

river from the point of rocks to Harper's Ferry at which both the works of rail road and canal have difficulty in passing," are 1. the lower point of rocks. 2. The upper point of rocks. 3. Miller's Narrows, and 4 Harper's Ferry narrows, as designated in the maps made from the surveys of Knight and Roberts before referred to.

Answer to query 7. The aggregate length of these difficult passes in which the independent locations of the two works came in the direct collision, as measured on the rail road line in the surveys of Knight and Roberts, was 11,134 feet, equal to 2 miles and 574 feet; viz: In the surveys, maps and estimates of Knight and Roberts, as follows:—

	feet.
Lower point of rocks—from station No. 1, to 53 feet after No. 35, rail road line.	3,427
Upper point of Rocks—from station No. 78, to No. 109.	3,107
Miller's Narrows—from station No. 545 to No. 580.	3,500
Harper's Ferry Narrows—from station No. 639 to No. 650.	1,100
	Total feet. 11,134

The extent of collision would now be increased at and near all those narrow passes in consequence of subsequent change in the location of the canal, nevertheless it is believed that the distance for which the canal would require contraction to 35 feet in width would be considerably less at the narrow passes than the lengths above mentioned.

Answer to query 8 It is believed that the preoccupation of the before mentioned difficult passes by the canal would render it impossible, afterwards to construct the rail road along the side of it at any reasonable cost, and consequently that such a construction under such circumstances, would involve expenses and difficulties so excessive as to amount to a prohibition.

Answer to query 9. A simultaneous construction of both the rail road and canal, however, at these passes, is entirely practicable, and that within a reasonable amount of