

One half the extra expense on 12 miles below Harper's Ferry,	6,000
One half the extra expense on 127 miles above Harper's Ferry,	127,000
	133,000

Making the estimated extra expense to be incurred by the Chesapeake and Ohio Canal Company, on account of its collision with the Baltimore and Ohio Rail Road Company, by conjoint locations and conjoint construction from the Point of Rocks to Cumberland, in case of compliance with the order of the Chancellor, amount to, \$191,480

I would observe that the *expense* of locating the 12 miles below Harper's Ferry as above stated, is rather larger than that reported to the Chancellor—and that it is very difficult to state the time occupied, or the exact cost, of making that survey, &c. from the Point of Rocks to Harper's Ferry; as much time was spent previous to, and had been since the date of said report, relating to those locations, which has not been brought into the above account; leaving the same still considerably less on that account, than the actual cost to the company.

All which is respectfully submitted,
(Signed) NATHAN S. ROBERTS,
Civil Engineer, in the service of the C. & O. C. Com.

(H.)

*Line of the Chesapeake and Ohio Canal, }
January 22, 1831. }*

To Charles F. Mercer, Esq.
Pres. Ches. and O. C. Company.

SIR.—The following several interrogatories transmitted to me by the clerk in conformity with an order from the Board of Directors, relating to the effects to be produced upon the Chesapeake and Ohio canal by the construction of a rail road in union with it, in the valley of the Potomac from the Point of Rocks to Cumberland, viz: 1st. The time necessary to complete the surveys, locations and drawings? 2d. The expense attending such surveys? &c. 3d. The increased cost of constructing the canal in conjunction with said rail road over and above the cost of an independent canal? 4th. The disadvantages to the canal arising out of this conjoint