

APPENDIX.

(G.)

Engineer's Office, Georgetown, 2d December, 1830.

John P. Ingle, esqr. Clerk to the Board of Directors of the Chesapeake and Ohio Canal Company.

Sir,—Your letter is received containing a request from the board of President and Directors, to inform them what length of time will be necessary to complete the surveys, locations, drawings, &c. of the line of the canal and rail road, between the Point of Rocks and Cumberland, according to the order of the Chancellor of Maryland, and after the same manner, as that began by myself and Mr. Knight, under that order; and what would be the expense thereof to this company; and also what would be the additional expense to both companies, of constructing the canal and rail road on such conjoint location. In answer to the above request, I take the liberty to present the following statements.

That the distance from Harper's Ferry, to the Point of Rocks as reported upon, by Mr. Knight and myself, under the order of the Chancellor of Maryland is 12 miles (and a fraction over) and the parts in collision amount to 11,153 feet or 2 1-10 miles, equal to about 1-6 of the whole distance.

The time spent by the party (was from the 17th of March to the 4th of July) in making the above locations, calculations and drawings, or about 3 ½ months, although I am of opinion, that with the same party, the same amount of work, might be done in a month less time; as considerable time was taken up, in making reconnoissances, and plans of procedure, and also in making up the party of Mr. Knight, who was accidentally destitute of a principal assistant for about two weeks, at the commencement, owing to a circumstance, over which, as I have reason to believe, he had no agency or control.

The distance from Harper's Ferry to Cumberland, as taken from the report of Judge Geddes and myself; as stated at 12½ miles, and the amount of all the narrow passes, where the canal and rail road will probably come in collision, is about 45 miles equal to 1-3 part of the whole distance (and a fraction over.) As this amount of narrows, is double the proportion to that which has already been reported upon (below Harper's Ferry,) it would therefore require double the time per mile, to make the locations, calculations, drawings, &c.