

that commerce which it would otherwise possess through the Baltimore and Ohio rail road. That such a rivalry would be, in a great measure, ruinous to the rail road, most destructive of the important interests of the city of Baltimore and the State at large; and, also, of the State's interest in the Chesapeake and Ohio canal company. When he, (Mr. Dorsey,) took an impartial view of all these circumstances, in connection with the transactions of the State's agents since May, 1850, he was inextricably involved in difficulties in satisfactorily accounting for the acts of the State's agents. He did not, he could not, for one moment, suspect they, knowingly and wilfully, had designedly sacrificed the paramount interests of the State, to promote those of Allegany county, the district cities, or of any other place or persons. His personal knowledge of those gentlemen, their elevated positions in society, and their unblemished purity of character had never permitted him for one moment to entertain such a suspicion. As for the gentleman from Montgomery, [Mr. Davis,] he had known him from his boyhood, and if he had a highly valued and confidential friend on earth, he was the man; he had always reposed the fullest confidence in his purity of character, incorruptible integrity, and soundness of judgment, and was allied to him by family connections, the most confidential and cordial associations, and by endearing reminiscences which would endure as long as life lasted. Yet, standing here as a representative of Maryland, as one of the guardians of its rights and interests, he was bound, faithfully to discharge his duty, without being influenced by partiality for friends or hostility to foes. He could not refrain from saying, that to him, the conduct of the State's agents was inexplicable, unless it could be accounted for by supposing that they have been insensibly misled by the following, with other accompanying, circumstances. The only work of internal improvement which gave them any concern, to which their attention and labors were at all directed, and for the completion of which their deepest solicitude had been excited for years, was the Chesapeake and Ohio canal. That work monopolising too, all their valuable and meritorious services in effecting its completion, because their pet and favorite, they identified themselves with it, regarded it as measurably their work, and in indulging their partialities and self congratulations, they in a great measure lost sight of the fact that the State had other interests which required their consideration, besides those immediately connected with the Chesapeake and Ohio canal company. They, too, perhaps, were under the influence of that strong prejudice which was very generally excited against the Baltimore and Ohio rail road company, when, at a time that the canal companies were importuning the Legislature for farther advances to aid in the completion of the canal, it offered to contract, and did contract for the transportation of coal on the rail road from Cumberland to the city of Baltimore for one and one-third cents per ton per mile. This offer by the rail road company was then denounced, in the harshest terms, by the friends of the canal, as an

insidious and dishonorable effort on the part of the rail road to deceive the Legislature and injure the canal company. That the officers of the rail road company well knew that the rail road could not, without heavy loss, expect such a contract. And a call was made upon the rail road company, I believe, by the Legislature, to explain the grounds upon which it was enabled to transport coal at so low a rate. He well remembered that the impression made upon his mind at the time was, that the rail road could not afford to transport coal to Baltimore at so low a rate; yet, he did not for a moment believe that the foul and continually reiterated expressions upon the officers of the rail road company were merited, and so he stated to some of the distinguished advocates of the canal from Allegany county and other portions of the State.

Being desirous of forming a correct opinion as to the ability of the Railroad Company, consistently with its interests, to transport coal on the terms proposed, he at that time read with great attention, the able and detailed reports made by the appropriate officers of the company, and was perfectly convinced that the Railroad Company made no pecuniary sacrifice, but nothing by its entering into contracts upon the terms proposed. In those reports of the engineer and other officers of the Railroad Company, it was not pretended that the transportation of coal was highly profitable; or yielded any thing like the ordinary profits for such service; or that like other charges for transportation, it would contribute its proportion of interest on the capital expended in the construction of the railroad; but that the railroad, being already constructed, and the interest on the capital expended, being provided for by the other income of the company; the transportation of coal on the road on the terms proposed would not be a losing business to the company, if the tolls imposed would pay all the additional costs and expenses induced by it; and would pay for the wear and tear of the road incident to such its use, and would contribute its just proportion of the fund for the reconstruction of the railroad when it became necessary. All this, it was satisfactorily shown, would be fully provided for by a toll of one and one-third cents per ton per mile. From that moment the friends of the canal have regarded the Railroad Company as its enemy and rival; and under the influence of this feeling and opinion, the State's Agents must have been acting. Indeed my friend from Montgomery has shown me a statement where the railroad, coming in competition with the canal, have not charged more than one-half or a third for transportation per ton, of what was their accustomed charge, for like services, where no such competition existed, and this I understand him to regard as evidence of unjust rivalry on the part of the Railroad Company towards the canal and warranting the great reductions in tolls on the canal and the other acts of the State's Agents relating to the canal. But these acts of the railroad complained of, appeared to me as purely defensive and self-sacrificing; rendered indispensable to counteract the baneful influence of the measures pursued by the Canal Company.