

State, or by the city of Baltimore; and the undersigned cannot appreciate the objection that his road is to be built by foreigners, or with foreign capital. The objections to the road which and still is, proposed to be built through Maryland by the authority of Congress, the undersigned has supposed to be that Congress had no Constitutional power to authorize the construction of a road in the State; and that the proposed air line road from Washington to New York, which would not pass through the city of Baltimore, would be injurious to the commercial interest of that city; and consequently detrimental to the State at large. He always supposed that the road proposed to be built by the authority of Congress from Washington to Baltimore, was merely a lateral road from the proposed air-line road; as it is certain that an air-line drawn from Washington to New York, if it should pass through Baltimore, would be supplied by the extension of the road from the Camden to the Philadelphia station. The undersigned submits that his road is not subject to either of the objections urged against the Congressional road. It is not authorized by Congress, but by the Legislature of Maryland. Its terminus is Baltimore, and it could not, therefore, be used as a link in an air-line road, to which the interest of the State is opposed, but, as the undersigned submits, would offer the strongest impediment to the Congressional road between the two cities, as no capitalist would desire to invest his money in a *third* road from Baltimore to the National Capital.

The undersigned now proposes to invite your attention to the last and most important objection urged by the memorialist to the character of the Baltimore and Potomac Company. It is, that to the extent that it would draw off passengers from the Baltimore and Ohio Road, it would lessen the revenue derived by the State from that road. The first inquiry will be to ascertain the probable amount of the future receipts by the State from the Washington Branch Road. The undersigned submits, that you will be impressed with the dissingenuous statement upon this subject in the memorial of the Baltimore Road. That memorial says, that for the five years from 31st December, 1861, to 31st December, 1866, the revenue derived by the State from dividends on the Washington Branch of the road, and from the per capita tax on passengers between Baltimore and Washington, amounted to \$1,531,763.46, or upwards of three hundred thousand dollars per annum. Every member to whom this argument is addressed will be surprised to see in a paper emanating from such a source, a statement (not intended) but so well calculated to mislead the Legislature.

It is true, the undersigned supposes, that the amount specified was received for the years indicated, but the deduction from that fact, that this is the just criterion of loss to the State, by reason of the construction of the Washington Branch