

we most respectfully submit that the passage of this bill will give to the people of the city of Baltimore a cheap and convenient mode of travel from one portion of the city to another. It will enable that portion of the people of the city of Baltimore who are compelled to work unceasingly during the six laboring days of the week, and whose families are confined to small and badly ventilated rooms, by the use of this cheap and convenient mode of travel, to visit our suburbs, there to enjoy the pure, fresh air—the benefit in health thus conferred no one can doubt. We believe that the passage of this bill will not only promote the health of the people of Baltimore, but that by the increased facilities for travel thus afforded the population and trade of the city of Baltimore will be so much increased that even the opponents of this bill will be among its strongest advocates. We believe there is no city in the Union where this privilege is not granted, and we have yet to hear of any injurious or deleterious result.

The objection to this measure, and the only one is, that it is encouraging a violation of the Sabbath. We most respectfully submit that to refuse this boon to the laboring classes is a species of class legislation much to be deprecated; that while we, by refusing this right, say to the great majority of the people that you shall not use the city passenger cars on Sunday, we do not say to those of larger means they shall not use their carriages for pleasure, but we even permit pleasure carriages to be hired on Sunday. We submit that it is not consistent to refuse this right, and we respectfully recommend the passage of this bill without amendment:

DOUGLASS STIRLING,
G. FRED. MADDOX,
Minority of Committee.

Which was read.

The bill entitled a supplement to the Act of 1853, chapter 194 entitled, an Act to incorporate the Baltimore and Potomac Rail Road Company;

Being under consideration,

Mr. Bowie submitted the following amendment:

After sec. 1, insert sec. 2, *And be it enacted*, That if the Baltimore and Potomac Rail Road Company shall have failed to construct the main stem of said road, from the city of Baltimore to the Potomac river, according to the provisions of the charter, and to have the said road constructed or laid its entire length, by which failure the franchise and right to construct said lateral road shall become forfeited to the State, it shall not be necessary for the Governor to have legal proceedings by *scire facias*, or information in the nature of a *quo warranto*, but the Governor shall appoint three trustees or