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My page Your control over this subject arises from two sources. First, by reason of the non-use of the State bonds appropriated by the Act of 1835, Chapter 395, for the completion of this work, within the time expressly in the Charter of this Company, and its supplements, you have now the legal right to direct the application of those bonds to the construction of the road by any route to the Ohio river, which you may decide to be the best and most practicable, secondly, your power over this subject flows from the right to appoint two directors to represent the State at the board of the Company. This board is composed of thirty directors, of whom eight are appointed by the City of Baltimore, twelve by the private stockholders, and ten by the State.

In a board thus constituted, the appointment by you of two directors with the view to effect a particular object, and that object so vitally important as the connection of the City of Baltimore with the Ohio river, by a continuous rail road, would have great weight. If in addition to this, you should appoint directors whose opinions are known to agree with your reference to the object you have concluded to effect, their united vote would be cast to effect the result determined, and would (with the declaration by you that the bonds of the State now in the hands of this Company should be applied only as prescribed by you) ensure the concurrence of the board. The only object which you can desire to effect by the exercise of the power for which I have concurred, will be the completion of this road to the Ohio river, without further delay, and the only inquiry of vital importance will be, whether the Company possess the means to construct the road by either of the routes which they have the authority to take, or whether they have the ability to complete the road by one only of those routes. The calamities which have heretofore befallen the State from the over estimates of the means, and under estimates of the cost of completing the various works with which the State is connected, sufficiently demonstrate the importance of this inquiry, to ensure its full consideration by you, and it only remains for me to suggest the manner in which the inquiry may be conducted to arrive at a satisfactory conclusion. By the examination of the engineers, who have surveyed both routes, you can readily ascertain the relative cost of each, and you can require of the directors on the part of the State a candid exhibit of the means proposed by the Company, to construct the road by either route. This information will enable you to decide, without difficulty, the all important question whether the Company possess the means of finishing the road.