

predict a great increase of prosperity along the line, they speak of that part of the line which, in their own judgment, will not be constructed except under the constraint of a law which, in the judgment of the undersigned, will be ineffectual. It is from the same unpromising quarter that they anticipate such immense additions to the trade of Baltimore.

If the projected Rail Road from Baltimore to Washington were merely unnecessary and useless, it might be safely left under the control of political or financial speculators. But its effects will be very detrimental to the State. That it will greatly reduce, if not destroy, the revenue which the State now derives from the Washington branch of the Baltimore and Ohio Railroad is manifest. The Committee estimates that in the future this revenue will not exceed \$50,000 per annum. But the State owns \$550,000 of stock in that road on which an annual dividend of ten per cent. or \$55,000 has been paid for many years. Besides, the State receives one-fifth of the passenger's fares, and has for several years derived a revenue from that source alone of about \$250,000 per annum. During the last six months the State proportion on that account is \$80,700, or at the rate of \$161,400 per annum making with the dividend \$216,400 per annum, now actually realized; unquestionably that revenue will be increased by the increase of travel, unless a parallel rail road be built for the mere purpose of taking away the very travel from which it is derived.

That such is the purpose of those who have contracted to build the new road is manifest. Their purpose however, is not merely to take the travel from a road in which Maryland has a great interest, but to transfer the profits and incidental advantages of that travel to others whose interests are foreign to this State, and even inimical to her welfare. Herein lies the greatest danger of the scheme. Of course, the design is carefully concealed, but it can be made sufficiently evident.

When the "foreign contractors" who have seized upon the Baltimore and Potomac charter shut their eyes to that great business between the North and South which, as the Committee show, will reward the construction of a railroad from Baltimore to the lower Potomac; when they are insensible to the immense advantages which it would confer on Baltimore and Southern Maryland; when they need to be driven into that enterprize by a heavy penalty, as the committee propose to drive them; when they avow, as the committee declare, that the branch to Washington is "of such paramount importance that a repeal of the right to make it" would be equivalent to a repeal of the charter, and when they contract to advance \$2,900,000 to construct the work; they demon-