

What is the history of this matter as we see it in adjoining States? I am informed that in both of the adjoining States, the States have sold their interest in the public canals. Those interests have been purchased at once by the leading railroad corporations of the State. And in one State forty miles of a great State highway to-day lies in ruins, and useless; simply that its non-use may result to the greater benefit of the corporation which purchased it.

Now, you will see how the railroad and canal in Maryland operate one upon the other. So long as the canal maintains its present rate of freightage, the railroad is necessarily compelled to keep down to a certain standard. Suppose now that you sell your interest in the Baltimore and Ohio Railroad, and in the Chesapeake and Ohio Canal. Who doubts that the immediate purchaser of both interests would be the private stockholders of the Baltimore and Ohio Railroad? It has operated so elsewhere, right along your borders, and who doubts but what that would be the practical result of the whole thing in this State; that the private stockholdership of the Baltimore and Ohio Railroad would become the immediate purchasers of the State's interest in both of these corporations. Passing them into the hands of a single corporation, I ask whether it may not be the interest of the corporation which may be the sole owner of both of these public works, that that canal should go to ruin, and cease to be the highway of the great traffic that now travels over it? What has been the case elsewhere may be the case here. And I think we should be exceedingly careful how we act in this matter.

And I want to say now to the majority with whom I act that the people sent you here, and me here to inaugurate a new era, after full, fair discussion before them, in the history of your State. They have by their verdict agreed to what you told them, that the State was half a desert, when it might by the adoption of a new system of labor become almost altogether a garden. They sent you here to decide that matter. But being here, we are bringing in all these other matters never discussed before the people, and upon which the people have never passed. And I tell you we have a weighty responsibility in this matter. Whatever the people may say about it, we have got to bear the responsibility. It is not the minority of this house who are chargeable with everything done here, unless they join a minority of the majority and do something; then for that they are responsible, share and share alike. But the people hold us to a responsibility for all that is done here. And if we undertake to act in a matter in which we are not sent here by them to act, and if we act counter to their wishes, they will turn you and me down, and justly so, and the State will be remitted to that status

from which the people have been struggling so long to remove it. If gentlemen can assign any good reason for immediate action in this matter, then I will join them, and unless they can I will not.

You have acted upon that part of your constitution which provides the means for further changes in your organic law hereafter should they be found necessary. What is the hurry of the hour? Can you not wait a year, until the people can be heard upon this subject, and until you can get the verdict of the people? If they want this done, will they not have it done, just as they are having other changes made? Let the people instruct their delegates in the next legislature, which will probably meet here next winter, that in their opinion their interest requires the sale of the State's interest in these public works, and they will have the sale made, just as soon as, and long before, it can become of any use.

I think, therefore, that under all the circumstances, looking to the fact that the Chesapeake and Ohio Canal is now in such a condition that it cannot command a fair price; looking to the amount which the State has already invested in it and which if sold will be a dead loss forever; looking to what is likely to be the result of a sale at this time, we should hesitate about selling now. I do in my heart believe, from the opinion of some of the ablest men in Maryland, Francis Thomas among them, that that canal stock will some time be the best paying stock in Maryland. And I will tell you why I believe so. I heard that good man say, a year or more ago, that with a proper system of labor Allegany county could put into the market from her mines \$50,000,000 annually for a thousand years to come. And what is to be the great highway to tide-water for those minerals? The canal, unless the private stock interest of the Baltimore and Ohio Railroad gets control of it, so as to make it the interest of the railroad to let it go to ruin. The canal is going to be made the great thoroughfare within twenty years from this day. We have borne a heavy burden of taxation for more than twenty years; and in less than twenty years more, according to the opinion of some of the wisest and best men with whom I have conversed, this canal will be the great avenue over which \$50,000,000 worth of minerals annually will reach tide-water. The annual amount of the mineral contributions of Allegany to the public wealth of the State to-day is hardly under \$15,000,000. And with peace in the land, with order restored, this property in the next ten or twenty years is going to quadruple in value. And who has the right to that value? I do not think there can be a rational doubt that the value of that property is going to enhance, and greatly. Who has the right to that increase in value? The people of the State, for the