

Maryland has not realized anything, and I do not believe it will realize a dollar for years to come.

Mr. MILLER. Will the gentleman allow me to ask him a question; whether it is not a matter determined upon by the city council of Baltimore, to sell out the interest of the city in the Baltimore and Ohio Railroad?

Mr. THOMAS. No, sir. I will tell you what it has been determined to do; and I will explain it. I hold in my hand the message from the mayor of Baltimore last year, to which I referred when making my remarks in relation to the reconsideration of this question. He says:

"The city holds in this road her subscription in stock, of three and a half millions. A loan to aid this road, made in 1844, of five millions less the sinking fund of \$850,000, reduces the loan to \$4,150,000, and the extra dividend stock of one million fifty thousand dollars, makes the city's direct interest in the Baltimore and Ohio Railroad, \$8,750,000." The Baltimore and Ohio Railroad Company refused, and were allowed in a law suit, in which I was counsel, to refuse to the city of Baltimore, the extra direction for this extra stock, and consequently the city of Baltimore conceived that it was her duty, inasmuch as that stock was unprofitable to her and gave her no corresponding control, to sell it; and she did so.

I will tell the gentleman another thing, in relative to those stock-jobbing operations, that Baltimore city owned some \$1,500,000 interest in the Northwestern Virginia Railroad; and for the last twelve months the Baltimore and Ohio Railroad Company has been endeavoring to get the mayor and city council to sell her interest in that road, first making an offer of \$500,000 for that interest. But the mayor persisted in refusing to sell it for less than \$1,200,000; and at last the Baltimore and Ohio Railroad closed the bargain and took the stock. Why did the city do this? Merely because the Baltimore and Ohio Railroad Company went to work and bought a mortgage in the Central Ohio Railroad, which has no more to do with the State of Maryland, than the Erie Railroad in New York, and which connects with Parkersburg, and which takes a certain amount of trade from the Baltimore and Ohio Railroad, and the Northwestern Virginia Railroad, controlled the trade upon that railroad; and the city of Baltimore was not going to allow the Northwestern Railroad of Virginia, to go into the hands of the Baltimore and Ohio Railroad Company, although it was unprofitable to keep it. She acted wisely.

I say here that the effect of selling the interest of the State, will be to compel the city council of Baltimore to sell her interest, for her safety and self-protection. She will be bound to do it. Then what will be done? Private stock owners have the large control

of your State stock, have the control over the private direction, to guard it just as they please, for the city of Baltimore and the interests of the State of Maryland. But if you part with your State stock, the city of Baltimore will be compelled to take what they can get for it. As a tax payer of the city of Baltimore, I am unwilling to fasten on my constituents any further burdens than they have already borne.

With regard to the Chesapeake and Ohio Canal, which is unproductive, I know that none of that coal is brought to Baltimore city; and therefore it shows that I am not directly interested in the workings of the Chesapeake and Ohio Canal. But I thank God that I cannot forget the place where I was raised. I feel as deep an interest in Allegany as I did when I lived there. I know that every man in Allegany, rich and poor, has his hopes and affection fixed upon the development and progress of the Chesapeake and Ohio Canal company. I know that log-rolling has been done in the legislature of Maryland for years and years, by men interested in the stock of the Chesapeake and Ohio Canal, for the purpose of inducing the State of Maryland to sell it in order that they might get hold of it. It has only been by the persistent efforts of the true working men of Allegany that we have kept the interest of the State of Maryland where it now is.

Close up the Chesapeake and Ohio Canal, and you close up your mines. Close up your mines, and you close your rolling mills. Close up your mines and your rolling mills, and you throw thousands upon thousands of poor men out of employment. Bring this thing up in the canvass, and tell the people of Allegany that this convention has gone to work to part with the State's interest and therefore its protection and guardianship of the Chesapeake and Ohio Canal; and you will not get 600 votes in that county for your constitution. That is what I believe. It is the opinion I honestly entertain. Gentleman may differ from me. There are representatives here from Allegany who can speak for that county. I have not visited Allegany for years, but I know the sentiment of that county must have changed very much if they do not feel upon that subject as I knew them to feel years ago, and as I feel now.

I assert that it would be a breach of faith on the part of this convention to go to work and sell the State's interest in these stocks. By reference to the 2d volume of the debates of the convention of 1850, I see that there was a long debate on the exact provision which is in our present constitution; and I find that my friend from Kent county (Mr. Chambers) and from Baltimore county (Mr. Ridgely) voted for the provision which is in the present constitution. The whole of this subject is brought up on motion of Mr. Blackiston, of St. Mary's, who elaborately discussed it, re-