

Copy of a letter from George Mackubin, Treasurer, to J. W. Patterson, President.— Copy of letter of the President to S. Smith, Mayor—and extract from the minutes of the Board, 6th Sept. 1836.

WESTERN SHORE TREASURY.

Annapolis, 23d Sept. 1836.

J. W. PATTERSON, Esq.

President Baltimore and Ohio Rail Road Company,

SIR:—

“This is to inform you, that I have this day subscribed in the subscription book of the company, in the name of the State of Maryland, for thirty thousand shares of the capital stock of the company, by virtue and in pursuance of ch. 395, of the Acts of the General Assembly of December session, 1835, passed at the extra session of May, 1836.”

GEORGE MACKUBIN,
Treasur. W. S. Md.

[This letter accompanied the following communication to the Mayor.]

26th September, 1836.

To Samuel Smith, Esq.

Mayor of the city of Baltimore.

Henry Myers, President of the First Branch, and
Fielding Lucas, Jr. President of the Second Branch.

“Gentlemen of the City Council of Baltimore:

“By an ordinance of the Mayor and City Council of Baltimore approved April 26th, 1826, the subscription of \$3,000,000 to the capital stock of the Baltimore and Ohio rail road company, provided for therein, is made to depend upon the President and Directors of the Baltimore and Ohio rail road company, shewing “to the satisfaction of the Mayor and the Presidents of the 1st and 2nd Branches of the City Council, that it is in the power of the said company to comply with the condition on which the city of Baltimore has lately proposed to make a subscription of \$3,000,000 to the stock of said company.” The condition here mentioned, is contained in Resolution No. 40, approved 17th March, 1836, which authorizes the Mayor to subscribe the sum in question, “provided it shall be exclusively applied to the prosecution of the work, in an unbroken line from Harper’s Ferry, or such point near that place, as shall be selected from which the extension shall be made.”

“The legal obstacles existing heretofore, in proceeding with the construction of the Baltimore and Ohio rail road company, westward of Harper’s Ferry, have, as it is well known, proceeded from the decision of the Court of Appeals; which awarded the right of prior choice of route along the Potomac to the Chesapeake and Ohio canal company, the compact between the rail road and canal companies, and