

MEMORIAL.

To the Honorable,

The General Assembly of Maryland:

The Memorial of the Baltimore & Ohio Railroad Company, respectfully invites your attention to the subject of a proposed modification in the charter of the Baltimore and Potomac Railroad Company, and your consideration of the objects sought to be accomplished by that charter, and the very different objects to which its provisions are about to be made subservient unless that modification is adopted.

The Charter was granted by an Act of the Legislature of Maryland, passed in 1853, and authorized the construction of a Railroad from a point in or near the City of Baltimore, by the way of Upper Marlboro' and Port Tobacco, to some terminus on the Potomac between Liverpool Point and St. Mary's river.

There were two objects contemplated by the Act, as will be remembered by those concerned in its passage, and is abundantly manifest by a recurrence to the report of its Engineer, J. R. Trimble, Esq., made shortly afterwards. These objects were both so obviously just and proper that the Act of Incorporation met with no opposition whatever, and was passed by a unanimous vote in each House.

The first of these objects was to supply a missing, but very desirable link in the great chain of Railroad connection between the Northern and Southern extremities of the Union.

From Baltimore, northward, two great trunk lines, embracing together a distance of more than two thousand miles, extended into the interior of Canada. Whilst southward another line commencing at the Potomac, near Acquia Creek, traversed some twelve hundred miles of territory towards our Southern frontier; the only connection required to make this line continuous and complete, was the road which this Charter authorized across the territory of Maryland. By means of it, through travelers between the North and South, instead of being compelled to go by the way of Washington, and sub-