

pendent location of the canal made by Roberts from the point of rocks to Harper's Ferry, and likewise with the conjoint locations made by us with a view to a conjoint construction of the two works at, and in the vicinity of, the narrow passes. We made triplicate reports upon this service, accompanied with maps, profiles and estimates, both of the independent and conjoint locations so far as the contemplated extent of the latter, viz: one copy for the chancellor and one for each company. The copy belonging to the rail road company is now in my possession, and is at the service of the committee.

*Answer to query 13.* I have seen the entire length of the canal as it is ~~now~~ under construction between the point of rocks and Harper's Ferry, and find the location thro' most of the distance, materially to differ both horizontally and vertically, from the independent location as made by Roberts.

*Answer to query 14.* The changes that have been made in the location of the canal since the independent location of Roberts, would certainly enhance the cost of an independent construction of the rail road by compelling a location of the latter to be made upon ground less feasible than could otherwise have been chosen, while at the same time the curvatures will be more unfavorable.

In the location of Roberts, he had placed a lock just above Miller's Narrows, and the next one on Casper W. Weaver's land; the next lock was placed below Berlin and a short distance above the Little Cotoctin creek, and then a lock at Poplar branch just above the upper point of rocks. Whereas, in the subsequent location, and as the canal is now laid, the lock above Miller's Narrows, is brought down about 1 1-2 mile to Weaver's mill; the lock which had been located on Weaver's farm by Roberts has been transferred to Berlin; the one below Berlin, to near Poplar branch; and that at Poplar branch, to the entrance of the narrows at the lower point of rocks, where, for the first time below Harper's Ferry, the location was depressed to the level of Robert's independent line, and on that level it is continued through these narrows. The consequence of this elevation, equal to the height of a lock, through the distance of 11½ out of the 12 miles, it will be perceived, - has been to swing