

the ground that the Rail Road company withheld from them suitable accommodations and facilities for the transfer of their trade from the canal to the Rail Road opposite Harpersferry, and also in regard to the heavy charge made by that company for crossing their viaduct from the Maryland to the Virginia shore of the Potomac, even when facilities were afforded for transportation at that point. The remedy for these grievances is placed by law in the hands of your Excellency.

By the fourteenth section of the act of 1835, chapter 395, the authority to direct and require the establishment of Depots on the Baltimore and Ohio Rail Road is vested in the Governor and Council of Maryland, but the Council having been abolished by the amendment of the Constitution, under the act of 1836, chapter 197, section 13th, the authority, it is presumed, is now vested in the Governor alone. If, pursuant to this power, your Excellency would cause the Baltimore and Ohio Rail Road company to establish a Depot at the canal basin near and below Harpersferry between locks No. 32 and 33 of the canal, facilities would be afforded to the traders on the canal, at that point, which would obviate much of the expense and inconvenience, they are now subjected to. By the requirements of their charter the Rail Road company would then be compelled to *provide facilities*, and take in articles at that point; and, it is presumed, they could not then charge, therefrom, a higher rate per ton per mile, than is authorised by their charter on other parts of their road. We have felt it our duty to submit this matter to your consideration, and, respectfully, ask your attention thereto. If a depot were established at the point indicated, the trade on the canal would certainly be increased thereby.

In October last the President, three of the Directors, and the Chief Engineer of the company, accompanied by one of the Maryland agents, and two gentlemen from the North who represented certain capitalists with whom the contractors are now in treaty for a negotiation of the bonds of the company to which they may become entitled under the contract, made an excursion along the line of the canal for the purpose of an examination and inspection of both the finished and unfinished portion of the work and of the Cumberland coal region from which the large portion of its trade is expected to be derived, after it is completed; and we are much gratified in being able to say, that the result of the examination was of the most satisfactory character. One of the Northern gentlemen, above referred to, who—in the language of one familiar with his qualifications—“brought to bear upon the subject practical knowledge and discriminating observation, the fruits of experience acquired by him during several years past, in the superintendence of the most important public works of Massachusetts, of one of which (the Boston and Worcester Rail Road) he has been—if not the father—the presiding genius”—has, since his return home, given publicity to his observations in a series of numbers published in the Boston Daily Advertiser; and coming from so