

the least inclination given to the outer wall of the Canal, where it has its foundation in the river, below or above the Point of Rocks, as actually constructed or planned, and heretofore intended to be constructed?

19th. Copy of interrogations heretofore proposed by the proxy of Virginia, at the general meeting of the stockholders of the Canal company:

What proportion of the Canal below the Point of Rocks, is constructed partly in the river, and how high are the walls which protect such partitions? Also, how much has it been contemplated to construct in a like manner between the Point of Rocks and the Bridge at Harper's Ferry; and how high will be the walls necessary for its support? Also, how much is estimated to be constructed in part or entirely, in the river, between the Bridge at Harper's Ferry, and Cumberland, and the probable height of the protection walls?

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*Answers of Jonathan Knight to interrogatories put by the committee on internal improvement of the Legislature of Maryland, 30th January, 1833.*

*Answer to query 1.* The canal now in the course of construction from the point of rocks to Harper's Ferry does materially vary from its conjoint location as made with a view to accommodate the rail road by Knight and Roberts, as well as from the independent location made by the latter.

*Answer to query 2.* It is my belief that the variations or changes just referred to in the location of the canal between the point of rocks and Harper's ferry, will materially increase the difficulty of constructing the rail road between those points.

*Answer to query 3.* In relation to the time when these changes in the location, or any of them were made, I cannot say further that that it is understood that they were made subsequently to the decision of the court of