

far as the line of this state, and with the consent and approbation of the congress of the United States, (which they have applied for, and have good reason to expect they will obtain,) continue the same to the city of Washington, so as to effect a complete communication between the two cities by rail ways; and the said company further propose, that the right and option shall be reserved to the state, until the end of one year after the communication by rail way between the said two cities shall be effected and in operation, either to subscribe for and take stock of the Baltimore and Ohio Rail Road Company, to the amount of the whole, or of any part of the funds which shall be expended by the said company in the construction of the said rail road, or to take and hold any part of said amount, not exceeding five-eighths of the whole cost of construction, and of contingent expenses, in a separate and distinct stock, limited in its extent and object to the said cost of the said rail road authorised by this act, whereby this important national work will be effected without any advance of funds, or risk of responsibility by the state, while the right and option will be secured to the state to derive a full portion of its benefits; and this general assembly deeming it to be beneficial to the state and its citizens, to authorise the extension and construction of the said rail road, on the terms proposed by the said company, and the present being a most propitious moment for the completion of this highly important and useful object, inasmuch as the rate of interest is lower than it has ever heretofore been, and lower than there is any reasonable hope to expect that it will be hereafter; Therefore,

1830.

CHAP 158.



Section 1. *Be it enacted by the General Assembly of Maryland,* That the Baltimore and Ohio Rail Road Company shall be, and they are hereby empowered and authorised, to lay out, survey, locate and construct, a rail road not exceeding sixty-six feet wide on the surface, with the necessary addition for embankments and excavations, from such point or place on that part of the Baltimore and Ohio Rail Road already constructed and in use, not exceeding eight miles from the city of Baltimore, as the said company may deem most convenient, to the line of this state adjoining the District of Columbia, in a direction towards the city of Washington, along the most direct and suitable route that may be reasonably and conveniently practicable; and in the survey, location, construction and use of the said rail road, the said company may and shall have and exercise all the powers, rights and privileges, which they are by their charter empowered and authorised to have and exercise in the survey, location, construction and use of,

Company may
locate road