

sibility of injuring a portion of the citizens of this State. On the one hand no benefit is to be derived; on the other hand a real injury will be done, or it is to be feared that injury will be done.

Then is there not such a thing as the State being benefitted by having a great public highway, a turnpike road, an internal improvement, though it does not bring one dollar into the coffers of the State? There are many States which expend thousands upon thousands of dollars for public roads and public highways. And I hold that there is no more productive State investment, not because the State receives anything in return directly from the investment itself, but because the body of the people are benefitted; and in benefitting them you increase the taxes received by the State, and in that way the State is paid back, and the people rendered more prosperous by having good highways, and plenty of them.

The Chesapeake and Ohio Canal is a highway, an avenue to market, for the richest portion of the State of Maryland. In my opinion that portion of the State is the richest which contains the mineral resources of the State. Besides that, it is a benefit to all the people who live alongside the canal, for they can go upon that canal all upon an equal footing, without paying one dollar but the tolls, and so with other canals, and so it would be with a turnpike road, or with a State railroad. These internal improvements benefit the whole people of a State, and the State receives its remuneration through the increased taxes it receives from the people who are thus benefitted.

What has been the practical effect of this theory where it has been carried out? It was carried out in Pennsylvania. A State road which ran from Columbia to Philadelphia was sold. The legislature was bought and paid for; everybody knew that. What is the result? Just as the gentleman from Baltimore county (Mr. Ridgely) suggests. I admit that the road itself as a road is a hundred per cent. better managed than before.— And I admit that if a company should buy this canal, intending really to work it, and not to fill it up, they would make it a much better canal as a canal. But would the people of Maryland be benefitted by the change? How is it in Pennsylvania? That great highway is probably more remunerative now than any other one in the country. But who is benefitted by it? To my certain knowledge the people along the line of the road have been incalculably injured. I know many of them who have lost nearly all they were worth, from the fact that the company would not even purchase their cars, to say nothing about letting them run along the line of the road. The people at once and everywhere were shut right out; their cars were not taken by the company, but were run off one

side and there left. No company upon the face of the earth will buy a work of that kind unless they can have the absolute control of it. Of course to the company it is a great benefit, but to the people themselves it is a great injury.

Now although it might not happen that this state of things would be the result of this policy in the State of Maryland, yet there is a possibility of it. There are some of the citizens of the State of Maryland who fear it. And for the reason that they do fear it, that there is even the shadow of a possibility of such a result, for that reason I am opposed to running the risk of our constitution, in my opinion, our glorious constitution, for any such a cause. If the people want those works sold, they are still in the State; they are still living, and can elect a legislature for that purpose. While there is not a man here who can stand up and say he was elected upon any such platform. I have not heard a member say he was expected to be called upon to act at all in regard to this matter. When the people desire to have it acted upon, then let them send their representatives here for that purpose.

That is my only reason for voting against this policy, for, as I have already said, I am personally in favor of selling all those public works. But I shall all the time vote against putting anything of this sort into the constitution, which shall in the least degree tend to jeopard its adoption by the people.

Mr. SYKES moved to strike out section thirty-nine of the legislative report.

The PRESIDENT. That question will come up properly after the matter now before the house has been acted upon. The question is now upon the amendment to the amendment.

The PRESIDENT will take this occasion to say that while he shall feel no delicacy in voting upon the various amendments for the purpose of perfecting this section, still, upon the section itself he will wish to be excused from voting, as he is somewhat personally involved in the question under consideration.

The question was upon the proposition of Mr. STIRLING to amend the proposition of Mr. CLARK, by striking out all except the words "provided further," and inserting the following:

"That the State's interest in the Chesapeake and Ohio Canal, and the Chesapeake and Delaware Canal, and the Susquehanna and Tide Water Canal Companies be exempted from said sale."

Mr. BRISCON called for a division of the question, which was ordered.

The question was first upon agreeing to that portion which exempted from sale the State's interest in the Chesapeake and Ohio Canal.

Upon this question Mr. HAYS called for the yeas and nays, which were ordered.

The question was then taken, by yeas and