

strate that some great interest is concerned in the scheme of building the road between Baltimore and Washington, and that it is, in no sense, a Maryland interest. Indeed the committee disclose that it is "foreign capital" which is to build the road and the conclusion is obvious that some foreign interest is to be promoted by building it. There is no reason to believe that, in these times \$2,900,000 of "foreign capital" would so eagerly seek investment in a rail road which is to run beside a formidable rival, for the sake merely of dividends. The advantages which attract this foreign capital are doubtless commercial or, more definitely, advantages to be conferred on a system of railways "foreign to Maryland, not foreign only, but inimical to the commercial system of Maryland." It is highly probable that the interest concerned in this scheme is the railway interest of Pennsylvania. That powerful interest already penetrates this State as far as Baltimore by controlling the Northern Central Rail Road. If it can transfer to itself the decisive advantage of a connection between Baltimore and Washington, now belonging exclusively to our Maryland system of internal improvements, the Pennsylvania railway management will have crippled its principal competitor and achieved a prodigious success for itself at the expense of Maryland. Its success will be complete when it controls at once the Northern Central and the new rail road between Baltimore and Washington. All efforts to prevent it from turning that line to the advantage of Pennsylvania railways, and Pennsylvania commence by declaring Balto., to be a territorial point, or by any other paper restrictions, will be futile. The revenues and other benefits which it is yet in our power to retain for this State, and for the great company which is the main support of her commercial prosperity will then be employed to aggrandize a vast system of foreign and rival interests. It is not for Baltimore that they build rail roads, even when they nominate Baltimore as a "territorial point," nor does their benevolence embrace Southern Maryland.

The immense importance of this railway connection between Baltimore and Washington, whether as an essential part of our own system of internal improvements or as an affluent and an agency of a hostile system, has been acknowledged on all sides. Those who now seek it under cover of the Baltimore and Potomac charter, have made prodigious exertions to procure it through the action of Congress. Those exertions were unanimously and successfully opposed by the Legislature of this State. On both sides it was clearly perceived that the question is not of petty, personal or local concern, but of vast consequences involving extensive railway systems and affecting the prosperity of cities and of States.

The Baltimore and Ohio Rail Road Company has been,