

equal to a loss of time consumed by stage travel per 10 persons of 100 hours—against 40 by railroad of 80 hours—or in other words, a gain of eight hours per day for each passenger who passes over the road—or in the aggregate, of the enormous gain of 2,560,000 hours per annum by the use of steam over horse power upon one short road of only forty miles in length—which is equivalent at 10 hours per working day, to 25,600 days labor.

Your committee have, in accordance with the views presented herein, reported a bill looking to the sending abroad a commissioner whose efforts shall be directed towards influencing immigration to Baltimore by steamers and sailing vessels. This bill also endeavors to provide a means to detain and keep permanently within the limits of the State the flow of immigration which the establishment of the lines of steamers heretofore spoken of in this report will do so much to attract, but which the cupidity and interest of the great railroad company establishing those lines of steamers prompts to transport out of the State over their long line of railroad, and whose "runners" scarcely allow the immigrant to set foot on our soil for one moment, or exercise any volition in selecting his future residence, but hurry him off to the depot to be moved with railway velocity outside of our own State to the great West, whose prosperity and population he has done so much to increase. If the bill reported does not prevent this, other legislation must be inaugurated to stop it.

Your committee has but one other suggestion to make. Immigration will not go where facilities for ready access to market are denied. Fortunately, our State is being checked all over its beautiful surface with railroads, either projected or in project of construction. Let the "Maryland system," of which we hear so much, be turned to the improvement of our whole State, rather than to the aggrandizement of an already overgrown and overweening corporation. Let us encourage the construction of *all* works of internal improvement in the interest of Maryland, rather than confine our legislation to the benefit of *one road* for which the State has already done so much.

Let *this* be the "Maryland system" in future, and blessed as we are with soil, climate, water facilities, mineral wealth, water power, geographical location, public schools and places of worship, and a resident population, a nobler than which does not exist in any land, and our future prosperity and pre-eminence will be as great as the most ardent lover of our State could wish.

ODEN BOWIE, Chairman  
Committee on Labor and Immigration.