thousand dollars in the construction: for the amount of wall is diminished; no embankment but what will be furnished from the Canal excavation, will be required; and there will even be a surplus quantity of earth to go to the adjoining section, thereby producing a similar effect, so far as that quantity goes, on that section, in reducing its estimated cost. These considerations alone actuated us, and no communication from the Board was ever made me, or from any of its members in their individual capacity, which had, or could bear, the interpretation, that any other motives should influence me. We were left free to act and make such a selection as, in our opinion, as Engineers, would permit the construction of a most economical and safe Canal. We considered that, as the decree of the Chancellor of Maryland had been reversed, and the suit between the Rail-road and Canal Companies terminated, that no arrangement was necessary for the accommodation of a Rail-road by the side of the Canal, nor, on the other hand, was it deemed necessary to increase the cost of constructing the Canal by removing it one foot further into the rocks, to guard against the interference of the Rail-road, which had been effectually arrested by the late decision of the Court of Appeals. We progressed, and located the Canal as if the Rail-road Company had never been in existence.

The changes are not important between the location of 1828 and that of 1832, and the difficulty of constructing a Rail-road on the margin of the Canal is not greater, in one instance, than in the other. The reason why the location of 1828 was not adopted as the location for the construction for 1832, was, that, in the interval of time, the stakes by which it was marked out, were either decayed, or removed in the subsequent surveys by the Commissioners under the decree of the Chancellor, and that an entire new survey was necessary, as nearly all the traces of the first location were obliterated; it also gave the Engineers a further and better opportunity of selecting the best route, by the various comparisons it enabled them to make between the advantages and disadvantages of the different routes.

Respectfully submitted.

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Resident Engineer

To the PRESIDENT AND DIRECTORS
of the Chesapeake and Ohio Canal Company.