

personal attachments, and the arguments and entreaties of friends in whom they have been accustomed to repose confidence, and with whom acted in concert in any enterprize or common design.

It had been said by his friend from Montgomery that he (Mr. Dorsey,) had an interest opposed to the course pursued by the State's agents in regard to the Canal Company. He freely admitted it, as well from property owned by him in the city of Baltimore, as in the place of his residence. Such his interest had been by him stated to the Convention at an early period of its session. He therefore never expected or hoped that his opinions or course of conduct on the subject under consideration, should have the slightest influence upon the mind of any body; all he desired was that the members of this body should listen to his statement of facts, which were admitted or were incontrovertible. He wished it to be understood that he took no exception to the appointments which had been made of the persons now composing the Board of Directors, at any election anterior to the month of June, in 1850. Until that period the interest of the State of Maryland, and of every part of it, including the city of Baltimore and the district cities was that the Canal should be completed with all reasonable economy, in the best possible manner, and in the shortest practicable time. A better Board of Directors could not then have been selected to promote the interest of every part of Maryland, including Allegany county and the District of Columbia. But when the Canal was finished, there arose the diversity of interests and objects in the measures which the Board of Directors might deem it expedient. Allegany county and the District cities were deeply interested in reducing the tolls, both on the ascending and descending transportation; whilst the Baltimore and Ohio Rail Road, and the city of Baltimore and all residue of Maryland not in the vicinity of the Canal or District cities, were interested in fixing the tolls at the highest rate that could be adopted without materially diminishing the the quantity of transportation. In representing the State's interest, therefore, in the appointment of directors, it was the duty of the State's agents at the last June election, to have filled the board with persons whose views and interests were in harmony with those of the great mass of the people of the State; and in not doing so, they have so far abused or departed from their fiduciary character as to render our suffering them to continue longer in office (with our knowledge upon the subject) a gross violation of public duty. And it is manifest from the manner in which the State's agents have sought to defend themselves, that, if reappointed, they would continue in office the same Board of Directors from time to time as long as the interests and powers of the State be permitted to remain in their hands. For this reason, their removal from office is our imperative duty; if for such removal no other reason could be assigned than that already stated.

But of the necessity for a change in the State's Agents, for the purpose of protecting the inter-

ests of the Baltimore and Ohio Railroad Company, the city of Baltimore, and the State of Maryland, there is the most conclusion and unanswerable proof in the proceedings of the Canal Company within the last nine months, and the facts which have been developed by the transportation of coal on the Baltimore and Ohio Railroad. What was formerly mere speculation or probability, has now become too apparent to admit of a doubt, and that is; that the President and Directors of the Chesapeake and Ohio Canal Company under the sanction of the State's Agents, have shown by acts that can produce no other result, if not clearly evince of such a design, so to reduce the tolls on the canal, as not only to monopolize the transportation of coal, and banish it from the railroad, to the great injury of the city of Baltimore, and the total sacrifice of the rights and interests of the State of Maryland. And this, I think, is satisfactorily established by reference to a few undeniable facts. All analyses and tests as to the Allegany coal, which have been made, both in the United States and Europe, demonstrated that it was equal, if not superior in value, to that found in any other known portion of the civilized world. And they have been fully confirmed by its use, when transported to market on the Baltimore and Ohio Railroad, some time previous to the completion of the canal; and the notorious fact that it is preferred to any other coal for generating steam, and the great and almost illimitable source of its consumption, and bears as high if not higher prices. It is an undoubted fact, that when the Legislature was induced to incur its immense responsibility on account of the canal, it was universally asserted and verified by coal statistics and fair calculations, which have never been falsified by subsequent events or otherwise, that Allegany coal transported on the canal for market to the District of Columbia, would readily bear a toll of at least one dollar per ton. And nothing has since occurred to his, [Mr. D's.] knowledge, to cast a doubt upon the truth of this assertion; certainly nothing of the kind has been presented in the discussion before us, on this subject; and if it could have been, we certainly should have had it, as my friend from Montgomery, [a State's Agent.] to his high commendation be it said, has acquired, from almost every part of the United States, a mass of statistical information, upon the subject that must have been decisive of the question. From this toll the State, in my humble opinion, might well have expected to receive in twelve months from this time, from twenty to thirty thousand dollars, and in one year thereafter double that amount, but for the extraordinary, and I must say injudicious conduct of the State's Agents in uniting with the directors of the Canal Company in reducing the tolls upon the canal in the mode in which they have been reduced. Some short time, it is said, about two months before the completion of the canal in November, 1850, and in anticipation of that event, the board of directors with the concurrence of our State's agents, put down the tolls from one dollar to seventy-five cents. Without giving time to test the effects of