

Message. From the Report "If the canal should stop where it is, under its present expenditure of seven millions, the interest of this sum is to be immediately provided, and indeed a tax of two hundred thousand dollars, is now recommended by the Governor for this purpose. The City of Baltimore will be required to pay nearly one half of this tax, for how long a period it is impossible to surmise. If the additional three millions necessary to carry the work to Cumberland be added, Baltimore will be looked to for her moiety of the interest on this amount."

The part of the message which recommends the tax is in the following words: "Inquiring a particular account of the embarrassments into which the State has been drawn by the wild spirit of internal improvement, my object is to call the attention of the Legislature to the necessity of guarding against an increase of existing evils, and of providing if possible, for the gradual redemption of the public debts. I do not perceive how these objects can be effected, without arresting the further issue and hypothecation of State Stock; reducing the public expenditures by a rigid system of economy; and increasing the revenue by a moderate tax on real and personal estate, till it is sufficient to pay the interest, and leave a small surplus to be applied to the principal of the public debt. Two hundred thousand dollars a year, in addition to the present revenue, would probably be sufficient for this purpose, if raised at once, but the longer the taxes are postponed, the heavier they must be at last."

The report represents that "if the canal should stop where it is, under its present expenditure of seven millions, the interest on this sum is to be immediately provided, and indeed a tax of two hundred thousand dollars is recommended by the Governor for this purpose."

My message has been quoted in this manner to show, that I am disposed to tax the people of Baltimore for the benefit of the Chesapeake and Ohio Canal; and then the report goes into calculations to prove, how much this work will finally cost, and what little benefit the City of Baltimore is likely to derive from it, in comparison with her part of the burden. These complaints might come with more propriety, from any other source, for the rail road company and its friends have assisted in creating this canal debt. For the sake of obtaining aid for their own work, they have always exerted their influence to obtain subscriptions and loans for the canal company; and if it had not been for their active cooperation, the State would now be perfectly free from the embarrassments in which she has been involved. When they were giving their aid to this work they used very different language from that employed in the report. The company came forward in its official character to urge the prosecution of the work, not with the design of continuing it to Baltimore, but of terminating it on the Patomac. In the 8<sup>th</sup> annual report of the Baltimore and Ohio Rail Road Company in 1834, the following opinion is expressed: "In the opinion of the Board of Directors, the immediate interest of the stock holders, as well as of the City of Baltimore and the State of which Baltimore is the head and emporium, now lies in the completion of the Chesapeake and Ohio Canal to Cumberland."

The words undiscovered, are in italics in the official report. The next annual report of the rail road company notices the subject again as follows:

"In their last annual report the board expressed their opinion, that the true interest of Baltimore and of the State of Maryland, lay in the completion of the