

sources of the State as the Washington Branch of the Baltimore and Ohio Railroad, is to be now surrendered, and in the absence of any legitimate public demand for such an addition is to be subjected to the injurious rivalry of another road, fostered chiefly by foreign influence, then we must abandon the expectation of any immediate exemption from taxation.

The amount paid into the State Treasury by the Washington Branch alone on account of stock dividends and (for $\frac{1}{4}$ of the gross revenue from passengers between Baltimore and Washington) will be found to have amounted in the last five years, say from 31st December, 1861, to 31st December, 1866, to \$1,531,763.46, or upwards of three hundred thousand dollars per annum; this is an interest which at such a time as this, or at any time, is too important to be surrendered or even put in jeopardy—the more especially when it would enueer chiefly to the advantage of such interests and influences as would be likely to control the management of another Washington road.

It was under such considerations as these, and with such an appreciation of the value of the State's interest in this road, that when the framers of our present Constitution vested in certain State officers a discretionary authority to dispose of the State's interests in her works of internal improvement, they expressly excepted from that authority the branch road to Washington; and again, when in January, 1865, efforts, as before, mentioned, were being made at Washington to procure a Charter for a new road, a joint resolution passed unanimously both branches of the General Assembly, earnestly protesting against the proposed project; and when at their succeeding session, a similar application was still pending in Congress, the Senate and House of Delegates renewed that protest and appointed a joint committee of nine members to visit Washington and urge in person that remonstrance.

Your memorialists now only ask that your Honorable Body will adhere to the same policy, and that you will not suffer the same object, still so adverse to the interests of the State to be accomplished by the indirect means now about to be employed.

They would not be understood as opposing in any manner the interests or objects of the Baltimore and Potomac Company as involved in any fair and legitimate purpose of its Charter; but they do insist that the authority granted by that Charter to construct branch or lateral roads was never intended to authorize the construction of a road to Washington city.

If such had been the case, the Charter, instead of receiving as it did the unanimous support of the General Assembly,