

and must continue to be the principal agency by which this State enhances her commercial prosperity, fosters her great city, extends railway facilities to her people, and by means of internal improvements, increases her own revenue, wealth, population, influence and power. Whatever diminishes the resources of that company, is injurious to Maryland; and no measure having that tendency should be adopted unless the compensating advantages are certain and ample. It would be supreme folly to transfer the resources of that company to its foreign rivals.

The State of Pennsylvania not only declines to exercise this species of suicidal generosity towards us, but, in the interest of that railway system which is clandestinely perverting the Baltimore and Potomac charter to its own uses and to our injury, is at this moment attempting most urgently to annul the charter of the Pittsburg and Connellsville Rail Road Company after fifty-eight miles of its road have been finished from Pittsburgh to Connellsville, in Pennsylvania, and large expenditures east of Connellsville have been made, the large capital for which has been chiefly supplied from Maryland.

Yet it is proposed that we shall not only suffer so dangerous a project as this contemplated road between Baltimore and Washington to be consummated by "foreign contractors" with "foreign capital," under a palpable abuse of our existing legislation, but that we shall ratify a contract ingeniously contrived to resume the control of the road to the railway companies which, doubtless, are to supply the capital!

It would be far wiser to postpone the construction of a railroad through Southern Maryland until the effects of peace and the natural attractions of the line shall secure its construction without a Washington branch; or even to build it now at the expense of the State, or of the city of Baltimore, or of the counties upon the line and the Baltimore and Ohio Rail Road Company.

It is supposed by the committee that the extension of a branch to Washington was contemplated by the Legislature and by the incorporators when the Baltimore and Potomac charter was enacted, "as an indispensable part of the franchise." It is true that, in general terms, the company was authorized to construct branches twenty miles in length, and that the distance from the main line to Washington is not more than twenty miles. But all such general powers are naturally understood to be applicable to the territory of the State and not to another jurisdiction. The branching power was doubtless intended for the accommodation of our Southern counties. In substance the charter manifestly contemplates a main line from Baltimore to the lower Potomac, with branches in other