

of their road, in the manner proposed, except at the peril of having it broken up and removed whenever hereafter this company might see fit to assert its prior claim to the land along the valley of the Potomac which it occupied. It is true, that, by the line indicated as the Knobly route, the road diverging and passing through a mountainous district in Virginia, would, for some distance, have given a wide berth to any practicable site for the canal in any form of improvement that might have been adopted by this company, but very different would have been the case so soon as it reached the valley of the North Branch, and united with the common line at Fort Hill. From that point westwardly its contemplated route was just as much dependant upon the action of this company as either of the other two, as it was identically the same. Under these circumstances then, was it, that the Baltimore and Ohio Rail Road Company, during the last fall, approached this company for the purpose of ascertaining its views in regard to the prosecution of their road westwardly, by one of the routes above designated. In every aspect in which it presented itself, the subject was one of grave importance, and this board, oblivious of all past differences between the two companies, gave to it the calm and deliberate consideration it deserved. They fully appreciated the importance which was attached to the completion of the rail road to the Ohio in its bearing upon the interests of the State, and the prosperity of the city of Baltimore. They were well aware of the solicitude prevailing upon the subject on the part of the people of Maryland generally, who hold a large common interest in both works, and they therefore felt it a duty, as well as a pleasure, to interpose no unnecessary obstacles to the progress of the road, but to extend to it every facility compatible with the prior rights of this company, and the interests committed to their charge. With these feelings, when the wishes of the rail road company were communicated to them, the board caused an examination of the *locale* to be made by the chief engineer of this company, for the purpose of ascertaining, whether there was room enough for the extension of the works of both companies up the valleys of the North Branch and Wills Creek, or in other words whether the rail road and its works, by either of the two routes suggested, could be so located, as to avoid an interference with the site for the improvements of this company, in the future extension of its works beyond Cumberland and with the construction of Railways to connect the coal regions therewith, and with the canal basin at Cumberland, all of which matters were regarded as involved in the question, and proper to be provided for, in any arrangement that might be entered into. Upon making the examination, the chief engineer came to the conclusion, that, at certain places, the line surveyed by the rail road company, and the plan of its works, intrenched upon the sites that would hereafter be required for the future improvements of this company as above mentioned, and would interfere with the connexion of the rail-