

between the Northern Central Road, through its connection with the railway lines in Pennsylvania, and the Baltimore & Ohio Road; and a moment's reflection will convince you, that this branch of the Baltimore & Ohio Road from Knoxville to Washington, will take off most, if not all, the passengers for Washington, who now come from the West and Southwest of Pittsburg on the Pennsylvania and northern Central Railroads via Baltimore. Passengers who now go to Washington from Cincinnati, from Louisville, &c., &c., travel indiscriminately upon either the Baltimore & Ohio, or the Pennsylvania roads, and *all* are placed upon the Washington Branch road; but after the completion of the contemplated branch from Knoxville, the Baltimore & Ohio Road will not supply to the Washington Branch Road *a single* passenger west of Frederick, and none will be furnished by the Northern Central Road, except such as come by the Pennsylvania roads from Middle, Western, and Northern Pennsylvania, and from Western New York, the Lakes, and Canada. The undersigned will not omit to ask your attention to a single instance of the deep interest *always* evinced by the Baltimore Road in fostering the resources of the State. When the Act of 1865, chapter 70, was under consideration, some members of the Senate and House of Delegates who saw that *every* passenger who traveled on the road thereby authorized, would lessen the number of passengers on the Washington Branch Road, offered an amendment giving to the State the *one-fifth* of the receipts on the proposed road as an equivalent for the loss of travel thereby diverted from the Washington Branch Road, and the consequent loss of revenue. No supervisory care of the State's income was then attempted to be exercised by the Baltimore Road. The amendment was rejected, and the State thus deprived of all the income which she would have received on these passengers on the Washington Branch Road.

With all the respect which may be felt by any one for the management of the Baltimore & Ohio Railroad, the undersigned submits, that whenever a *corporation* professes to oppose a rival Company, not because of loss to itself, but to "protect the revenue of the State;" when it bases its opposition, not upon its own interest, but upon the interest of the public, that all such professions will be received with some degree of incredulity. It was necessary to the interests of the Baltimore & Ohio Railroad Company to obtain the privilege of making the branch road from Knoxville; it was against its interest that the per capita tax should be charged, and it very properly advocated that legislation which would best serve its interest, but the opposition to the charter of the Baltimore & Potomac Road, "because it would lessen the revenue of the State," or because it is to be built with foreign capital, or be-