

the Eastern shore, one in the lower counties of the Western shore, one in the Western counties of the State and one in the city of Baltimore. And the gentleman, [Mr. Harbine,] said it could not degenerate into a political machine—that it ought not to be a political machine, and yet, in the very next breath, he answered his own argument by saying, that one of the commissioners to be elected from the Eastern shore would be a Whig—one from the city of Baltimore a Democrat—one from the lower counties on the western shore a Whig and one from the upper counties on the Western shore a Democrat, and yet, according to the gentleman's theory, no political machine. He, [Mr. D.,] had listened to learn what were the duties of this office. The only defined duties contained in the proposition of the gentleman from Frederick—and what were they? He had often heard it said that a person in after life was apt to betray his early training. The gentleman said the board should "exercise a diligent supervision on all public works, a board to superintend a board—one overseer to overlook another overseer. That was a singular idea—a clear definition of duties—a diligent supervision." Well, he, [Mr. D.,] was put to it at once to see where this idea came from. A committee to superintend! He could only find an analogy for it in the political theatre in which the gentleman had been reared, had spent his early life. Both parties were accustomed to have committees of vigilance to look after political concerns, to hunt up voters and bring them to the polls, and to incite them to action—a committee of vigilance—a board to superintend a board.

Now the gentleman said that Baltimore ought not to control the Potomac interest, and he supposed *vice versa*. Let us suppose the gentleman elected to this board, and in the performance of his new duty, he addresses himself to the President of the Railroad company, says, "Mr. Swain your rates of toll are wrong and ought to be changed." It was "his duty to exercise a vigilant supervision and control over him," &c.

Mr. Swain would reply, that the Legislature had given him the sole power over the subject by its charter, granted twenty years ago. Will you, Mr. THOMAS, do me the favor to examine it?

It was unnecessary for him, [Mr. D.,] to read it, every intelligent gentleman knew that the President and Directors had the control over the whole matter, and no committee of vigilance could have any control over them whatever. The gentleman would be brought to a stand still. And so it was in regard to the Susquehanna railroad company and the Chesapeake and Ohio canal company, except as before said in the latter company, a negative upon reduction of tolls. They had given each company a board of public works, otherwise called a board of directors. They had given them perpetual charters—they had defined their power and duties—they could employ engineers—let out contracts—fix salaries—adjust tolls, &c., &c. You might control and manage it as you please, but it was utterly out of your power. You could not, with all your parthenalia get away from these works the power

they already have. It had been said that a competition for the coal trade had been gotten up, between the Chesapeake and Ohio canal and the Baltimore and Ohio railroad companies, that each one had drawn down the tolls in order to draw the trade from the other. Now, he felt it his bounden duty and pleasure to say, acting in the condition he did, as a representative of the State's interest in both works, that Mr. Swain had put that question at rest, and had placed it in its true light. He had said here in regard to the coal trade and the action upon it this:

"In regard to the increase of coal transportation," (Mr. Swain in his letter to the City Councils, says,) "I would remark, that the subject is one which has engaged the attention of this Company, and that during the progress of the work to the Ohio river, an increase supply of coal may be expected to pass over the road."

This looks to the coal trade only during the progress of the work towards the Ohio river. He goes on, "To what extent this transportation will be augmented, must depend upon the market in New York and the eastern cities, and the facility with which the Cumberland coal may be brought into competition with the Pictou and other coals now sold in those markets."

But this was the point he (Mr. D.) wished to call the attention of the Convention to. "In the quality of the article, it is believed that no coal in this country compares with that of the Alleghany region for the various purposes to which steam is applied, and with some reduction in price it is likely to become no less popular as a domestic fuel."

"In the recent action of the Board of Directors of this Company reducing the cost of transportation on coal, on and after the first of June next, reference was had solely to the importance of giving encouragement to this article with a view to increased consumption."

Here, he (Mr. D.) took it was the cause—the true reasons for the reduction of the tolls on coal by that Company. He was bound to believe it was the sole cause, because Mr. Swain said so, and if it was not, he of course would not have said so. He (Mr. D.) avowed it was the reason that operated upon his own mind, when he gave his assent to a reduction on the Chesapeake and Ohio Canal. It was the competition of the Pictou and other coals in New York and elsewhere, and he would refer to the price of coals in order to show the absolute necessity there was for this reduction. It was well known that the Chesapeake and Ohio Canal was commenced twenty years ago—that, owing to circumstances, the completion of it was retarded till last autumn—that through other avenues the anthracite coal had come into very general use. He held in his hand the price of that coal in New York from its introduction in 1838. He presumed, however, it was before that time—for, he believed that in 1820 anthracite coal was introduced into Philadelphia.

In 1838 Schuylkill coal retailed in New York at \$8.75 per ton. The price has since been gradually coming down, and it is now retailing in