and to each of our Representatives in Congress, and to ask them to use their influence in getting an appropriation for the important purposes therein mentioned.

Approved, February 10, 1841. SAMUEL BRADY, *Mayor.*

Michael Gross authorised to remove frame building.

12 *Resolved by the Mayor und City Council of Baltimore*, That Michael Gross be and he is hereby authorised and empowered to remove the Workshop owned and occupied by him, standing on a lot situated on the west side of Green, between Lexington and Fayette streets, and to use the materials in constructing a similar Building on his Lot on Biddle, between Madison and Ross streets: *Provided*, he first obtain the written consent of the property holders binding on the Lot on Biddle street; and file the same with the City Commissioners; *And provided further*, that the said building shall be taken down whenever the Mayor shall so direct, any thing in Ordinance No. 21, approved, May 22d, 1838, to the contrary notwithstanding.

Approved, February 13, 1841. SAMUEL BRADY, *Mayor.*

Application to the Legislature.

13. *Resolved by both Branches of the City Council*, That the Counsellor of the City prepare a Memorial to the Legislature of Maryland, asking power to pass all Ordinances necessary to authorise their Collector to enforce the payment of City Taxes by sale of the Real Estate, upon which the Taxes are levied in addition to the powers they now posses, and that the Mayor, the two Presidents of the First and Second Branch of the City Council sign the same and forward it to our Delegates, with a request that they will endeavor to obtain the passsage of a Law for that purpose, at as early a day as practicable.

Dewberry alley condemned as a public highway.

14. *Resolved by the Mayor and City Council of Baltimore*, That Dewberry alley from Lombard street to Pratt street, be and the same is hereby condemned as a public alley or highway, and subject to all the Ordinances and regulations of the City of Baltimore—*Provided nevertheless*, that the proprietors or owners of all the ground binding on said alley within the limits aforesaid shall execute a good and sufficient deed and covneyance in fee simple of the same to the Mayor and City Council

of Baltimore, to be approved of by the Counsellor of the City, and filed in the office of the Register, and that it be the duty of the City Commissioners to have said alley laid down on the plat of the City.

Approved, February 19, 1841. SAMUEL BRADY, *Mayor.*

Application to the Legislature for an increase of tolls on certain articles transported on the Balt. and Ohio Rail Road.

15. *Whereas*, Individual capital of the citizens of Baltimore and State of Maryland, to the the amount of three millions of dollars, is invested in the Baltimore and Ohio Rail Road Company, and the further sum of five hundred thousand dollars by the City of Baltimore and the State of Maryland, each is embarked in the same enterprise. *And whereas*, it has been shown by the President and Directors of the said company, that with the utmost economy they have been able to introduce into the management of the work, the present rate of toll upon many important articles, such as flour, grain, corn, oats, tobacco, iron, iron ore and lumber, is inadequate to pay the costs of transportation, and to yield a reasonable compensation to the company. *And whereas*, the Legislature after many years experience, did, in the year 1839, declare the maximum of eight cents per ton per mile, upon all produce, excepting wood, stone and lime, to be the proper and reasonable charge for rail road transportation, by allowing it to the Baltimore and Susquehanna Rail Road Company. *And whereas*, a bill is now pending before the Legislature, authorising the same maximum for the transportation of the articles herein before enumerated, by the Baltimore and Ohio Rail Road Company, which bill is understood to be opposed, on the ground, among others, that such increase would be prejudicial to the trade of Baltimore. *And whereas*, in the opinion of the City Councils, the rate of toll authorised by the said bill would be only reasonable, giving no more than a just compensation for the transportation of the said commodities. *And whereas*, the evident interest of the said company, in which the State and City have eighteen out of the thirty Directors, would doubtless induce them so to regulate the toll, within the said maximum, as to prevent any injudicious effect from the authority to charge the increased toll granted in said bill.

Resolved by the Mayor and City Council of Baltimore, That believing the true interest of the City would be thereby promoted, they respectfully ask that the bill now pending before the Legislature may be passed into a law.

Resolved, That the Mayor be requested to transmit a copy of the foregoing Preamble and Resolution, be signed by the