

the State. Therefore, I would present these views, as my own, to some of those members of the Legislature who were commonly advised; and in case they were approved, the president and directors of that company, should be advised, being adopted. Mr. Thomas and the directors who were with him at Annapolis, returned to Baltimore. I remained and conferred with several members of the Legislature with reference to the change which I desired to see made in the charge; and finding that they all approved of the proposed changes, I desired Dennis A. Smith to proceed to Baltimore to obtain assurances that should satisfy Mrs. Smith, that the act, said 11th section of chap. 175, would be administered, so as to make her a reasonable and definite compensation, for the damages which her estate in the Patapsco bridge would suffer, by the construction of the Washington rail road; and to state to the president and directors of that company, the satisfactory result of my personal conferences with members of the Legislature; about an increase of the charge for conveying passengers, and of the share which should be paid to the State, before the common profits should be ascertained and divided; that they might authorize me to say, that the company assented to these changes. He went to Baltimore, saw Mr. Thomas, communicated my message to him and others—obtained the assurances he desired with reference to Mrs. Smith's estate, and returned to Annapolis, the bearer of a message which authorized me to say, that the president and directors would freely agree to the proposed changes, if the Legislature should see fit to make them. Afterwards, when the house of delegates proceeded to consider, as it did on the 26th February, 1833, H. J. 1832, folio 377, the second bill that was reported by Mr. White, No. 15, house file, entitled 'a further supplement, to the act entitled, an act to promote internal improvements by the construction of a rail road from Baltimore to the city of Washington,' the 8th section was amended, first, on motion of Wm. D. Merrick, by striking out 'one dollar and seventy-five cents,' and inserting two dollars and fifty cents, as the charge to be made for conveying each person the whole distance on said road; and secondly, on motion of Mr. Pratt, by requiring that fifty cents per passenger, being one-fifth of the whole gross amount, which may be received annually by said company for the transportation of passengers on its branch road to Washington, shall be paid on the 1st day of January in each year, to the treasurer of the state: in lieu of twenty-five cents per passenger, being but one-seventh of the whole charge which was originally authorized by said bill— And after various other amendments were made; one of which the 11th section of chap. 175, provided, according to the understanding had by Mr. Smith, with the president and directors, for the satisfaction of damages, which the estate of his wife should receive, the bill was finally passed, by a vote of 52 yeas, against 10 nays.