

*Answer of Casper W. Weaver to the interrogatories put to him by the committee of internal improvements, of the legislature of Maryland, 30th January, 1833.*

To the interrogatories propounded to me by the committee on internal improvement, I can only answer, summarily, as I am unacquainted with many of the facts which they are calculated to elicit.

I am not acquainted with any other part of the independent location, made by Nathan S. Roberts of the Chesapeake and Ohio canal, than that passing through my lands. My lands lie immediately below Miller's narrows. The location there has been materially varied, so much so that for a considerable portion of its distance, it has been transferred from the river side of the bottom land to the hill side—say from about 2 to about 400 feet. Against this change I several times remonstrated, to Mr. Cruger, as one highly injurious to me, but in vain. His reasons as given to me, for making the change, were not satisfactory. I was then, and still am, under full conviction that the canal could have been constructed at as little cost on Mr. Roberts' line, as upon that adopted, and if the damages sustained by me were taken into consideration, at less cost. This change renders the construction of a rail road along side of the canal at the west end of my land and for several hundred feet there, more difficult and expensive, and will most probably force it to encounter more exceptionable curvature. Indeed, the canal and rail road will now be in collision where each had ample space before.

I have examined nearly the whole line of the canal now under construction from the point of rocks to Harper's Ferry: That the rail road may still be constructed along side of the canal, and without impairing its utility materially I have no doubt. As Mr. Knight's answer to the 4th interrogatory expresses my views, precisely, on this subject, by contracting and otherwise modifying the present structure of the canal, I only deem it necessary to refer to it, as a part of my answer. Unless the canal be contracted or otherwise modified, I would consider the difficulty and expense of constructing a rail road, along side of it, through the narrow passes so great, as to amount to an impracticability. But if the canal be con-