

9th. Can the present location of the Canal be so varied, or altered, as to allow the construction of the Rail Road at a reasonable cost? If so, what would be the different modes or plans you would propose for alterations, and what would be the cost of making such alterations?

10th. Supposing the alteration of the Canal to be undertaken for the purpose of accommodating the Rail Road, with sufficient space for its structure, what length of time would probably be required for the completion of such alteration; and would it interfere to delay the use of the Canal for general purposes?

11th. Would the alterations you would propose as above in any manner damage the Canal, or interfere with its general public utility; and if so, to what extent?

12th. Were you acquainted with the conjoint location of the Baltimore and Ohio Rail Road, and the Chesapeake and Ohio Canal, made by Knight and Roberts, from the Point of Rocks to Harper's Ferry, under a commission from Chancery? And were you acquainted with the independent location of the Canal made at that time by said Roberts?—Have you the survey of such joint and independent locations, and the estimates thereof? If yea, produce them.

13th. Have you seen the location of the Canal, between the Point of Rocks and Harper's Ferry, as it is now under construction? If yea, is it the same made by Roberts, between the Point of Rocks and Harper's Ferry, alluded to in last interrogatory, as his independent location of the Canal?

14th. Does the present location of the Canal, render the task of constructing the Rail Road, along it independently, more difficult than it would have been, had the independent location of Roberts been adhered to?

15th. Was, in your opinion, the change of the independent location of the Canal, made by Roberts, called for by faults and errors in such independent location, which rendered the construction of the Canal upon it, too uncertain or dangerous to be attempted; or was it required by economy?

16th. Must not the outer wall of the Canal, according to either the present, or to Roberts' former location, protrude into the river at the difficult passes, between the Point of Rocks and Harper's Ferry, and have its foundation, under water, at ordinary stages of the stream; and is the width of the river, its depth, velocity, or other circumstances, between the Point of Rocks and Harper's Ferry, such as to make it essential or important to carry the Canal as close