

improvements from Pittsburg on the Ohio river to that place, and of constructing a canal through the territory of Pennsylvania, and thereby to extend the canal to tide-water at Havre de Grace—a work which must necessarily largely promote the navigation of the Chesapeake, and give to the city of Baltimore an important advantage in her competition with the city of Philadelphia. And the State and company have authorized in return an intersection by a rail road from Pennsylvania with the Baltimore and Ohio Rail Road at certain points in the county of Washington.

Your committee having had the subject referred to their consideration, and the Baltimore and Ohio Rail Road Company having had several routes surveyed on the Virginia side of the river, intimating the possibility of some one of them being adopted, and in as much as the adoption of such route would defeat the policy of this State and deprive Pennsylvania of all the advantages promised by the State of Maryland and the company.

Your committee respectfully recommend the adoption of the following resolutions:

R. M. TIDBALL, Chairman.

Resolved by the General Assembly of Maryland, That, by an act passed on the 1st April, 1836, entitled an act to incorporate the Susquehanna and Patapsco Canal Company, passed at December session, 1825, chapter 200, the faith of the State of Maryland is pledged to the State of Pennsylvania to authorise a connection with the Baltimore and Ohio rail road at or near Hagerstown or Williamsport in the county of Washington, by a rail road from some convenient point in the State of Pennsylvania to the point of intersection.

Resolved, That by certain stipulations and agreements entered into by the Baltimore and Ohio Rail Road Company and certified to the Governor of this State under the corporate seal of said company, the faith of the said company is pledged to authorise the intersection referred to in the first resolution.

Resolved, That the construction of a rail road by the said company on the Virginia side of the Potomac river, so as to deprive the State of Pennsylvania and the State of Maryland of the benefits expected to be derived by the one from the intersection mentioned in the first and second resolutions, and by the other from the construction of the road through her own territory will be, if made, inconsistent with good faith on the part of the company, injurious to the interests of the State of Maryland and ought not to be sanctioned.

Resolved, That the route for said rail road by the way of and through Cumberland, Hagerstown and Boonsborough prescribed by an act passed on the 4th June, 1836, entitled an act for the promotion of internal improvement, is the true and proper route to be adopted by said company for the location and construction of a continuous rail road towards the Ohio river.