

as far as to the Chapel Ridge, in order that this difficult portion of the route along the border of the river, might be finished as early as possible, and that the Company might thus be enabled to complete the line as far as to the mouth of the Shenandoah, by the time the road would reach the Potomac River. After the commencement of the construction of the road, it therefore became the policy of the Board of Directors, to employ all their disposable force in advance, upon those points which presented the greatest difficulties, and the execution of which, would be delayed much longer, than the intermediate parts of the road, were both to be commenced simultaneously; the object of this policy, was to secure the uninterrupted progression of the road, from the time when the first rails were laid in the vicinity of Baltimore, which could only be effected, by previously reducing the difficult points to an equality, with regard to the labour to be bestowed on them, with the rest of the road. These points after passing Ellicott's Mills, westward, were principally, if not entirely, the rocky passes of the Potomac river, wherever, therefore, the narrowness of these left but little choice of a location, the road was laid down by metes and bounds, legal titles were obtained, and every thing prepared for the system of measures above described, in the months of May and June, 1828. Occurrences however took place, which have hitherto prevented, and still continue to prevent, the plans of the Board in this respect, from fulfilment. Certain subscribers to the stock of the Chesapeake and Ohio Canal Company, a body not then organized, and some of the members of the Potomac Company, conceiving themselves interested in the proceedings of the Board of Directors on the Bank of the Potomac, obtained an injunction from the County Court of Washington county, restraining the further proceedings of the Board, in obtaining titles to lands over which the Rail Road had been definitively located. This was followed by an injunction, obtained by the Rail Road Company, from the High Court of Chancery, restraining the Chesapeake and Ohio Canal Company, from taking any steps in the construction or locating the Canal, which might render unavailing a decision in favour of the road on the first injunction. As the owners in fee however, of the pass of the Potomac through the Catoctin Mountain at the "Point of Rocks," the Board of Directors still continued to prosecute their work at that place, and in pursuance of the system adopted by them, had advertised