Which is right or which is wrong in these criminations and recriminations; which first or which last perpetrated the acts complained of, is perfectly immaterial. Let that enquiry result as it may, it cannot, in the slightest degree, influence the course which this Convention is bound to pursue. Be the fault where it may, the remedy is the same, an end must be put to these acts of rivalry and competition, or the most important interests of the State are doubly, and most ruinously sacrificed. The rates of tolls, as established by the joint action of the directors of the canal company and the State's agents, is so low that after keeping the canal in proper repair and discharging the necessary expenses, the State's share of the profits will be but "a beggarly account of empty boxes." Whereas, from the best information that I have been able to obtain, I feel convinced that if such a rate of tolls had been imposed upon coal, as the article would well bear in the market, the State would be, for the three years to come, in the receipt of from $200,000 to $500,000 annually, from the canal, and that, after that period, a much larger sum would be received. But under the present State's agents, no such results can ever be hoped for. The same board of directors, or those representing the same interests, will be continued in office, and consequently the same rate of tolls, (so ruinous to the interests of the State,) will be indefinitely continued.

As to effecting, by the Legislature, a change in the State's agents, it is idle to hope for it. Their influence in the State, and that of those distinguished men who have always supported what is called the Potomac interest, with the immense resources they could command from the district cities, and the owners of coal mines in Allegany, added to the fact that their removal can only be accomplished by the concurrence of both branches of the General Assembly, renders their removal by the Legislature almost a moral impossibility. To this Convention only, can the State look for relief, to extricate itself from a dilemma almost too appalling to contemplate. By the injudicious acts of its agents, if not here arrested, all the bright prospects of Maryland, resulting from the immense sacrifices it has heretofore made and is now making to pay off in some reasonably short time, its present enormous debt, as or about to be nipped in the bud; and when we may anticipate their removal, no human foresight can conjecture. If an impartial observer, looking to the condition of things only as it now exists, and to that to which it is rapidly progressing, were asked of what interests, since June last, have the State's agents been the representatives, and sought most faithfully and sedulously to promote, and at the sacrifice of what interests this promotion was sought to be effectuated? And whether the canal were not, under the sanction of these agents, designed to be conducted as a rival work to that of the Baltimore and Ohio railroad, and detract from it all the transportation it could, that the district cities might monopolize, as far as practicable, the entire coal trade; and thus exclude the city of Baltimore from any participation therein? If these agents were personally unknown to such an observer, and he were ignorant of the power by which their appointment was made, judging from the other facts before him, would he not unhesitatingly have concluded, that these agents were the representatives of the interests of Allegany, the small margin of Maryland, bordering on the canal and the district cities and their vicinity; that the Chesapeake and Ohio canal was designed to be a rival work to the Baltimore and Ohio railroad, and detract from it all the transportation it could; that the district cities might monopolise, as far as practicable, the entire coal trade, and thus exclude the city of Baltimore from any participation therein; and that this State was to receive little or no income from the canal. That such consequences, if not designs, will be the result, if this competition between the railroad and canal, is by this Convention suffered to continue and progress, must be manifest to every reflecting mind. Some persons who would most deeply deplore the occurrence of the anticipated mischief, and yet are opposed to the organization of a board of public works, (the only certain and effective remedy,) console themselves with the hope, or perhaps belief, that the railroad will pass through this fiery ordeal unscathed; that eligable to transport coal and all other articles, as at low rates as the canal.

Can any well-judging man retain such an opinion, who views all the circumstances connected with this competition, and the unequal terms upon which it will be conducted. Out of the tolls, [the only source of income to the canal,] what is the amount, after deducting its necessary current expenses, for which the canal company is bound to provide the means of payment? The sum of $102,000, the annual interest on the bonds of the company for $1,700,000, and nothing more. To the State it will pay nothing.—And the effect of this reduced rate of tolls on the canal, by the State's agents and directors of the company, is virtually to give to the canal the State debt, of upwards of $11,000,000, to enable it successfully to compete with the railroad in the event of struggle, in which it is engaged, to withdraw all transportation that it can from the railroad, in its onward way to the city of Baltimore, and attract it to the District cities, that they may be aggrandized, and Baltimore most materially injured.

Under what circumstances does the railroad engage in this competition? It, in the first place, has to pay annually an interest of $192,000, the interest on the $3,200,000. It pays also an interest of about $100,000 or more, on its own outstanding bonds or other indebtedness. It has also to pay to the city of Baltimore and its stockholders, the dividends, &c., on their stock, amounting to about $500,000 annually. Upon such terms can the most credulous friend of the railroad believe, that it can successfully average from the unjust competition in which it has been involved? He (Mr. D.) could not see how it was possible. This unnatural, ruinous warfare, must be put an end to by this Convention, or the State and every important and valuable interest