

*State of Virginia, city of Richmond, to wit:*

I, George W. Munford, Clerk of the House of Delegates, and Keeper of the Rolls of the Commonwealth of Virginia, do hereby certify and make known, that the foregoing is a true copy of an act passed by the General Assembly of Virginia on the twentieth of January, eighteen hundred and forty-four.

Given under my hand, this twentieth of January, eighteen hundred and forty-four.

GEORGE W. MUNFORD, *Clerk*

*House of Delegates, and Keeper of the Rolls of Va.*

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NO. 3.

*To the honorable the General Assembly of Maryland:*

We have the honor herewith to communicate, for the assent and confirmation of the Legislature of Maryland, a certified copy of a law passed by the Legislature of Virginia, "further to amend the act incorporating the Chesapeake and Ohio Canal Company, passed January 20, 1844," together with a copy, substantially, of the memorial of the President and Directors of the Chesapeake and Ohio Canal Company, which was presented to the Legislature of Virginia on the 26th ultimo, and upon the prayer of which said law was enacted. In our annual communication addressed to the Executive of Maryland, on the 15th of December last, we went into some detail in regard to the necessity of an amendment to the charter of the company in the manner provided for by this law; and the facts therein contained in this behalf are also substantially set forth in the accompanying copy of the memorial to the Virginia Legislature, to which we respectfully refer you. The section of the act in reference to the *grant of a power* to construct a slack-water navigation to the mouth of Savage was inserted in the draught of the law after the memorial was prepared and signed, and was put in in consequence of doubts being entertained whether, under the amendment of the charter of the company, passed by the Legislature of Maryland at its December session, 1826, and assented to by Congress in the year 1827, a branch from the main canal to the coal banks at or above the mouth of Savage river could be made unless the western section of the canal were undertaken and prosecuted. To remove these doubts, and to enable the company to construct such branch whenever the State of Maryland shall see fit to cause the same to be done, we deemed it expedient to obtain from Virginia a clear and unequivocal right to do so, independent of any movement in regard to the western section.

The very great importance of *all the provisions* of the law in question is manifest, and will, we hope, be readily appreciated by all conversant with the affairs of the company and the magni-