

General Assembly has not hesitated in repeated instances, to grant charters to build roads that conflicted in the same manner, with the avowed interests of the State, that this does. The Legislature of 1865, granted charters to two companies, viz. : the Metropolitan and the Knoxville roads, the construction of which will operate in the same manner upon the supposed interests of the State as the proposed branch from the Potomac road. We further submit upon this point, that it was absolutely impossible for any number of gentlemen of intelligence to cast their eyes for a moment upon the map, showing the proximity of the main stem to the National Capitol, and considering that this was intended as a connecting link between the great system of railways in the Northern and Southern sections of the country without the importance, and indeed the *necessity* of such a lateral branch being forced upon their minds.

That such a thought should not have occurred to the minds of the corporators, to whose interest it is so manifest, both as affording the facility for reaching the National Capitol, to the large amount of trade and travel expected to be conveyed over the main stem ; and also as affording inestimable facilities to the local interests of all that part of the State through which the proposed road should pass ; or that the construction of such a branch should never have occurred to the minds of the Legislature of the State, is a proposition, to our minds, too absurd for serious contemplation.

In the consideration of this subject, the construction of the proposed lateral branch, has appeared to us of such paramount importance to the success of the whole project, that we are fully satisfied that the adoption of the amendment proposed in the memorial of the Baltimore and Ohio Rail Road Company, would be equivalent to a repeal of the charter of the Baltimore and Potomac road ; and your committee have been consequently compelled to consider the relative advantages and disadvantages which would flow from the completion of the road to the Potomac River *with its branch to Washington*, and the abandonment of the entire project.

Your committee are impressed with the conviction that the Baltimore and Ohio Rail Road Company entirely under estimate the results to the State and city of Baltimore, which will follow the completion of the Baltimore and Potomac road, or that company would not ask the Legislature to interpose impediments in the path of that road upon objections, when compared with such results, so utterly insignificant as that the revenue of the State from the Washington branch road will be *diminished thereby!*

If Senators will look to any map showing the immense network of railways connecting the Southern and South-western