

## NEGATIVE.

Messrs. Bowie,  
Brodwater,  
Compton,  
Henkle,

Kimmel,  
Spates,  
Stephenson—7.

Mr. Davis, of Washington, from the minority of said Committee, submitted the following report:

## REPORT.

*To the Honorable,*

*The Senate of Maryland:*

The undersigned, a member of the Committee on Internal Improvements, dissents from the report of that Committee upon certain memorials relating to a proposed amendment of the charter of the Baltimore and Potomac Railroad Company, and he begs leave respectfully to submit the following minority report:

The proposed amendment was designed to prevent that Company from constructing a branch Railroad to the city of Washington. It was urged on the grounds that the Company has, in effect, transferred its chartered rights to parties who are using them for purposes detrimental to this State; that the scheme of these parties and of the Railway interests which they represent, is not to construct the Railroad from Baltimore to the lower Potomac, according to the main intent of the charter, but to construct a Railroad from Baltimore to Washington under cover of a general authority to make branches, and that this was an abuse of the charter which ought to be restrained. It was insisted, in support of the amendment, that the construction of the road from Baltimore to Washington would injure the State, and that the omission to construct the Southern portion of the Baltimore and Potomac Railroad would disappoint the just expectations of the people of several counties.

The Committee in effect, have decided that there is danger that, under existing arrangements, those counties will be thus disappointed, and they have reported a bill which is intended to guard against that particular abuse, but they have not thought that the larger interests of the State involved in the question need any protection.

The bill reported by the Committee, under the title of a "supplement" to the charter, appears to have two leading objects: The first is to give legislative sanction to a contract which has been made by the Company, and the second to enforce, by a heavy penalty, the construction of the entire line of the Baltimore and Potomac Railroad; the penalty being no