

## MR. MAYER'S REPORT.

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The majority of the committee appointed by the senate to join a committee of the house of delegates in relation to the conflicting plans of operation of the Chesapeake and Ohio Canal Company, and the Baltimore and Ohio Rail Road Company report: That under a sense of the peculiar urgency and moment of the task confided to them, the committee proceeded promptly to the investigation of the circumstances and comparison of views connected with the great object desired to be effected.

The committee was impressed with the deep interest of Maryland in both these distinguished enterprises, and the relation to each in which her patronage of both had placed her. They were mindful, not only of the immediate pecuniary interest of the State springing from her investment in these undertakings, but also of the public good, and of the large accession to the general prosperity and welfare to be ultimately achieved by them. The committee bore too in mind that the two companies had gone through a vexed and protracted litigation which under the decision of our own supreme court ended in the conclusive exposition of the Canal Company's powers and exhibited that corporation invested under the sanction of three sovereign authorities, with privileges paramount and exclusive, and fortified by a three fold legislative compact.

The rights of the Canal Company thus judicially and inviolably defined, gave that corporation a commanding position, which, while it controlled the progress of the Rail Road was on the other hand unassailable by any legal process and not to be affected by the dictation of any of the legislative powers, to whose joint auspices it owed its being. Such, as declared by our highest court of judicature, are the rights to be appealed to, and the interests which must yield, before a passage can be opened for the Rail Road to its essential points of termination, and before its utility and resources can so augment as to retrieve the sacrifices it has already undergone, and restore the great interests of the State and the stockholders, now almost paralyzed by this collision.