

the State, which rights are asked to be abridged by the Legislature, in order to accommodate another company, which seeks a passage for its Road, along the work, and over the ground of the former. Such a request may be made by the Legislature, and may be accorded by the company, from which the favor is asked; but a compliance could not well be expected, if that Company, taking the request into serious, and respectful consideration, should conscientiously arrive at the conclusion, that it would result in inconveniencies and injuries to their work, and subject them to sacrifices which would greatly and constantly militate against their best interests. In a refusal to comply, under such circumstances, the undersigned are free to say that no disrespect could have been intended, and ought not to have been charged. That such was the nature of the proceedings of the Chesapeake and Ohio Canal company, the undersigned firmly believe, from all the evidence which has yet met their view; and they would beg leave briefly to advert to the manner in which the resolution of the last General Assembly, was received, and considered by the Canal Company.

That resolution passed on the 14th of March last.—It came to the knowledge of the President of the Canal company on the 17th of the same month, accidentally, in a Baltimore newspaper, and, in *this form, on the same day*, was submitted by him to the Board of Directors of the Canal Company, who immediately resolved to call a general meeting of the Stockholders, for the purposes set forth in the resolution; which meeting was thereupon called, to take place on the 28th April following—on this day the meeting was held, and the agent of Maryland, representing its Canal Stock, laid before the meeting, the said preamble and resolution of the last General Assembly, and upon his motion, the said resolution, and a proposition of the Baltimore and Ohio Rail Road Company, made to the President and Directors of the Canal Company, on the 19th of January, preceding, (which had not been assented to by the latter Company,) together with other papers, were referred to a committee of Stockholders.—This committee reported at large on the 16th of June, upon the whole matter, and set forth their reasons, in terms the most dignified and respectful, to all parties concerned, for the opinion formed by them, that it was unwise and inexpedient, under the circumstances then existing, to surrender the power possessed of carrying on the operations of the Canal to the Harper's Ferry Feeder, without delay, so as to bring into active use