

rail road in operation from Baltimore to the Point of Rocks, and, by means of a lateral road, to Frederick, seventy miles in all, by the first of January 1832.

With regard to the "speedy completion" of the Baltimore and Ohio rail road, the prospect of which is enquired by the committee of Internal Improvements, this company can give no definite answer, because it depends upon the determination of the legal controversy now pending before the Chancellor, of which so much has been already said in a previous part of this report. The existence of this controversy has already affected the progress of the road, since, had this company not been enjoined from taking the measures contemplated by it, as intimated in a former part of this report, the difficult passes of the Potomac would, before this time, have been reduced so far as to have permitted the *uninterrupted* progress of the road along the bank of the river, after its reaching the Point of Rocks. Should the obstacles, opposed by the litigation in question, be speedily removed, there is no doubt entertained that the rail road can be completed to the Ohio within the time limited by the act of incorporation of this company.

The receipts of this Company from its stockholders, have been

\$1,200,000

And its expenditures as follows:—

Graduation and Masonry and laying of rails,

1,043,133 83

Expenses incurred in surveys and locations, including the pay of the Engineers, and their assistants, clerks, instruments, &c.

61,177 25

Law expenses, fees of counsel and Chancery expenses.

6,865 32

Cost of machinery, for the purposes of construction of Rail Road, of transportation and weighing, including also, the purchase of patent rights and moving power, together with the cost of machinery prepared in anticipation, and not yet put together, contingencies, expenses of widening the cuts and embankments and