

Quinlan,  
Renshaw,  
Jones, of Talbot,  
Dennis, of Som't.  
Long,

Goldsborough,  
Brune,  
Pitts,  
Harrison,  
Thomas,

Gorsuch,  
Mills,  
Turner,  
Brown—41.

NEGATIVE.

Messrs.

McIntire,

McCoy—2.

Said bill was then sent to the Senate.

On motion, of Mr. Pitts,

The rules were suspended, and

Leave was granted to the Baltimore city delegation to report a bill entitled, an act to amend article 75 of the Code of Public General Laws relating to pleadings, practice and process by adding a section thereto, to authorize the removal of equity cases in the Superior court of Baltimore city, and in the Circuit court for Baltimore city, from the one to the other of those courts.

Mr. Harrison, from a select committee made the following

#### REPORT:

The select committee to whom was referred the Senate bill adding, "an additional supplement" to an act entitled, an act to incorporate the Metropolitan Rail Road Company beg leave to report: The Metropolitan Railroad Company was incorporated in 1853, chapter 196 with a capital of 2,000,000 dollars, to construct a railroad from Georgetown in the District of Columbia to Hagerstown in Maryland. It is believed that, now seven years since its incorporation, the road has been scarcely more than begun, and that a very small part of the capital has been paid in. The gross injustice to the Baltimore and Ohio Railroad Company, as well as impolicy to the revenue of the State which will be perpetrated, should this House confirm the action of the Senate, will be apparent upon a consideration of the following statement: The Baltimore and Ohio Railroad Company, after an outlay of nearly 28,000,000 dollars, in good faith, under a provision of its charter that roads leading out of Maryland should not have a right of connection without its sanction, is now attacked by a demand for a connection, which will draw from it a large portion of the trade upon about sixty miles of its main stem as well as on its Washington branch. The State of