

This Board have always thought, and still think, that it is not for the public interest that the two works should be constructed alongside of each other, if one of them should be found competent to answer all the requisite purposes, and in this view they made the proposition mentioned in their letter of the 19th January, 1830, being at that time under the impression that the Canal would be supplied at, or near, the Point of Rocks, the first "point of junction," with water by a lateral canal from the Monocacy, which they had understood it was proposed would be constructed near to Fredericktown; as soon, however, as this Board were apprised, that the Canal Company did not rely upon that source for a supply of water between Monocacy and Seneca, but must draw their supplies from the Potomac, at or near to Harper's Ferry, they, at once, in order to accommodate the Canal Company, offered to extend the proposal for compromise as far as the point desired by that company, in order to enable them to obtain the requisite water for their works. But in doing this it was not the expectation of the Rail Road Company to place either company in the situation to stop the work of the other, at the point to which the compromise was thus to be effected. The language and stipulations contained in the 7th clause of the proposition of this company shew plainly that, although both parties were to be left at liberty to go on, yet the Board believed that one of the works would be terminated at Harper's Ferry, even if the agreement and compromise then proposed should be adopted. They are still ready to act on the same principles and to enter into any agreement that shall secure to the public the best mode of communication to the Western waters, either from the Point of Rocks or Harper's Ferry, as the canal company may prefer, and which shall at the same time free the preferred and adopted scheme from the entanglements of the present litigation, and enable it to press forward without injurious or unnecessary expenses or delays. It is true that the Board confide in the superiority of the Rail Road, and have not doubted but that it would become the preferred and adopted scheme, and be so pronounced by the public, when both the works shall be submitted to the test of experience.

But your Board in reply to the proposition of the Board of this company appear to have determined to go on with the Canal at all events, even should it not be the preferable work, should it be in their power to do so. And as this Board have no apprehensions from the rivalship of the canal, and have therefore no desire to stop its progress, if the stockholders continue wedded to the scheme, it was proposed, for the sake of peace, and in answer to your propositions, that both works should be at liberty to go on amicably together, and thus stand in fair competition