submitted the following report, which was read and laid on the table:

The undersigned of the committee on internal improvements, feel compelled by a sense of public duty to depart from the views of a majority of the committee, who have reported in favor of granting to the Baltimore and Susquehanna Rail Road Company, permission to "extend their tracks from North street, eastwardly along Saratoga street and Southwardly along Frederick street and Buchanan's and O'Donnell's wharves to the water;" as the same would prove a great public inconvenience; and impediment and obstruction to said streets, endangering the lives of our citizens and the children and an injury to the general business of our citizens, with but very little counterbalancing benefit, and almost solely for the interest of the company asking said permission. The narrowness of the streets through which said tracks are proposed to be laid should be a sufficient reason for refusing the prayer of the memorialists, as the running of cars through said streets, would under difficult, if not impossible the passage of carts, wagons and other vehicles, and inasmuch as said road would intersect with such great thoroughfares as Gay street and Market street, the evils anticipated from its construction would be augmented.

The undersigned can see but little force in the position taken by the majority of the committee, incorporated as a proviso in the ordinance reported by them, which requires the "assent of a majority of the property holders on the line of said tracks," before the said tracks can be laid, as we totally deny the right of a majority of any locality, or even the whole population of it, to place an obstruction in the public streets or construct a private convenience, calculated to work an injury to the majority of the people. The great interests of the wholesale and retail trade of the city, with its connecting dependencies for the conveyance of its merchandize, such as drays, carts, &c the Mechanical and Mercantile interests, which are benefited in a ratio with the prosperity of the public generally, the hotels, public vehicles, hacks, &c. and the occupations of our citizens in general, involve considerations of far greater magnitude than the accommodation of a Railroad Company. The undersigned would not be un-



understood as other than friendly to internal improvements, but as objecting only to the introduction of railroad tracks into the city, and especially, to the laying of any more in our streets.

The opinion of some that a "majority" of the property holders on the line of said tracks" will not consent to the extension asked, and therefore that the ordinance would be inoperative, if adopted, is regarded by the undersigned as a dangerous as well as a dishonorable basis of legislation, dangerous as a precedent, dishonorable because of its manifest disingenuousness. It is far preferable that the company in question, as well as the public should know the precise views of the council in relation to the matter.

The undersigned representing, as they believe the views of two-thirds of the people of Baltimore, are opposed to laying any tracks within the city limits, and, only submitting to allow those to remain that are already laid, would say, vox populi to the Rail Road Companies, "Thus far thou mayest go but no farther;" – and in doing this, sincerely believe that they advocate a course that will not only produce "the greatest good to the greatest number," but will accomplish, in the degree to which it extends, that truer object of just legislation "the greatest good of the whole."

The undersigned therefore submit the following resolution for adoption by the council:

Charles Doran, chairman,
Elias Ware, Jr.,

Resolved, that the committee be discharged from the further consideration of the subject and that the memorialists have leave to withdraw their papers.

Mr. Turner, from the committee, submitted the following report, which was read:

The joint committee on fire companies, to whom was referred the petition of the Washington Hose company, asking the Mayor and Council to take the lot and improvements now occupied by that company and locate said Company in the South-west section of the city, whither the company is desirous of being located, report, that they have considered the application and consider it to be reasonable and should be granted, inasmuch as the section of the city in