

ways therewith; but that with some slight additional expense to that company, their line and plan of works, at these points, might be so modified and changed, as to place them sufficiently out of the way to remove the objection. Upon this report, and after due consideration of the subject, the board made known to the rail road company, that, in their opinion, no difficulties existed in regard to the Knobly and upper route through Cumberland, that might not be obviated by a satisfactory arrangement between the two companies, and desired the rail road company to designate their choice between the two routes in question, in order that the necessary steps might be taken, to bring the subject to a close. After a correspondence of some length and several interviews, between the presidents of the two companies, a communication was, on the 7th day of February last, received from the president of the rail road company, indicating the upper route through Cumberland as the choice of said company, and setting forth the kind of action that was desired from this board to enable them to proceed with their work. In accordance with the views and feelings uniformly expressed on their part, the board on the following day, being then in session, took up the subject for consideration, and passed the resolutions, which will be found in the appendix, marked K. A copy of them was soon after made out and transmitted to the president of the rail road company, and they proved entirely satisfactory.

It will be observed, that the arrangement **extends** only to the mouth of Savage River. Whether the route proposed for the rail road, west of that point, will interfere with the future location of the works of this company should they be prosecuted to the Ohio according to their original design, is a question that has not been presented to our consideration, nor examined.

By reference to the resolutions it will be perceived, that the board have agreed to cause, at this time, a survey and location of the improvement intended at some future, though probably not remote period, to be made by this company, up the North Branch of the Potomac to the point indicated, with a view of designating the site thereof, so that it may not be intrenched upon or prejudiced by the works of the rail road company. The cost of this location will be very inconsiderable, when viewed in connexion with the magnitude of the interests involved, as it was probably the only practicable middle course that could be pursued, between arresting the further progress of the rail road by either of the routes proposed, and a surrender of the rights of this company. But independently of this consideration the advantage of having the survey, and an estimate of the cost of the work, which will also be made out, will more than compensate for the trouble and expense.

The plan contemplated is a mixed improvement of Slack water and short canals, similar to the Schuylkill navigation. This is not only the cheapest that could be adopted, but it is considered by our chief engineer, as admirably adapted to the North Branch,