

rules, it was impossible to have the bill amended before the charter would have expired.

The bill could not possibly have been passed over the veto to-night, and consequently the charter would have lapsed to the State.

But the Company having spent a very large amount of money, approximating as was represented to me, nearly a million of dollars, I felt that the State might be generous to the Company in saving it this amount of money, although the Company had not been just to the State in refusing to pay over large sums collected for the State.

The bill also containing the "repealing clause," making it perfectly competent for the General Assembly to repeal and re-enact, and insert the provision, subjecting to taxation without endangering the life of the charter, I signed it rather than cause the loss of the charter, and the large sum of money involved to the Baltimore and Ohio Railroad.

It is with the General Assembly, therefore, if they see fit, to take further action in the matter.

ODEN BOWIE.

Which was read.

Also, the following communication from Benjamin Fawcett, Treasurer of the Chesapeake and Ohio Canal Company :

OFFICE OF THE CHESAPEAKE AND OHIO CANAL CO.
Annapolis, March 22, 1870.

To the Honorable, the Senate of Maryland :

In reply to the order of the Senate, passed this day, I have the honor to report that the Revenues of the Chesapeake and Ohio Canal Company, for the year ending the first of January, 1870, from all sources, were as follows :

Receipts at Cumberland.....	\$305,671 80
“ Georgetown.....	56,939 72
“ Williamsport.....	3,040 50
“ Hancock.....	2,123 01
“ Lock No. 58.....	530 42
“ “ 37.....	785 38
“ “ 30.....	131 61
“ Houses and Lands.....	1,400 66
“ Water Rents.....	6,211 00
“ Fines.....	40 00
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Total.....	\$376,874 10

The amount now in the Treasury of the Company is..... \$79,660 95

Which is deposited as follows :