

expense, and without impairing in any material degree the utility of the canal, as shown in my answer to the 4th query, in which I have proposed a plan for that purpose, and which it appears to me the most feasible and least expensive of any, and to which I now refer as my answer to this interrogatory.

*Answer to query 10.* In answer to this query, I would state as my opinion, that by adopting the plan just alluded to, and laid down in my answer to the 4th query, no material loss of time in the construction, or in the use of the canal navigation, could take place, inasmuch as the present contractors could continue the necessary rock and other excavations, and erect the partition walls &c. simultaneously with the execution of the works now in progress. It would require an increase in the number of hands to carry on the work rather than cause any delay in the time of finishing the canal.

It would be understood as a matter of course, that the rail road company should lay the rails at such time after the graduation should be prepared, and in such manner as that company should think proper.

*Answer to query 11.* It is not perceived that the plan I have proposed in my answer to the 4th query would damage the canal, or interfere with its general public utility.

*Answer to query 12.* I was joined with N. S. Roberts in the commission from chancery, and with him made the conjoint locations of the Chesapeake and Ohio canal, and the Baltimore and Ohio rail road, through the narrow passes, and places contiguous to them, from the point of rocks to a point opposite to Harper's Ferry, at the same time, and immediately antecedent to the making of the conjoint locations of the two works, we made separate and independent locations of them; Roberts of the canal, and myself of the rail road; each without any regard to the other work. Roberts at that time completed his independent location of the canal through the entire distance from the Point of Rocks to Harper's Ferry. Experimental lines for the rail road were at the same time run by me through the whole distance, and actual locations made throughout the extent only were direct or indirect collision or interference occurred. I am, therefore, well acquainted with the inde-