

States by one iron chain, and will then trace the line of the Baltimore and Potomac road from Baltimore to its proposed terminus on the Potomac River, they will see that *by this road* Baltimore is placed in *direct connection* with this immense system of improvements, as the natural and nearest market for the Southern and South-western people.

It is a tradition in the State that Baltimore is to become a great commercial city, because of her geographical position in reference to the South and South-west, and her power to command with proper facilities the trade of that whole country.

Heretofore the State and city have rested supinely dependent upon the roads of other States to form the connections so essential to the accomplishment of her future destiny.

If Senators will again look at the map, they will see that the road, whose charter you are asked to repeal, will with the Southern roads through Richmond, Lynchburg, Knoxville, Chattanooga and Nashville, make Baltimore the nearest market for all that region, and there by the Jackson and Mississippi road be in almost an air line with New Orleans.

When Senators again look to the map and see the complete net-work of railways connecting by means of roads through Georgia, North Carolina and South Carolina, and so with the Baltimore and Potomac road when completed to the Potomac River, when they reflect that this road will furnish not only the shortest connection of Baltimore with all these points, but the only one under Maryland control, they will realize the *wisdom* of the proposed abandonment of all these advantages, because the revenue of the State on the Washington branch road will be *lessened* by diverting some travel from that road!

The head and front of every effort made by the State to foster works of internal improvement, has been to promote the interests of Baltimore. But this fact must be noted, that none of the railroads or other works of internal improvement which have been constructed to advance the commercial importance of Baltimore city, bring to it the trade of the South or South-west. The Baltimore and Ohio road connects the city with the great West and North-west; the Northern Central with the North-west; Pennsylvania Western New York and the Canadas, and the Philadelphia and Wilmington road with the seaboard cities and the several districts bordering on the Atlantic. The Washington branch road brings some local trade to Baltimore, but affords no facilities in consequence of its terminating at Washington, for the fostering of that large trade from the South, which will naturally seek Baltimore city, both from sympathy and interest, if the required link of communication is supplied.