

appeals, as to the right way, which it is believed, was early in January 1832. If by "the part previously constructed" it is meant in the query to allude to that part of the canal below the point of rocks, I answer that no change at or above the point of rocks was rendered necessary to suit the canal below that point, since Roberts' independent location as well as the conjoint line was made to meet the canal below, and which at that time was excavated to within a short distance of the lower point of rocks.

*Answer to query 4.* It is believed to be practicable to contract the width of the canal at the narrow passes mentioned in the query, so as to afford the necessary space for the passage of the rail road with two sets of tracks on the side of the canal next the hills, without materially impairing the utility of that work; and that for the following reasons: It was stated to me by the canal engineer that the least width of the canal at the top water line in these narrow passes is to be 50 feet according to the plan of the work now in the course of construction. The necessary width for two sets of rail-way tracks is 20 feet. The canal will be constructed at locks and aqueducts so as not to permit two boats of a width of 15 feet each to pass each other; if therefore, though for a few hundred feet or even yards at these rocky passes the canal should be contracted in width so as barely to permit the boats to pass each other, it would still be better for navigation there than at some other places already existing and which were narrowed through motives of economy in the construction. Now as the lock is 15 feet wide in the chamber, of course no boat of greater width than 15 feet can navigate the canal, and consequently 30 feet wide would allow one boat to pass another. With this width for the canal, there would remain the 20 feet for the rail road without removing the exterior wall and tow-path further into the river, or excavating further into the rocks than is now being done; unless, indeed, at one or two places for short distances, it should be necessary to do one or the other or both of these things in order to obtain a curvature for the rail road that would be admissible. It is probable however, that the canal might have a width of 35 feet in the most difficult pass, and yet accommodate the rail road, since this could be accomplish-