

this reduction, [the water being shut out of the canal during the succeeding month,) these directors and agents, before or about the commencement of the spring navigation on the canal, hold another meeting and reduce the tolls from seventy-five cents to thirty-seven and a-half cents per ton for the next three years, on condition that sufficient surety were given them that five hundred thousand tons of coal would be transported in each of the three years. Why this security was not given, he was at a loss to conjecture, as it is stated that there is a contract now entered into by the Maryland Mining Company, to furnish to a concern or company in New York, five hundred thousand tons of coal per year.

That last mentioned toll reduction, we now hear, is at an end, as is alleged, (but of which there may well be doubt,) by reason of the required security not being given. It is more probable that our State's agents upon prudent second thought began to think that they had been "going it rather too strong" (to use a very common but not inexpressive saying,) and that, upon calculating the results of this arrangement, the amount of tolls which the company might receive, would be but \$187,500, of which \$102,000, the interest on the 1,700,000 being deducted, the balance of the years receipts being \$85,500 would, after meeting the existing wants of the company, and paying off the salaries and wages of its officers and agents, prove insufficient to meet the current and contingent expenditures of the canal, required to keep it in good navigable condition.

Upon failure of this contemplated reduction of tolls to thirty-seven and a half cents per ton, the directors and State's agents have fixed the rate of tolls at fifty cents per ton. If the State's agents, instead of representing the interests of Maryland, had been the representatives of Allegany county, the district cities, and those portions of Washington, Frederick, Montgomery and Prince George's counties, contiguous to the canal, nobody could hesitate in admitting that they had acted in the best possible manner to promote the interests of their constituents, by making the canal, as nearly as they had the power to make it a public highway, free of tolls, except such tolls as were indispensably necessary to keep the canal in running order, and to raise the annual interest on the bonds of the company for \$1,700,000, the failure to pay which interest, would have induced a sale of the entire works of the Chesapeake and Ohio canal company.

But when we regard these State's agents as exclusively the representatives of the State of Maryland, and therefore, bound to render the receipts from tolls on the canal as great as they consistently could make them, can any impartial, judicious man upon the facts before this Convention, hesitate to say that the State's agents erred, nay so egregiously erred, that they ought no longer to be continued by the State in their present appointment?

He, (Mr. D.,) from his personal knowledge of the State's agents and those directors who con-

curred with them, from their high and elevated characters and unimpeachable integrity, did not for one moment mean to intimate that they had knowingly violated their duty or designedly sacrificed the interests of the State, but he must be permitted to say that in his opinion they had shown such want of a just comprehension of the interests of the State, and of the means by which they were to be promoted, that their continuance in office is utterly inconsistent with the interests of the State.

He was satisfied from what had passed during the discussion on the question now under consideration; that whilst the present State's agents remained in office no change beneficial to the Baltimore and Ohio rail road, the city of Baltimore or the State at large, in the policy and administration of the affairs of the canal company would or could be made; and if a similar administration of the canal company were to be perpetuated, the State might as well abandon the claim of upwards of \$11,000,000 which it now has against the Chesapeake and Ohio canal company, and save the sum of \$500 per year, now paid to the State's agents.

Under the auspices of those who now manage the concerns of that company, he had not a semblance of hope that the State will ever receive the first dollar; whereas had a policy been adopted which the State's right demanded, he felt confident that at the end of the present year the State would receive the sum of two hundred thousand dollars; during the next year nearly double that amount and a largely increasing amount for every year thereafter. And to whose benefit does the sacrifice of the State's interest in the canal mainly enure? To that of the cities in the District of Columbia, [as it lately existed,] which have no claims upon us, and to that of Allegany county, the conduct of which and the delegates thereof in this Convention, have shown that they are too astute in perceiving and occupying this vantage ground for its own benefit, to be selected by the counties of this State, either as their beneficiary or fiduciary. It has shown itself too unkind, not to say ungrateful, for past favors so lavishly conferred upon it by its sister counties and the State at large.

In 1789 the county of Allegany was created. Its population the year afterwards, as shown by the census of 1790, was 4809; about one half of that of the smallest county in the State of Maryland and less than one-sixth of the population of the largest county, which was 30,791; and yet, sir, the representation of Allegany county in the General Assembly of Maryland, was at that time made equal to that of the largest county in the State, and so continued down to the amended Constitution of 1836. In 1790 the population of Charles county was upwards of four times that of Allegany county, being 20,613. Montgomery had then a population of 18,003, nearly four times that of Allegany county, and St. Mary's 15,544, more than three times that of Allegany. In 1800 the population of Allegany county was 6308; in 1810, 6909; in 1820, 8654, less than that of any other county in the State, little more