

The question is, whether this House is disposed to further such an object at this time.

The State of Maryland owns \$3,891,200 in the main stem of the Baltimore and Ohio Railroad Company; it owns \$550,000 in the Washington Branch Road; the Baltimore and Ohio Railroad Company, in which the State is so large a proprietor, owns \$1,016,800 in the Washington Branch.—These interests are dependent upon each other for their value. The State derives a profit from its investment in the main stem, because, among other reasons, one branch of that main stem terminates at the National Capitol. It derives, among other reasons, a profit from the Washington Branch, because the main stem supplies that branch with so large an amount of trade and travel. The effect of a new road, not dependent in any way upon the work in which the State is interested, would be to divert, not only a large amount of trade and travel from the Washington Branch, in which the State is a great proprietor, but also to divert a large amount of trade and travel from the main stem of the Baltimore and Ohio Railroad, in which the State has also a large interest.

In the present financial condition of Maryland, your committee do not deem it expedient to hazard such a diminution, in the value of the investments of the State, or of the revenue derived from these sources. The Convention which formed the present Constitution, reserved the interest of the State in the Washington Branch Railroad from sale, while it authorized the Governor, Comptroller and Treasurer, to dispose of the interest of the State in other works of internal improvement. The policy which prohibited the sale of the interest of the State in the Washington Branch Railroad, would prove of little avail if the legislation of the State was so directed as to impair its value.

Your committee does not deem it necessary to vindicate the State of Maryland from the charge of closing all avenues to the capital, except that one which it has already authorized. This house has been a witness of the singular unanimity with which the construction of a railroad from the Point of Rocks to the city of Washington was authorized. And your committee feels assured that the new line, thus inaugurated, will prove, in connection with the Baltimore and Ohio Railroad, and the Pittsburg and Connellsville Railroad, the most perfect additional route from the west to the National Capital which can be devised, or which the exigencies of the country can demand.

But while it is, in the judgment of your committee, proper that this House should, even at the sacrifice of the interests of some sections of the State, facilitate access to the National