not only the distance between the Point of Rocks and Harper's Ferry, but the whole of that part of the Canal extending downward to the mouth of Seneca, a distance of 26 miles.

The Committee, notwithstanding the opinion thus expressed, and evidently with a view to accommodate the other company, so far as the imperious interests of the Canal company would allow, and, at the same time, meet, if possible, the wishes of Maryland, concluded with the following language:—"Under this firm conviction, and anxious desire to meet the views of those who anticipate great advantages from the completion or extension of the Rail Road, your Committee would suggest to the consideration of the Stockholders, that if, upon a more minute survey, and examination of the ground, it shall appear that an arrangement can be effected, upon satisfactory terms, which shall protect the Canal from danger to its works, their unobstructed use, and an easy and uninterrupted access to the adjacent country, wherever it may be deemed expedient, that, as soon as the Canal is completed to Harper's Ferry, upon its own independent location, every facility be extended to the Rail Road Company, to continue their work to the same point. And should it be finally decided by that Company, that Harper's Ferry, furnishes a more eligible position, at which to cross the Canal and River, to the Virginia shore, that the Canal company should consent to any liberal and fair arrangement, by which that object can be attained, without sacrificing the paramount interests of the Canal."

The meeting re-assembled on the 11th July, when the report before mentioned, of the Committee, having charge of the subject, was called up for consideration, but having been read, was, at the instance of Gen. Walter Jones, laid upon the table, who thereupon, and with a view still to accommodate the Rail Road Company, and comply with the wishes of this State, offered a resolution, directing the Committee, in effect, to inquire into and report a plan to accommodate the Rail Road, with a passage on the inner or river side of the Canal, between the Point of Rocks and Harper's Ferry:—This proposition, together with others, offering terms to treat for a union of the resources of the two Companies, o make the Canal to Cumberland, were submitted to the consideration of the Committee, already mentioned. But, on the 13th July, two days afterwards, and before Committee had time to consider and report upon the various matters submitted to their consideration, a let-