

On the 5th day of March, 1832, the House proceeded to consider the report made by Wm. D. Merrick, from the committee on internal improvements. Mr. White moved to consider the minority report of said committee, with the view of offering it as a substitute. Mr. Heard offered as a substitute for the report and resolutions of the committee, sundry resolutions, and on motion of Mr. Pratt the report and substitutes were recommitted to the committee on internal improvements. On the 6th day of March, 1833, Mr. Harper from said committee, reported the same back to the House unchanged, but accompanied with propositions received from the President of the Chesapeake and Ohio canal company, offering for valuable considerations, to accommodate the Baltimore and Ohio rail road company, and allow the construction of its work along the valley of the Potomac, north of the canal, to Harper's Ferry; and there, to cross the canal. These propositions and all other papers relating to these difficulties, were then, on motion of Mr. Harper, referred to a committee of seven, with power to report by bill or otherwise,—see House Journal, 454 to 468.

On the same day, a message was received from the senate, proposing to form a joint committee to consider the conflicting views of the two companies, and to report such plan as might be practicable to accomplish the interesting object of each—and Mr. Pratt, who had been appointed the chairman of the committee of seven, offered a message in reply, assenting to the proposition of the senate—see House journal, folio 271–3.

This committee on the part of the senate consisted of Messrs. Mayer, Emory, and Pigman, and on the part of the house of delegates of Messrs. Pratt, Dudley, Harding, Duvall, of A. A., Miller, Nicols, and Harris. On the 8th day of January, Mr. Pratt from this joint committee, by leave of the house, reported a bill, entitled an act to provide for the continuation of the Baltimore and Ohio rail road to Harper's Ferry, and for other purposes; which being considered, and amended, was finally passed in the house of delegates on the 18th day of March, 1833, is ch. 291 of 1832, and commonly called the compromise act. In the senate, an effort was made to amend the second section of said act, that authorizes the sale of surplus water; which failing, the motion was made to strike out said section, but this did not prevail—the bill was then passed—see senate journal, folio 408—410.

The passage of this act having provided for the adjustment of these collisions, which had most injuriously embarrassed both of these companies for several years, all that remained to be done to fulfil the purpose of the legislature, was to secure the assent of both corporations to its provisions; and to this end an act was passed, chap. 318 of 1832, which provided for the appointment of three persons instead of one, to represent the State of Maryland at all future *meetings of the stockholders*, of any and all joint stock companies, which have been or may hereafter be, incorporated to make road and canals, and to vote therein according to the interests of