

jected to the delay and uncertainty of steamboat navigation for a distance of fifty-five miles between that city and Acquia Creek, would be enabled to pursue an uninterrupted route by rail between Baltimore and the same point of only sixty-eight miles in length. This was the first and principal object of the Charter—the other was to furnish to the citizens of those peninsular counties lying between the Chesapeake Bay and the Potomac river, the railroad communications they so much needed.

By their geographical position they were to a great extent cut off from those facilities by rail enjoyed by almost all the other counties, and dependent entirely in their access to market, upon tide-water communication, often attended with vexatious delays, and at certain seasons entirely obstructed. It was therefore proposed by means of the "Branches" and "lateral Railways," authorized by the charter to secure to those counties, direct railroad communication to the city of Baltimore. We are not therefore surprised that with such objects in view, the Legislature of Maryland granted the charter without a dissenting voice.

After a lapse of nearly fourteen years, and after the time for commencing the construction of the road, had been repeatedly extended by Legislative Acts supplementary to the charter, and no work ever commenced—it is understood that within a few months past, a contract for the construction of the road and its branches has been executed and the contractors are about to begin operations.

If we could believe that this contract was for the construction in good faith of the Main Stem and branches contemplated by the Charter, the execution of it would unquestionably be received with satisfaction by the people generally of the State; certainly no objection to it would ever be interposed by these memorialists; but all the circumstances of the case point, we think, to a very different conclusion. We hazard nothing in saying that the great object sought to be accomplished by those outside the corporation, who with such surprising and new-born zeal have taken the subject in hand and are willing to embark large means in the accomplishment of a work that has languished so long for want of capital, is not the construction of the road between Baltimore and the Potomac river, with branches and lateral roads into the counties of Maryland, but by perverting those terms to purposes, which neither the Legislature nor the friends of the Act ever had in view, to seize upon this franchise as the only available opportunity of accomplishing what those concerned have failed to secure by other means—another Railroad from Baltimore to Washington City.

It is a fact so well known as scarcely to require the stating that for the last four or five years, ceaseless and persistent