

perity of the State, and which is annually paying into the Treasury of the State ample returns for every cent advanced to, or invested by the State in the work of the Company, to be released from this demand of the State in view of the fact that a competing road, chartered by the State, will soon be in operation, and able to carry passengers at an advantage of twenty per centum over the Baltimore and Ohio Railroad Company, while the demand or requirement of 1832 remains unrepealed. In any event, we all seem to look forward to a release of the Company by the State of this demand at no distant day.

These considerations, among others, have induced us to present an alternative proposition, which, if acted on favorably by the General Assembly, and accepted by the Company (of which acceptance on the part of the Company we think there can be little doubt,) will at once settle these vexed questions, allay the excitement engendered by them, and remove them as a distracting element from the politics of the State. This, we think, is a business-like, practical solution of the whole matter, and will be acceptable to the people at large. For the protracted delays, the heavy expense, the uncertainties of legal proceedings, we propose to give them a substantial certainty, to be enjoyed at the present, when most needed, the release of a claim of the Company against the State of on or about three hundred and seventy thousand dollars, the payment within ten days into the Treasury of the State of over three hundred thousand dollars, and the annual payment hereafter until the Baltimore and Potomac Railroad goes into actual operation between the cities of Baltimore and Washington, of seventy-five thousand dollars.

We will ask, does a resort to legal proceedings promise as much, either in the present or in the future? It has been objected to a settlement of these questions in this manner, that the property of the Company is exempt from general taxation. We do not consider that this fact has any necessary connection with the case before us, or presents a single argument against the adoption of our proposition for settlement, that it relieves the case of a single difficulty, or makes our prospects of success at law any more sheering. In this respect the Company stands on the same footing with the Northern Central and other Railroads. This exemption of the property of the Company was an error of our forefathers and predecessors, if an error at all, and we propose to do all we can to remedy it, by assisting in the passage of a law, reported on favorably by the Committee on Ways and Means, subjecting all the railroad property in the State, anything in their charter to the contrary, to general taxation. This will place the great competing and wrestling lines of Railroad on a footing of equal-