

nal" insert "or either of them if only one be actually constructed in the course of the proposed line of said Franklin Rail Road, at the time of its construction."

Mr. Brown moved to recommit the bill and amendment to the Committee on Internal Improvement. The question was put, and determined in the negative.

The question was then put on the adoption of the amendment as offered by Mr. Bowie, and determined in the affirmative.

On motion of Mr. Brown,

The following amendment was read, and dissented from.

In the 7th line of the 1st section, after the word "places," insert:

"As provided in the 6th and 7th sections of an act of the General Assembly of Maryland, passed December session, 1836, chapter 340, entitled a supplement to an act to incorporate the Susquehanna and Patapsco Canal Company, passed at December session, 1825, chapter 200, in regard to the rail road in said section, authorized to be connected with the Baltimore and Ohio Rail Road: provided that the said connexion shall not be made more than four miles west of Hagerstown, should it be made at or near Hagerstown, or more than one-fourth of a mile from the west bank of the Conococheague at Williamsport, should the said connexion be made at or near Williamsport."

On motion of Mr. Tidball,

The following amendment was read:

At the end of the 1st section add:

"Provided the said Franklin Rail Road shall be so constructed that said rail road shall pass within four miles of the town of Hagerstown—and provided, also, that in the event of the Baltimore and Ohio Rail Road or a branch thereof, being extended to said town; that then the said Franklin Rail Road or a branch thereof shall be constructed to said town within one year after the completion of the said Baltimore and Ohio Rail Road or a branch thereof."

On motion of Mr. Bowie,

The following amendments to the said amendment were read and assented to, after the word "town" in the 8th