

sell this for a premium of fifteen per cent., hand over to the company the par of said loan on interest at six per cent., take security from the company for the payment of said interest, and direct the treasurer to invest said premium, and the interest derived therefrom, in productive securities for the account of said company; and, to hold this fund first, as a security for the State; but finally, for the benefit of the company. He objected to the plan, that it devolved some risk on the State, but gave all of its benefits to the company. I answered that the State would profit by the construction of improved highways, that would cheapen the conveyance of persons and the productions of the country, without other cost, than diminished expenses in transporting persons and things within our territory, which should be regarded, by all, as a great public benefit.

He admitted the justness of this proposition, but held that if the credit of the whole State were used, its exercise ought to procure, if possible, benefits for all its citizens; and that as these ways must in some respects, be regarded as local works, he thought the premium that might be obtained on the sale of the State's stock, if any should hereafter be issued, in aid of such improvements, ought to be retained by the State, as its own proper fund; one that would with its accumulating interest hold the treasury at all times harmless, and in the event of the work's succeeding, would be her own unimpaired property; which fund he should like to have originally pledged for the support of common schools, forever; to be distributed and apportioned for their use and support in the ratio, then proposed to be established, according to the report and resolution presented on the 18th day of February, 1834, from the committee on education, by his colleague, Mr. Millar, from Charles county, see house journal, 311, and Maryland public documents, of 1833—which proposed to distribute and apportion the common school fund—one half to the counties and the city of Baltimore, in proportion to their white population respectively; and the other half, into twenty equal parts, and allotting to each county and the city of Baltimore—one of said parts; and which resolution was subsequently on the 7th day of March, passed by the General Assembly, and is resolution, No. 47, of the year 1833. And he then added, that if he should be a delegate at the next session, 1834, he would concur in forming and advocating such a plan for the promotion of internal improvements—but that as the session would soon close he thought it was too late to originate such a measure; and here ended this conference, which occurred in the month of March, 1834.

Allow me now to revert to the period of the compromise, made between the Chesapeake and Ohio canal company and the Baltimore and Ohio rail road company, and perfected on the 10th day of May, 1833, as has been already stated. The president of this canal company, Charles Fenton Mercer, had earnestly advised the stockholders in general meeting to make that compromise, according to the terms of the act passed by the General Assembly of Mary-