It will be recollected that at the time of the passage of the Ordinance authorising the Construction of the Rail Road in Pratt Street, it was contended by those who opposed its introduction that it would interfere with the Ordinary use of the Street and it cannot for a moment be supposed that the City Council would have consented to the measure had they been convinced that it would have thus interfered. It was hurriedly assented to on the presumption that the fears of its opponents were groundless. The Committee believe that this presumption was principally based upon the high Authority of the President and Directors of the Baltimore and Ohio Rail Road Company who were entirely satisfied and did not hesitate so to "assure the Mayor and City Council that there would be "less interruption and danger from the passage of rail way "cars along the Streets, than from the passing of drays and other "vehicles now in common use, and that the rails could & "would be so constructed, as to occasion not the smallest "interruption to the general travel in the Streets over which "they may be laid or to the inhabitants residing in those "Streets, whilst the turning off the cars from one Street "into another could be effected with such perfect ease, as "to present no opposition to the ramification of branch "rail ways into every part of the City desirous of having them."

The opinions thus expressed by the President and Directors of the Rail road Company having been tested by experience, the Community are now able to judge of their correctness. Some among the most intelligent and respectable of our fellow Citizens, and among them Gentlemen who are members of that Board, have not hesitated to give the sanction of their names to a petition to the General Assembly of Maryland praying for a further extension of Lombard Street, in which one of the reasons assigned for the measure is, because the only thoroughfares East and West of the City in its business parts are wholly inadequate "especially as the ordinary modes of transportation through Pratt Street are of necessity considerably "affected and impeded by the rail way recently constructed "therein".

The Committee having thus enquired & ascertained from the best source, of information within their reach, that the

Rail Road in Pratt Street is an obstruction and impediment to the ordinary use of that Street cannot think that they have fully discharged their duty without taking into consideration the consequences which must result from the concurrence of the Mayor and City Council in the opinion thus expressed by them. The 10th Section of the Ordinance No 18. of 1831. authorising the construction of the rail way in Pratt Street provides "that if at any time after the construction of "said rail ways by the President & Directors of the Baltimore "and Ohio Rail Road Company, it shall appear to the "Mayor & City Council of Baltimore that the said rail way, "or any part thereof shall constitute an obstruction or "impediment to the ordinary use of any street or streets, "of which the said Mayor and City Council shall be the "sole Judges, the Directors aforesaid shall on the requisition "of the Mayor either forthwith provide a remedy for the "same satisfactory to the said Mayor and City Council, or "if they shall fail to find such remedy, they shall within "one Month after receiving such requisition proceed to remove "such obstruction or impediment, and to replace the street "or streets in the same condition in which they were before "the railway was laid down - and should the said "President and Directors decline or neglect to obey the "requisition of the Mayor, the Mayor, after giving one Month's "Notice, shall cause the obstruction, or impediments to be "removed and the original condition of the street or streets "restored, at the expense of the said President and Directors."

From this enactment, it obviously appears, that it was the intention of the Mayor and City Council not to allow the rail road to interfere with the ordinary use of the Street. Should the Mayor and City Council judge that it does so interfere, it will become the duty of the rail road Company to provide a remedy, or if they fail to provide such remedy satisfactory to the Mayor and City Council, the tracks must be removed.

Some of the inconveniences attending the present track in Pratt Street might be obviated by removing the bridges over the gutter, making the rails conform to the grade of those gutters, and making and keeping the flange tracks so narrow as not to receive an ordinary wheel, but as many