

first object was to supply the missing link in the great chain of railroad connection between *Baltimore* and the Southern extremities of the Union.

Your own great city is made, by express provision of the charter, the eastern terminus of this road, and it can require no commentary from any one to illustrate the transcendent importance of this direct connection with the South to the commercial prosperity of Baltimore. Now the only connection by railroad with the South is through the City of Washington, by Virginia roads exclusively, and not designed to be used in promoting Maryland interests. By the Baltimore & Potomac Road, Baltimore is placed nearer Richmond by some sixty miles in distance, and five hours in time, than by any existing route, and at the same time will be placed in direct railway connection with the Southern roads. Whilst Philadelphia is straining every nerve to attract Southern trade and travel by the air-line road running through Delaware and through Somerset county, to a point on the Chesapeake in near proximity to Norfolk, the Legislature of Maryland is asked to annul a charter which will furnish the only chance of a direct railway connection with that section to which Baltimore must look for her future prosperity. And you are asked to commit this act of hostility to the interest of the State at the instance of the *Baltimore & Ohio Railroad Company*, which is now constructing the Metropolitan Railroad to carry travel and trade to the City of Washington, because (as alleged) it will lessen the revenue of the State. The undersigned has shown that the revenue to be preserved will not probably exceed fifty thousand dollars after the Metropolitan Road is made. But the undersigned submits, that this hostile demonstration is anything but creditable from the source from which it comes. That road pays no tax, and cannot be made to pay any under its charter, so that the only charge on it to meet the wants of the State is this per capita tax on the Washington Branch of their road; whilst the four millions to be expended by the foreign contractors of the Baltimore and Potomac Road, in the construction and equipment of that road, will be so much added to the taxable property of the State; and the taxable value of the property in the vicinity of the road will be quadrupled in value. The undersigned submits, that if the prosperity of the people in the sections of the State through which this road is to pass, is to be thrown out of view—if the vast commercial advantages to Baltimore, resulting from this direct connection with the Southern States are to be disregarded—if you should ignore the fact, that these benefits are to flow from foreign capital, with no other alleged loss to the State than the diminution of receipts from passengers on the Washington road—if, in a word, you look to the question whether this road is to