

The expediency of passing it is also plain and clear. The Belt Railroad is the connecting link through the City of Baltimore, between the Baltimore and Ohio Railroad proper and its Philadelphia extension. It is built in the interest of and for the benefit of that great corporation; and the Belt Railroad Company was organized and chartered, and special powers conferred upon it by the amendatory Act of 1890, for the construction of its tunnel and road, in order that the Baltimore and Ohio Railroad Company might thereby indirectly obtain great privileges, franchises and advantages, which it did not dare to ask for in its own name, because it knew that the reasonable and just price it would have to pay for these extraordinary privileges would be the surrender of its chartered exemption from taxation.

With fair notice given to it by the amendment offered in the Senate in 1890, which it had then influence enough to defeat, that such a condition might be exacted with a thorough understanding of the popular sentiment embodied in the proposed constitutional amendment already alluded to, passed at the session of 1890, and the ratification of which by the people, it must have known to be reasonably certain, it stood sponsor to its creature the Belt Railroad Company. And hence, as Governor Jackson says in his message, there is no injustice and no breach of faith in the enactment of the proposed law, which will deny to it the right to use this clever device to obtain additional concessions without paying for them, unless it will consent to submit to the same mode and measure of taxation to which all the other corporations of the State are subject.

The State will not seek to evade or escape from the bargain which it made with the Baltimore and Ohio Railroad Company, ill-advised and unfortunate as that bargain has turned out to be. But to submit to concessions already procured, is one thing. To grant new concessions is a totally different thing.

If the use by the Baltimore and Ohio Railroad Company of the tunnel and road of the Baltimore Belt Railroad Company is important, or valuable, or essential to it, by just so much, should it be willing to pay a fair price for the right to make this use; and in the