

tors of the Baltimore and Ohio Rail Road Company in the prosecution of the work, in which they are engaged, to forbear, as far as possible, any measures, which could, in the remotest degree, interfere with the accommodation of the Canal, or occasion the slightest interruption to that undertaking, the Board, after receiving information, that the injunction heretofore issued against them had been removed, so far as concerns the entire district between the city of Baltimore, and the Point of Rocks, immediately determined that pending the existing controversy between the companies, they would not operate upon that portion of the road, situate near to the Potomac river, below the Point of Rocks, so as in any possible event, to interfere with the location of the Canal there, it had accordingly been arranged that this company would, for the present, not extend the construction of the road upon its location nearer than from 400 to 500 yards eastwardly, from the line as located at the Point of Rocks, on the land of George Snouffer. I cannot doubt but that the President and Directors of the Canal company, are animated by a disposition not less sincere to avoid any unnecessary interruption to the Rail Road, and that they will cheerfully co-operate with this company, in pursuing such measures as will be calculated to produce feelings of reciprocal kindness. By the two companies thus cultivating harmony between themselves, it is obvious that the interest of both cannot fail to be essentially promoted.

Under this impression, I feel no hesitation in frankly making known to thee, the conclusion which the Directors of this company had adopted, and of respectfully suggesting, that until the existing controversy, between the Canal and Rail Road companies, shall have been amicably accommodated, or until some definitive settlement of the question now at issue between them shall have been effected, the location of the canal be extended, not nearer than 400 yards eastwardly, from the point herein designated on the land of George Snouffer, to wit: "at the intersection of the line of the Rail Road, with the fence on the eastern side of Snouffer's enclosure." This, if I am correctly advised, will be at or near the western end of the eighty-fourth section of the canal. Should the suggestion here offered be approved by the canal company, there will then remain a space of more than 400 yards between the contested line at the Point of Rocks, and the works of either company, under actual construction, which space not being occupied by either party will of course be left to be hereafter appropriated in such manner as