

ferring to the various acts of assembly of 1833, 1834, &c., in relation to the school fund, and dividing the interest in these works after the public debt has been paid off, to the several counties and the city of Baltimore, in proportion to the amount respectively paid into the treasury by them. I think that was a just provision. I think that these stocks should be allowed to stand, at least those which are profitable, until we can pay off the public debt; and when the time comes that they are all to be sold, if they are to be sold at all, the amount should be distributed to the different counties in proportion to the amount subscribed by them; and then let the different counties and the city of Baltimore use it as they think best. They are entitled to receive it; and they ought to have it.

Mr. NUGLEY. I ask the gentleman from Baltimore city if this amounts to anything else whatsoever than prohibiting the sale of the stocks of the State entirely? What is the history of Pennsylvania upon this subject? We know full well that Pennsylvania was much more largely embarked in the work of internal improvements than the State of Maryland; that she absolutely had a debt upon her shoulders of nearly forty millions of dollars, and that she had the control of the stocks in a great many works of internal improvement. The history of those works in the State of Pennsylvania, was all along, the same with the history of those works in the State of Maryland; that they were miserably mismanaged, that they were instrumentalities of political corruption. Not only were the interests of the State unattended to, but the interests of the public service. It is a fact, beyond the power of contradiction, that works of internal improvement are always infinitely better managed in the hands of individuals than in the hands of States. That was the history of these works in Pennsylvania. Those which were unproductive, out of repair, and miserably mismanaged before the sale, have, since they have gone into the hands of private persons, been properly managed, in good repair, and subservient to the interests of the public, which is what we are concerned to look after. The interests of the people of Pennsylvania have been infinitely better attended to. They have had more facilities since the State parted with its interest in those stocks than they had before.

The universal cry of the people living along the whole line of the Chesapeake and Ohio canal, is that that work is miserably mismanaged. Not only does the interest of the State suffer in getting nothing for the money invested therein, but the means of transporting the products of those regions are absolutely not such as they ought to be, by reason of this same mismanagement. If the State's interest in the stock of the Chesapeake and Ohio canal were in the hands of individual men, it would be the interest of these coun-

ties to make the most out of these works of public importance; and the interests of the parties having money invested, would always guaranty to them that the stock would be properly managed.

It is supposed that the Chesapeake and Ohio Canal will be closed. That cannot be done. Here is the very charter from the State in this section: "If, after the completion of the State canal and locks, the president and directors shall fail to keep the same repaired for twelve months at any time, then in like manner the interest of the company in the navigation and toll shall cease, and their charter shall be forfeited." That work must be kept open through all time; it must be kept in repair; so that men may transport the products of those regions from Allegany to Georgetown. Anybody has a right to put a boat upon that canal. Whatever may be said about closing it, the company must keep that great work open, and keep its locks in proper condition, and see that it is navigable from one end to the other. If they fail to do so their charter is forfeited. Is not that a protection? Has not the legislature sufficient power over it? Cannot the legislature take it at any time if they fail to do this? If an individual company gets it, and fails to keep it open, and keep it in repair, and in such a condition that the people living along that line can transfer their productions from Allegany to Georgetown, all the legislature has to do is to take away the charter, provided we give them control over it.

Besides that, there is another section here which fixes the rate of toll. They are not allowed to charge more than so much—two cents per ton—upon the transportation.

I say, therefore, that this compels the company, into whose hands it may fall, to keep the canal open and in repair, so that the public interest cannot be destroyed or suffer—whereas the State of Maryland will get no interest or remuneration whatever for the large amount we have invested therein if we retain it. Under these circumstances, for us to retain the interest of the State in that work is perfectly absurd and ridiculous. The cost now, according to the statement of the president, of keeping it in repair and keeping it open, absorbs all the toll. The mere cost of the salaries of the officers and keeping this work open during the year absorbs, in its present condition, all the earnings of the canal.

Mr. HERR. If the gentleman will allow me I will state the facts. The report does not show any such thing. The report shows that the total revenue for the year 1863 was \$163,024.10; and that the current expenses, exclusive of arrearages of interest unpaid, were \$102,591.22, of which \$53,081.86 were expended in ordinary repairs of the canal; showing an excess of revenue of \$60,432.88;