

ry;" and it was declared to be the duty of the company, and they should so locate and construct their road as to pass thro' each each of said places—it was also provided that if the company should not so locate the road, that they should forfeit \$1,000,000 to the State, for the use of Washington county. To this act and all its provisions, the Stockholders of the Baltimore and Ohio Rail Road Company in general meeting, assented and agreed, the assent and agreement duly authenticated, was transmitted by the President of the company to the Governor, and filed in the Council Chamber on the 26th of July 1836.

Prior to the passage of the act for the promotion of internal improvement, the State of Pennsylvania had, by an act approved on the 15th of April, 1836, authorised the president and managers of the Susquehanna Canal company to construct their canal on the west side of the Susquehanna river, and to connect the said canal with the Pennsylvania canal at or near Columbia, with a condition annexed that the aforesaid company should not be entitled to use the privileges and enjoy the advantages granted to it by that act until the State of Maryland should lawfully authorise the construction, use, control, repair and preservation of a rail road of the width of the Balt. & Ohio and Columbia and Philadelphia rail roads, from a convenient point or points in the line of the State bounding on Washington county, in the State of Maryland, to be connected with the Baltimore and Ohio rail road at or near Hagerstown or Williamsport, or as near thereto as may be, if the rail road last aforesaid shall be made through or near the said town, or between the same and the ravine of the Potomac river.— But if the Baltimore and Ohio rail road shall be constructed along the said ravine between the South mountain and Williamsport, then to be connected with the said rail road at or near Hagerstown or Williamsport, or between Hagerstown or Williamsport and the North mountain, in the ravine of said river;" and all of the above quotation that relates to the construction, use, &c., of a rail road, with a view to an intersection with the Baltimore and Ohio Rail Road is copied verbatim in the 6th section of an Act of the General Assembly of Maryland, passed on the 1st day of April, 1836, chapter 340, and the construction, use, &c. of the rail road from Pennsylvania to intersect the Baltimore and Ohio Rail Road, within the limits of Washington county is authorized by the said act, and it was further provided in the 7th section of the act that the Baltimore and Ohio Rail Road Company should certify its assent to the agreements and stipulations therein mentioned under its corporate seal, and the signatures of its President and a majority of its directors on or before the first day of July following—the assent, as required by the act, was given by the company; so that taking the legislation of the two States and the agreement of the company into consideration of the State of Maryland has acquired for her citizens from the State of Pennsylvania, the vastly important advantage of intersecting at Columbia the line of