

REPORT
OF THE
MINORITY OF THE COMMITTEE
ON
INTERNAL IMPROVEMENT.

The undersigned, composing the minority of the Committee on Internal Improvement, to whose consideration had been referred, so much of the late Executive message, as relates to the Chesapeake and Ohio Canal, and the Baltimore and Ohio Rail Road Companies, the memorials of these companies, and sundry petitions of citizens of the State, relating to them, beg leave to submit to the House of Delegates, the following counter report, containing their views upon the interesting topics embraced in their inquiry, and the reasons of their dissent from the report of the majority, already presented.

The attention of the committee was early directed to an occurrence in the history of these two companies, embarked in confessedly great and important works of Internal Improvement, which has created serious and conflicting difficulties—rendered more embarrassing on account of the form and manner in which the subject has been presented to the view of the Legislature by the late Governor, in his last annual message. In this document, the refusal of the Chesapeake and Ohio Canal company, for reasons assigned, to accede to the wishes of the State of Maryland, as expressed in a resolution of the last General Assembly, to allow the Rail Road to pass with the Canal along the difficult and narrow passes of the Potomac, between the Point of Rocks and Harper's ferry, was characterised, not only as evincing a want of deference for, but as made in defiance of the *known* and *expressed* wishes of the State; a defiance more particularly manifested in a change of the location of the Canal, as originally laid down between the Points before referred to, and a consequent occupation of the ground that