

cause it is to be a link in some imaginary air-line road, &c., is unworthy of the memorialist, and of the intelligence of those to whom that paper is addressed. Can it be patriotic to make a lateral road of forty-five miles, from Knoxville to Washington, which necessarily takes from the Washington Branch Road all the western travel, and unpatriotic to make a branch road of less than twenty miles from the Baltimore & Potomac Road to Washington, because it would take off some of this travel on the Baltimore & Ohio Road to Washington, and to that extent in like manner lessen this revenue of the State?

If consistency be a jewel, the undersigned proposes to show that it is not one of the vast possessions of the Memorialist. Some time since a charter was granted to the Western Maryland Railroad Company to construct a railway from Baltimore city through Baltimore, Carroll and Washington Counties to Hagerstown, with the ulterior design of extending it through Maryland to the coal mines of Alleghany. This improvement was opposed more bitterly by the Baltimore & Ohio Railroad than the same Company now oppose the road under consideration. Why was this opposition? The eastern terminus of that road was the city of Baltimore; it was to be built entirely through Maryland; it proposed to carry no trade or travel to cities outside of the State; it developed the resources of the counties through which it passed; it offered the city of Baltimore as the only market to which its trade could come, and when completed to Alleghany, it would give Baltimore, not the district cities, another if not a more direct communication with the mineral wealth of that region. Why then was it opposed by the Baltimore Road? The ostensible opposition was that it was not to be made with foreign capital, but in part by a subscription of the city which was to reap so rich a harvest from its completion. In reality, the opposition was, that the Baltimore Road was building a branch of its road from somewhere near Knoxville to Hagerstown, and it was not content that two suns should shine in the same firmament with its overshadowing greatness; or, as said by some of its enemies, it preferred to carry on its road the rich products of Frederick and Washington counties, and even the coal of Alleghany, without competition, even at the hazard of its seeking the District cities as a market, made, by the lateral roads referred to, nearer by some fifty miles than Baltimore. The Legislature refused to repeal that clause in the law which authorized the subscription of the city to the stock of the Western Maryland Road, and it is now in the course of successful completion to Hagerstown; and it will hereafter be constructed to the coal fields, most probably by foreign capital, but, if necessary, by additional aid from the State and city, as the only means of securing to Baltimore the immense trade of that region.

Your attention must now be, for a moment, invited to the