

policy of the State in reference to the subject of internal improvements.

Maryland had, prior to 1835, chartered various companies to construct works of this character, and had, to some extent, subscribed for stock in all of them. She had chartered the Chesapeake & Ohio Canal Company, the Northern Central Railroad Company, the Tide-Water Canal Company, and the Baltimore and Ohio Railroad Company, but although these subscriptions amounted to millions of dollars, the final policy was not settled until 1835. It was found that the money already subscribed by individuals, and by the State, and City of Baltimore, had proved altogether inadequate to bring any one of these works to completion, and the question submitted to the Legislature of 1835 was, whether the system before entered upon should be abandoned or the State and city make further advances to aid them in the then disastrous condition of all of these Companies. You will remember, that by the Act of 1835, the sum of eight millions of dollars was appropriated by the State to aid the completion of the works above enumerated, and for other contemplated improvements in other sections of the State, and that by the combination of the different interests in the various sections of the State to which aid was proposed to be given, the bill was passed. It must be within the recollection of your Honorable Bodies, that this legislation brought the State to the verge of repudiation, for the people had not then been taught their capacity to pay taxes, and the ship of State was with difficulty steered safely through the elements of discord which threatened bankruptcy and dishonor.

But the design of the undersigned is to call your attention to the policy, or object of the State, which induced her to enter upon this gigantic system of improvement. No one can look to this legislation without seeing that the great and controlling object was to build up the City of Baltimore as a great commercial emporium, and that the development of the resources of the rural and mineral districts of the State merely auxiliary to that primary object. Hence, all the Companies to whom this munificent assistance was extended, except the Tide-Water Canal, were, by the terms of the law, to have their eastern termini at Baltimore; and this great design so overshadowed all others that, in the Act of 1835, the appropriation of the entire eight millions was made to depend upon the actual subscription of a sufficient sum to complete the Chesapeake & Ohio Canal from some point west of Georgetown to Baltimore. You all know that the terminus of the Canal is at Washington; how the condition was annulled can be best explained by the Companies to whom the eight millions were appropriated. This policy of the State was not overlooked by the Legislature of 1853, in the passage of the charter of the Baltimore & Potomac Railroad Company. The