

sive of the other half of the breadth of the top of said wall; and we further agreed, that a route for the canal should be run as though no Rail road were in contemplation, and that a route for the Rail road should be run as though no canal were in contemplation—and, that these two routes so independently and freely run, under our immediate directions, to wit: the canal under the immediate directions of Mr. Roberts, and the Rail road, under the immediate direction of Mr. Knight, should be separately estimated, and form the basis of after operations.

These independent surveys for the two works, having been accordingly executed—it was then, correctly ascertained, where, in what manner, and to what extent, they clashed with each other; and also what were the quantities and character of the excavations, embankments, walls and labor, and, according to the prices assumed, the estimated probable cost of each work, if it were to be constructed without any regard to the existence of the other, throughout the distance affected by such collision.

It was found that collision occurred, directly and indirectly, from a point a little below the lower point of Rocks, to a point some distance above Catoctin creek, embracing a distance of nearly four miles; and that from thence to Miller's Narrows, a distance of between six and seven miles further, no collision would take place.

The canal is located on the proper ground for it, throughout this space, but the Rail road is not. It is, however, considered and agreed, that the Rail road can be laid from Catoctin creek, to Miller's Narrows, without disadvantage, and so as not to clash with the canal, as now laid out. It was further found, that collision took place at Miller's Narrows, commencing about two miles below Harper's Ferry, and that the like occurred at Harper's Ferry Narrows.

The independent locations having been made and estimated, we then proceeded to make the conjoint locations, that is to say, to re-locate the two routes wherever, they clashed, or were affected by each other, so that each should have its required breadth, independently of the other—and this was to be done by laying the Rail road further into the Rocks, and the canal further into the river—and so that, as far as practicable, the total amount of cost of both together, if made simultaneously, and under a unity of management, should be the least possible. The redundant materials resulting from the formation of the Rail road, to be applied to the formation of the canal. The conjoint