

in it must be materially sacrificed. The best means of affecting it was the adoption of the proposition of the gentleman from Frederick, as amended by the gentleman from Baltimore county, [Mr. Howard.]

And when the railroad shall have reached the Ohio, and its trains returned to Cumberland laden with the abundant productions of the west, as the contest waxes warmer and the strife continues, would it be, judging from the past, beyond the reach of probability to suppose, that the tolls from Cumberland to the District, on all articles transported in care to Cumberland from the west, should be so reduced as to be merely nominal in amount, and thus tempt the owners of freight from the west from motives of economy in transportation, to unload it at Cumberland, and send it by the canal to the District cities? After what has been realized, we should fear the worst, and use every precaution in our power to guard against it. His friend from Montgomery, too, (Mr. Davis,) had shown him a statement where the railroad company, from no conceivable motive but to enable it to compete with the canal, had charged nearly three times as much for transportation from points on the road, at which there could be no competition for it, as from points where such competition was known to exist.

But there is another fact, which speaks volumes upon the subject; and was shown by the newspapers some very few weeks ago, that the rail road although now without profit, and as many thought at a loss, were transporting coal from Cumberland to Baltimore, at one cent and one-third per ton per mile, yet that it had notified the public, that after the first of June next, (when the canal reduction of toll on coal was to go into operation,) the cost of transporting coal on the rail road, from Cumberland to Baltimore would be reduced twenty-one cents per ton. This sacrifice of its interests by the rail road, could only be made to protect the trade of Baltimore. Other facts might be adduced to show the ruinous competition now raging, though as yet, in its commencement, between the rail road and canal companies, but he forebore to waste the time of this Convention in detailing them. Such a competition is the necessary, natural result of the present condition of these companies, and no proof can be required to prove the necessity of controlling, and guarding against it. The judicious amendment then of the gentleman from Baltimore county, (Mr. Howard,) cannot need argument to induce its adoption.

The deleterious consequences of this competition are too apparent to need a detached enumeration. It, in the first place extinguishes the State's hopes of any income from the canal for the \$11,000,000 of its expenditures. It compels the rail road to make sacrifices of its income, otherwise derived than from its transportation from Allegany, for the benefit of the commerce of Baltimore. To what extent these sacrifices may extend, no man can foresee; it may be for ought we can know to the rendering of the rail road unable to make dividends, or pay the inter-

est on the State's loan to it, of the \$3,200,000. The consequence would be inevitable. The State must, by additional taxation provide for the payment of the \$3,200,000. The value of property in Baltimore would be greatly depreciated, and the rest of the State, consequently charged with a portion of the State taxes now paid by the city of Baltimore, and much larger proportion of the taxes levied for the payment of the interest on the \$3,200,000 that it would otherwise have been.

Mr. SCHLEY asked, if better agents or those possessing more intelligence would result from the mere fact of their election by the people?

Mr. DORSEY answered, no. But as commis-sioners of public works, much more extended powers were designed to be given them; and he hoped, from their altered localities, an entirely different course of conduct would be pursued by them. That the ruling principle of their actions would not be to aggrandize the district cities and advance the prosperity of Allegany county, at the sacrifice of the most important interests of the city of Baltimore and the State of Maryland.

His friend, (Mr. Davis,) appeared to think that he, (Mr. D.) ought to have mentioned a fact of which he had been informed: that Mr. DAVIS had called on George Brown, Esquire, Mr. Cushing and other distinguished citizens of Baltimore, offered to make one of them a director in the Chesapeake and Ohio canal company, (Mr. D.) said, his failure to mention it, was not to do injustice to his friend from Montgomery; but that he regarded it as no immaterial fact or by no means one, placing the conduct of the State's agents in a less exceptionable point of view. If the offer had been to give to Baltimore a majority of the directors then would Baltimore have had less cause to complain. But to offer Baltimore one out of six directors was a mockery; and the Baltimorean who would have accented to such a proposition must have been a dupe indeed, who would consent to serve in a board, where he was powerless to do good; being in a minority of one to five, and though vehemently opposed to those ruinous measures which they were perpetrating against the interests of those they represented, yet he was held in some degree responsible therefor, as a member of the board.

Such an offer renders less defensible the conduct of the State's agents, by showing they were aware of the interests, it was their duty to protect, but were unwilling to provide any adequate means for their protection.

Whether the State's agents possessed any power to unite with the Canal directors in reducing the tolls in the manner they have done, was a question which he had not examined as he would have done, but for the unexpected manner in which he had been involved in this discussion. But conceding their power to the propriety of their exercising it as they had done, he must ever dissent.

He had been examining the present subjects of discussion as if they involved nothing more than the mere expediency of a change in the State's agents, or their mode of appointment. Nothing