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ly filed in that court; they also further proposed, that the whole of the additional expense incurred by the Canal Company, in consequence of such joint construction, should be borne by the Rail Road Company.

These propositions being rejected by the Canal Company, this Board, anxious to press forward the execution of the work committed to them, again submitted the same proposals to the Chesapeake and Ohio Canal Company at their general meeting, called in consequence of the resolutions passed at the last session of the general Assembly of Maryland, expressing "the wish and opinion of the Legislature that such joint location should be assented to by the Chesapeake and Ohio Canal Company." The Board then also further proposed that the Rail Road Company would, at its own expense, whenever required by the Canal Company, provide crossing places over the rail road, so as to permit the free and uninterrupted access of persons and produce to the canal, along the entire district included within the limits of the proposed joint construction of the two works. They also further authorized the agent of the State, who had been appointed by the Executive to urge upon the Canal Company an equitable and friendly arrangement for the continuation of the two works in which the State had so liberally embarked its funds, to offer on the part of the Rail Road Company, that this Company would engage to construct the canal of its full width of 60 feet, and its full depth of 6 feet, upon the location for joint construction made by Knight and Roberts, (commissioners appointed by the chancellor of Maryland,) at the narrow passes between the Point of Rocks and Harper's Ferry, for the sum which the Canal, as located at this time, is estimated to cost under the present contract prices; the agent of the State was also further authorized to stipulate on behalf of this company, that it would engage to finish the work before the first day of December, 1833, and would guarantee it to stand and keep in good repair for the term of five years after its completion.

These proposals, though ably advocated in the meeting of the stockholders, by the talented and zealous representative of the Stock, held by the State of Maryland, were not acceded to by that company, and this Board find themselves unable to continue the work beyond the point of its present termination, without being compelled, either to conduct the road out of the State of Maryland, or obliged to encounter an immense expenditure of money in tunnelling through the mountains, neither of which it is believed