

## COMMUNICATION.

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ANNAPOLIS, February 22d, 1844.

TO LOUIS McLANE, Esq.

*President Baltimore and Ohio Rail Road Co.*

SIR: I respectfully submit the following report, to enable you satisfactorily to reply to an order addressed to you by the House of Delegates of Maryland, of February 20th, 1844, and by you referred to me, asking "whether in your opinion a lock and dam navigation of the river Potomac, from Dam No. 6 to the mouth of Savage, can be constructed without material injury to the Rail Road; and, if injury will be sustained—how much—what points, and to what extent."

Inasmuch as an order from the House of the same date has been addressed to myself, embracing several of the enquiries proposed by the order just repeated, I beg leave, with a view to abbreviate this communication, to refer to my reply to the order directed to myself, which has been this day submitted to the House, and which contains most of the facts and opinions which I have to offer relative to the subject in hand. In addition to what will be found in that reply, I proceed to submit the following statements upon the specific enquiries which have been addressed to you and not to myself. The enquiry of the House made of me, referred only to a lock and dam navigation from dam No. 6 as high as Cumberland—while the interrogatory put to you, speaks of an extension of that navigation from Cumberland to the mouth of Savage river. In my reply adverted to, the opinion is very fully expressed to the effect that such an improvement *would* "materially injure" the Rail Road between Dam No. 6 and Cumberland; because, the road being already constructed between those points, and its levels for half the distance being established at the plane of high water in the present state of the river, no elevation of low water surface such as locks and dams would occasion, could take place without flooding the road in high freshets on the part of its line just referred to.