

Point of Rocks and Harper's Ferry, in such manner as may be acceptable to the latter, we will consider ourselves bound in justice to the state, and in her defence, to deny to the Canal Company, any extension of its charter, or any other legislative favor, she may hereafter ask at our hands.

And for a more particular and minute description of the matters and things in question, your committee asks leave to refer the Senate to the able and comprehensive report, drawn up and made by the committee from the House of Delegates, and submitted to that honorable body, on Monday last, and also to ask to have the resolutions which they have submitted, annexed as a part of this report.

All which is respectfully submitted,
THOMAS EMORY,
 Of the Committee of Internal Improvement.

INTERROGATORIES

Put by the joint Committee on Internal Improvement, of the Legislature of Maryland, to Jonathan Knight, Casper W. Weaver, Alfred Cruger, and Thomas F. Purcell.

1st. Whether the Canal, as now under contract, and in the course of construction, from the Point of Rocks to Harper's Ferry, varies from the independent location of that work, or from the conjoint location of that work, and the Rail Road, as made by Knight and Roberts?

2d. Whether the changes, if any, that have been made, in the location of the line of Canal, between the point of Rocks and Harper's Ferry, materially increased the difficulty of constructing a Rail Road between those Points?

3d. Whether any change of the location of the line of Canal between the above points, has taken place since the 14th March, 1832; and whether so much of that work as had been constructed or placed under contract before the 14th of March 1832, rendered it necessary to the utility of