

ceive compensation for the use of their water by lines which were used exclusively for passengers, was never questioned by any one.

Relying then fully on our rights, and referring to the documents presented, and in lieu of any lengthened argument of my own, (which would unnecessarily occupy the attention of the committee) I respectfully refer you to the accompanying letter from John M. Scott, Esq. the counsel of the company in Philadelphia, addressed to their Secretary, and now marked (F. ;) and when the Honorable committee shall have examined this letter, and also a legal opinion from the same gentleman, marked (G.) I feel well satisfied that they will arrive at the conclusion that the company has not violated its charter. In conclusion, I submit to the candid judgment of the committee, the consideration of the question of right to ask and receive compensation from the owners of boats and vessels carrying passengers through the canal; and even if the committee should differ in opinion with the counsel of the company, and the directors and the undersigned; I trust, nevertheless, that the committee will do the directors and myself the justice to believe that we supposed we had the undoubted right so to charge, and that the measure of compensation was an open matter for legitimate contract with the owners of vessels who desired to use the canal for the transportation of persons.

All which, is respectfully submitted to the Honorable committee, on behalf of the Board of President and Directors of the Chesapeake and Delaware canal company, by

C. NEWBOLD, Jr.

*President.*

Annapolis, January 31, 1844.

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[A.]

ACTING COMMITTEE, May 24, 1842.

The following preamble and resolution, submitted and unanimously approved and recommended to the Board for their adoption, viz :

The proposition of J. B. Peck & Co. to run a line of packets between this city and Baltimore, through the Chesapeake and Delaware Canal, to be propelled in part by steam, being duly considered, it was

*Resolved*, That for the purpose of encouraging the direct trade, between Philadelphia and Baltimore through the canal, the privilege be allowed of carrying twenty passengers free of toll, to each boat that may be propelled by steam; provided a boat shall be run at least three times a week, from each of the said cities, by the party or parties agreeing to these conditions, or any other person or persons agreeing to these terms, subject however to such rules and regulations, as the Board of President and Directors may from time