

mile, and its shallowness, being not more than 2, 3, 4 or at most 6 feet deep, at common low water, where such a wall would have to be founded, and from its firm bed, mostly of rock, is considered highly favorable to the erection and maintainance of protection walls in canaling. No hesitation, therefore existed in the comparison of opinions of Roberts and myself, as to the entire feasibility of encroaching upon the river so far as (with the requisite breadth and quantity of rock excavation) to permit both the canal and rail road to pass through these narrows, and we made our locations, estimates, and reports accordingly. Harper's Ferry narrows, are less favorable, but no doubt is entertained of the permanency of a protection wall if constructed there. No danger need be apprehended from the exceedingly small contraction of the breadth of the river, or increase in depth and velocity of the water to arise from the occupancy of any breadth sufficient for the construction of the works in question.

*Answer to query 17.* This query is answered, it is believed, in my reply to the 4th.

*Answer to query 18 and 19.* I am not in possession of the necessary facts to enable me to answer the 18th and 19th interrogatories.

J. KNIGHT.

January 30th, 1833.

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STATE OF MARYLAND,

FREDERICK Co. Sc.

January 30th, 1833.

To the truth of the matters and things stated in the foregoing answers, J. Knight, solemnly affirmed, this day, in presence of

WM. D. MERICK, Ch'n.