

for contracts and commenced the work there, when a second injunction was obtained, restraining the Directors from conducting the road *at all*, within the limits of Frederick County, although the greatest part of the road, within that county could never in any manner come into collision with the Canal. This last injunction however, so far as it related to land eastward of the "Point of Rocks," was subsequently withdrawn by the Canal Company. During the pendency of the litigation consequent upon the above proceedings, the Directors have ever been anxious, to avoid any but the most conciliatory measures towards the Canal Company.

The Board have not any knowledge, as has been elsewhere stated, of their having been invited by the Canal Company, to an amicable adjustment of the disputes which have occurred; the only overture known to the Directors, was one made, as they have been informed, to the legal counsel of the Rail Road Company, "to state such a case for adjudication as would bring the points in issue between the two companies to a speedy decision," and this would have been acceded to forthwith, could those facts have been admitted by either party, which the other deemed essential to the proper representation of its rights before a judicial tribunal, and "which would not involve a surrender of the rights and interests of the institution with which they were connected." This was soon found, by the counsel, to be impracticable, and nothing therefore remained, but "to wait the slow course of the law." The case came on for hearing before the Chancellor on a motion to dissolve at July term last, and was argued by the counsel on either side, upon all the points which could arise in the consideration of the question. The injunction granted in July 1828, in favour of the Rail Road Company has been sustained by the Chancellor, upon the grounds urged on behalf of this Company, in the argument before him, and the Board of Directors feel satisfied upon the assurance of their counsel, that there is every reason to anticipate an equally favourable result upon the further investigation of the case at the final hearing in Chancery, and in the courts of ultimate resort, should the Canal Company determine to proceed still further in litigation.

The Board of Engineers have commenced laying the rails upon the division of the road within the city of Baltimore, and it is calculated that the entire line from