

My message has been quoted in this manner to show, that I am disposed to tax the people of Baltimore for the benefit of the Chesapeake and Ohio canal; and then the report goes into calculations to prove, how much this work will finally cost, and what little benefit the city of Baltimore is likely to derive from it, in comparison with her part of the burden. These complaints might come with more propriety from any other source, for the rail road company and its friends have assisted in creating this canal debt. For the sake of obtaining aid for their own work, they have always exerted their influence to obtain subscriptions and loans for the canal company; and if it had not been for their active co-operation, the State would now be perfectly free from the embarrassments in which she has been involved. When they were giving their aid to this work, they used very different language from that employed in the report. The company came forward in its official character to urge the prosecution of the work, not with the design of continuing it to Baltimore, but of terminating it on the Potomac. In the 8th Annual Report of the Baltimore and Ohio Rail Road Company, made in 1834, the following opinion is expressed: "In the opinion of the board of directors, the immediate interest of the stockholders, as well as of the city of Baltimore, and the State, of which Baltimore is the heart and emporium, *now lies in the completion of the Chesapeake and Ohio Canal to Cumberland.*"

The words underscored, are in italics in the official report. The next Annual Report of the rail road company, notices the subject again as follows:

"In their last Annual Report, the board expressed their opinion, that the true interest of Baltimore and of the State of Maryland, lay in the completion of the Chesapeake and Ohio Canal to Cumberland. The board then mentions with great satisfaction the loan of two millions which had been granted to the canal company."

Now, as the rail road company is responsible, in a great degree, for the debts incurred by the State in behalf of the canal company, there was no necessity for introducing the subject into a report, which purported to be an exposition of the errors of my message. The rail road company has not only been instrumental in creating the canal debt, but will be ready to increase it hereafter, whenever it is found necessary by such means, to secure appropriations for its own work. And after subjecting the people of Baltimore to the necessity of taxation, it will, probably, again complain of the heavy burdens imposed on the city for the benefit of other sections of the State.

After carefully considering the facts and opinions stated in my message, and examining the documents, from which they were derived, I can see no reason for retracting or modifying what I then said. The explanations, made by the company, in their report, may be satisfactory to others, but they have made no change in my own opinions. The answer of Mr. McLane, sent with the