

the part previously constructed, that such change should be made?

4th. Whether it is not practicable so to contract the width of the Canal at the Point of Rocks at Miller's Narrows, and at Harper's Ferry, as to afford the necessary space for the passage of the Rail Road, with two tracks, on the side of the Canal next the hills, without materially impairing the utility of that work?

5th. What would be the probable additional expense now necessary to be incurred, to effect such a contraction of the Canal; or if the Canal cannot be sufficiently contracted, cannot the object of obtaining a passage for the Rail Road be effected by throwing the Canal at those passes further into the river, and at what probable additional cost?

6th. Where the points, specifically, along the river, from the Point of Rocks to Harper's Ferry, at which both the works of the Rail Road and Canal have difficulty in passing?

7th. What is the aggregate length of the difficult passes as you suppose, and what is the length of each?

8th. Will the present location of the Canal permit, at the difficult passes, the construction of the Rail Road, at any reasonable cost, or does it amount, from excessive expense, in your opinion, to prohibition?

9th. Can the present location of the Canal be so varied, or altered, as to allow the construction of the Rail Road at a reasonable cost? If so, what would the different modes or plans you would propose for alterations, and what would be the cost of making such alterations?

10th. Supposing the alteration of the Canal to be undertaken for the purpose of accommodating the Rail Road, with sufficient space for its structure, what length of time would probably be required for the completion of such alteration; and would it interfere to delay the use of the Canal for general purposes?

11th. Would the alterations you would propose as above in any manner damage the Canal, or interfere with its general utility; and if so, to what extent?

12th. Were you acquainted with the conjoint location of the Baltimore and Ohio Rail Road, and the Chesapeake and Ohio Canal, made by Knight and Roberts, from the Point of Rocks to Harper's Ferry, under a commission from Chancery? And were you acquainted with the independ-