

Further to show that the city of Baltimore, could not throw upon the State of Maryland, the want of sagacity in commencing the Chesapeake and Ohio canal, he would read the resolution passed and amended by one of the Baltimore delegation:

*Resolved*, That it will be expedient to address a memorial to the Congress of the United States, requesting a subscription to the stock of the said canal, and a like memorial to the legislatures of Virginia, Maryland and Pennsylvania, and that an application be made to the cities of Washington, Georgetown and Alexandria, to aid by similar subscription, to the stock of the said company."

And lest Baltimore city should be excluded, this resolution was amended on the motion of a member of the Baltimore delegation, [Mr. Etting,] by inserting "Baltimore," after "Alexandria;" so whatever injury the Chesapeake and Ohio canal may be to Baltimore, as some of her citizens now appear to think it will be, it cannot be said this work was undertaken without her consent, or without "aid and comfort" being rendered thereto by some of her leading and most eminent citizens.

But, it was said, Maryland had lost nothing by a connection with works of improvement running out of the city of Baltimore. He would like to be informed how many years after the State had subscribed to the Susquehanna railroad, passed away before any dividends were returned, and he believed it had not yet fully paid up the current interest in full, and he should like to know whether there were not still due large arrears of interests from that work. So with her great work, the Baltimore and Ohio railroad, of which Philip E. Thomas, a native of Montgomery, as he had before intimated, was the founder and projector. Many years had elapsed before dividends were received by the State and he doubted much whether the arrears had yet been brought up. The State had been the loser, if in no other way, by the amount of dead capital thus invested, from which no interest whatever was derived. But how was that work now paying Maryland? In dollars and cents? No; it was either by promises to pay, or by additional stock dividends—a doubtful expedient at best. Now, there was the Susquehanna and Tide Water canal. It was a long time before it had paid the annual interest due the State, if even yet in full the interest; and it was several years before there was any dividend. The gentleman, therefore, was not correct in the statement that Maryland had not lost from such internal improvements as centred in Baltimore.

Again, Baltimore had not an interest with the counties of Maryland. She had like a mighty giant stretched out her arm in one direction and seized upon the trade of central Pennsylvania. In another direction, the trade of the Ohio and the Mississippi was reached. A line to the south directly through the State, and another to the north connected with Philadelphia, increased the external interests of Baltimore. Lines of steamers and coast vessels were fitted up to run in every direction out of the State of Maryland. So

that if the whole counties of Maryland were blotted out to-morrow, Baltimore would still grow in prosperity. He urged this as an argument to show the dissimilarity of interests between Baltimore and the counties, and to show that her sympathies were not with the counties. On the other hand the counties were dependant upon the city for their market, both for sale and supply, and by any act which would injure or impair the prosperity of the city, they would injure themselves. Go to Baltimore and ask the man of business where his commerce extended. His answer would be, Cincinnati, St. Louis, New Orleans, England, the Rocky Mountains, or down the shores of the Pacific to San Francisco, or up to the lakes. Baltimore was the emporium, and it would be built up whether St. Mary's or the Eastern Shore, Frederick, or Washington counties prospered or not. The honeyed words used to the Eastern Shore, a few years ago, to urge her to build a railroad by the side of her navigable streams were now heard no more.

I recur to a fact to which I have already alluded. When the Baltimore and Ohio railroad was commenced, the city of Baltimore had pledged itself to pay a million of dollars to Washington county, because that county would be materially injured by the diversion of trade and travel through that county. The result proved that she was injured as the argument in court would show, but the million of dollars was never paid.

Mr. PRESSTMAN inquired whether the city of Baltimore had by its own action repealed that provision, or whether it was the State of Maryland.

Mr. DAVIS said that he took it for granted that the city of Baltimore exercised a pretty potent influence upon it.

Mr. PRESSTMAN inquired whether in speaking of the injustice that was done to Washington county, that gentleman meant to convey the idea that when the penalty was repealed by the Legislature of Maryland, the penalty which compelled the Baltimore and Ohio Railroad to pay a million of dollars to Washington county—the city of Baltimore had a controlling influence in that Legislature. He had already disclaimed the power of six men to do in that Legislature what Capt. B. said that he could do. Capt. B. said that he would surround five thousand people in his own person. He did not understand how the six representatives of Baltimore were to surround the whole Legislature of Maryland. Every man from the Eastern Shore of Maryland had voted for this law.

Mr. DAVIS. The gentleman says Baltimore had but four delegates here and how could she control the legislature? He could only say in reply, that when the interest of Baltimore was concerned she always sent assistance to her delegates here, whether from distrust or not in their ability he would not pretend to say, to give information to the members of the legislature upon the subject of her interests. Sometimes it was difficult to get the ear of members. They were too much engaged at the sessions of the legislature, or on committees or sometimes in visiting