

Should this be the last letting of the current year, in consequence of a delay of the final adjustment of the depending controversy, respecting the right of the Chesapeake and Ohio Canal Company to a choice of either shore of the Potomac for the site of their canal, every effort will be made to extend the contracts along the line early in the ensuing spring, the presumption being confidently indulged, that the next winter at least will terminate a controversy so unexpected by the early friends of the Chesapeake and Ohio Canal, and which, if longer continued, must involve the company, by delay, in a heavy loss of income upon its expended stock.

The answers to the Bills of Injunction of the Baltimore and Ohio Rail Road Company have been retarded, first to await the surrender of the rights of the Potomac Company, which took place on the fifteenth day of August last, and since that, to obtain from the records of that company a complete compilation of the laws and documents proper to sustain the rights of this company, whether derived directly from the several states, the United States, and the associations of individuals interested in securing the last charter, or from the surrender of the prior charter of the Potomac Company. This compilation is now about to be completed, and no farther time will be lost in bringing the legal controversy which has arrested the progress of the Chesapeake and Ohio Canal, to a prompt, and it is hoped a definitive issue.

By order of the President and Directors.

C. F. MERCER,

President of the Chesapeake  
and Ohio Canal Company.

The report was ordered to lie on the table.

The following resolutions were then submitted by the President of the Company, in behalf of the President and Directors:

Resolved by the stockholders of the Chesapeake and Ohio Canal Company, in general meeting, That, in the event that the Attorney General of the U. S. shall be of opinion that the charter of the company confers authority therefor, and the corporations of Washington, Georgetown, and Alexandria, shall respectively assent thereto, the canal shall be extended to the mouth of Rock Creek, on the plan submitted to the President and Directors of the Company by the engineers, Benjamin Wright and John Martineau; and that, so soon as the corporation of Washington shall have provided, at the mouth of Tiber Creek, a basin of sufficient elevation above the tide to