

now seek to attain that end indirectly, by a perversion of the true intent and meaning of the charter of the Baltimore and Potomac road, and their real object is thus, to secure a rival road connecting Baltimore with Washington, and furthermore, that they do *not intend*, in good faith, to construct the the main stem of said road to the Potomac river.

That the amount paid into the State Treasury by the Washington branch alone on account of stock dividends, and for one-fifth of the gross revenue from passengers between Baltimore and Washington, for the past five years will be found to have amounted to upwards of three hundred thousand dollars per annum, and that 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 enure chiefly to the advantage of such interests and such influences as would be likely to control the management of another Washington road.

After a full, careful, and as your Committee believe, an impartial investigation of this subject, they have arrived at very different conclusions from those indicated in the memorial of the Baltimore and Ohio Rail Road Company.

The assumption that the construction of a lateral branch to Washington was not intended by the original corporators of the Potomac road, nor contemplated by the Legislature when it granted the charter, cannot we believe, be sustained by any evidence adduced upon this point, on the contrary, the testimony of many members of the General Assembly at that time, of the member who introduced the original Act of all the surviving Corporators, so far as we have been able to ascertain, is unanimous that the construction of a lateral branch road to connect the main stem with the city of Washington was always intended, and further, that the privilege to construct such a branch as embodied in the charter, was considered one of the most important, and indeed from the very nature and extent of the contemplated connections of the main stem, an indispensable part of the franchise.

The charter confers the right to build lateral branches from *any point* not exceeding twenty miles in length, might not any other corporation or company, supposing their interests to be injuriously effected by this right, with equal propriety argue against the construction of lateral branches in any other direction?

We believe that the Legislature was fully informed of this intention of the corporators to construct a lateral branch to Washington, from the written testimony in our possession, of the gentleman who proposed the bill, and also of many other members of that Legislature, and from the fact also that the