

to express his opinion as to the principles of the rate which ought to be adopted, he would say they ought to be such as to leave or secure to the city of Baltimore, for the most part that species of descending trade, which it enjoyed before the completion of the canal, and which it had just reason to expect from the completion of the railroad to the Ohio river, and that species of ascending transportation which it possessed before the canal was finished.

That it should secure to the city of Baltimore by transportation on the Rail Road, as much coal (say some 300,000 tons,) as would be sufficient to supply all vessels desiring it, a return cargo; and not induce those vessels to go to the District to procure a return cargo of coal. If that be not done, the commerce of Baltimore will be most injuriously diminished; and the outward cargo will no longer be brought to the city of Baltimore for sale, but be carried to the District cities where the return cargoes are to be obtained, and thence sent up the Canal to the immeasurable regions of the West.

What the State might gain by the tolls on such transportation, would be equivalent for the loss which the State would sustain by the destruction or material diminution of the trade or commerce of the city of Baltimore. And, as connected with this subject, we ought to remember that commercial capitalists are among the most astute, calculating and farsighted classes of the community. That they will locate their capital where the fewest and least onerous burdens and restrictions are imposed upon it, and where it will yield the greatest nett profits. Let articles of commerce, by the reduction of tolls on the Canal or by any other cause, become purchasable in large and continued quantities at the cities of the District, on lower terms than at the city of Baltimore, as sure as that water will find its level, commercial capital instead of flowing into the city of Baltimore, will be diverted to the cities of the District.

Nay, the very capital, now commercially employed in Baltimore, will seek a more profitable location in the District of Columbia. It is a fact, within the knowledge of most of us, that large amounts of Baltimore capital are constantly employed in the city of New York; and that some of the most wealthy and successful merchants in New York, are amongst those who have removed from the city of Baltimore. And it should constantly be borne in mind that merchants and capitalists in Baltimore labor under heavy and most disadvantageous taxes and burdens, to which such persons are not subject in other commercial cities in the Union; and from which the District cities are wholly exempt. As for example, your stamp tax, auction duties, State tax, tax on commercial capital, tonnage duty for deepening and widening the harbour, &c., most of which it would be to the manifest interest of the State, to remove as soon as its exigencies will permit. They indirectly operate as a pre-

mium to merchants and capitalists not to remove to the city of Baltimore.

By the commissioners adopting these principles in the liquidation of the tolls on the canal, and costs of transportation on the railroad, all the substantial interests of the State will be best provided for. The income of the State will be adequately guarded and protected, by securing to the canal the transportation of iron, lumber, the great bulk of the coal, &c.

It has been said that the Eastern Shore has been, by this Convention, sufficiently oppressed and deprived of its rights heretofore enjoyed; and that it is now sought to deprive it of the right heretofore possessed, of having two of the State's agents located on the Eastern Shore.— There is no foundation for such a suggestion.

As the law now stands the Eastern Shore has no right to the location of any State's agent within its limits. Its past enjoyment has been the result of mere courtesy (not of right,) in the appointing power. By the proposed constitutional enactment there is secured to the Eastern Shore one of the Commissioners, whose compensation he trusted would be liberal and ample, and in proportion to the immense importance of the powers and duties assigned to the Commissioners. The remark, that this all important measure to the State ought not to be adopted because it would deprive two of the citizens of the Eastern Shore of offices the salary to each of which is \$100 per annum, made to influence the votes of that shore on such a momentous question as that now about to be passed upon, is an insult to every member of this Convention who has a drop of Eastern Shore blood in his veins. If such a remark could have the slightest influence on the vote of any member from that side of the Chesapeake, he deserves not, sir, the name of Eastern Shoreman.

He sincerely hoped his Whig friends in the Convention would divest themselves of all party prejudices or feelings on the question on which they were about to cast their votes; he earnestly entreated them to do so. Should they however fail to do so, he was seriously apprehensive lest the people of Maryland might regard it as very strong evidence of the continuance of some slight remains of that odious political fanaticism which was said to have prevailed during the war of 1812 with certain (then called) Blue Light Federalists, but which he had hoped had long since been buried too deep ever to rise again.

[Certain amendments offered by Mr. D. will be found in the proceedings of the following day.]

Mr. SMITH said, the gentleman from Anne Arundel, (Mr. Dorsey,) in the commencement of his speech had endeavored to prove the citizens of Allegany were generally very astute and sagacious in protecting their own interests, and especially and particularly were the delegates so in the Convention, from that county. He had attempted to prove their general astuteness by showing that Allegany was willing, when first