

most happy effect, and gives us every reason to believe, that when a ready communication shall be opened to all parts of the Shore, the like effects will be every where experienced. Your memorialists believe that the opening of the road for the reasons already assigned, and for others which could be adduced, will work a happy revolution in the agriculture of the Eastern Shore, develop its resources, and increase its wealth and population. These are objects of sufficient magnitude in the opinion of your memorialists, to call for the aid of the State, and to authorise the appropriation of the sum required for our road, even if it would never return a cent of interest directly to the treasury.

Should the anticipations of the friends of the road be realized, as they respect its salutary influence upon the prosperity of the Eastern Shore, the advantage both to it and to the general interests of the State must, we think, be admitted; for it is manifest that the increased prosperity of so large a portion of the State, by adding to the general wealth and population, must necessarily enhance the power and influence of the State at home and abroad. That it can affect injuriously the aggregate wealth or strength of the State, we can see no grounds of apprehension. Equally interested as are the Eastern and Western Shores in the prosperity of the commercial capital of the State, we apprehend too that the advantages to redound to the city of Baltimore from the increased wealth and multiplied resources and population of a district of country which ever has and always must continue to resort to her for the sale of the great bulk of its stable productions, must be looked upon as a common benefit.

In addition to the relief already asked, the directors respectfully ask relief similar to that asked by, and proposed to be given to, the Annapolis and Elk Ridge Rail Road Company. By the resolutions No. 68 of the last session, the Chesapeake and Ohio Canal Company was authorized, of the three millions of State Bonds, purchased by that company of the commissioners to negotiate the loan created by the Act for the promotion of Internal Improvements, to receive on conditions therein named, two millions and a half; and by the second resolution was directed, out of the nett proceeds of the sales or hypothecations, which it may at any time make of the said certificates of debt, to deposit with the Treasurer of the Western Shore, the proportionate amount to which the other Internal Improvement Companies, mentioned in certain resolutions passed during the same session, were entitled to receive. Under these resolutions, and those named in them, the Eastern Shore Rail Road Company was entitled to receive of the two and a half millions of the certificates directed to be delivered to the Chesapeake and Ohio Canal company, the sum of \$375,000. This company has in pursuance of its charter drawn on the treasurer of the Western Shore at sundry times for the first, second and third instalments due on the state's subscription to the capital stock of the company; the last of these drafts was met by the treasurer with a draft of equal amount on the Chesapeake and Ohio Canal Company, and on presenting it to the company, the directors were disappointed in not receiving the money. The Chesapeake and Ohio Canal Company was unable to pay the money; and after intimating that it was not under any obligations to pay unless it had the money, in which opinion it had been instructed by the treasurer of the Western Shore, it ultimately consented to give its note for the amount secured by an