

remote consequence of their argument. Now the first reason always existed; when the scheme was undertaken, there was no certain assurance that Pennsylvania would grant this boon. The promoters of the rail road must have assured our legislature of the probability of its attainment. What grounds they had for the assurance we know not, but if it is ever to be granted, it must be, when that legislature reasonably expects the completion of the road. What right has the company now to say, that if the road is carried to the Pennsylvania line, that, that great State, the great parent and faithful adherent of internal improvement will not then grant a free passage over her territory? Maryland originally depended upon the power of public opinion and public interest concurring, to induce Pennsylvania to grant a charter. To produce a concurrence of these, require time and experience,—which the expediency of a rail road, while its advantages over other modes of conveyance still rest in experiment, not yet ultimately decided, while the practicability of successfully managing a rail road in active use is still to be solved, we have no right to despair, and yield the point, that Pennsylvania will not ultimately come into our views. The refusal of Pennsylvania now, might be fairly urged as an argument against prosecuting a rail road as originally contemplated, and suspending its construction any further, but it is as undeniably true, that such refusal does not of itself furnish any just reason why this road shall be prosecuted in another direction. Indeed if we expect Pennsylvania to change her ground, it is by inducing her to believe it to be to her interest to do so, and the nearer this road approaches the great river, which bears the produce of Pennsylvania to market, the stronger is the stimulant which we apply to unite that interest with our wishes and hopes. Expediency, therefore, with reference to the conduct of our sister State, demands that we should stop the rail road where it now terminates, or proceed industriously and zealously to her borders as originally designed. No other deduction can fairly be made from this refusal.

Whether this road shall be diverted from its original route, and carried in another direction is another and different question? Whether the public interest or public convenience demands the construction of the road further north or west cannot depend upon the refusal of Pennsylvania. Our interests and convenience depend upon a fair review of our situation. We have already endeavored to demonstrate that as a new question; neither interest nor convenience of trade demand the prosecution of this work towards Westminster. What other fact can be brought into the argument? None but the State's subscription to this enterprize—That you should not entirely lose that

subscription, the company demands you to go further; they do not solicit a loan of money—they ask you for a pledge of the public credit, and they expect upon a pledge of your credit to pay interest, to raise the money, and prosecute the work.

Now let us suppose their request granted; that you give them the public credit—that you become their accommodation endorser, that you pledge your credit and upon your faith raise the \$350,000—and further, that the road is constructed to Westminster. What then? What is your security? How are you then to preserve your subscription and save yourself from further loss incident to your pledge? By the use of and profits arising from the rail road. No other security—no other guarantee—no other source of revenue or indemnity in this matter is offered or proposed to you. The company has nothing else to offer. You will then have a rail road, and a turnpike road from Westminster to Baltimore in operation at one and the same period. You will get a part of the trade upon the rail road.—We shall continue to have a part. The two companies will divide the trade. The rail road will doubtless get the greater part. But what will this avail? We have now the whole trade, and with it we make but very small dividends and keep the road in repair. The rail road is equally costly, and will eat up as much yearly interest. It will be kept in repair at great cost and constant expense. It requires numerous agents, superintendents and drivers. These are all to be paid. It demands expensive steam engines or large numbers of valuable draft horses. What evidence have you of the probability of a successful result? What evidence have you of the quantity of merchandize to be yearly transported from Westminster to Baltimore? What evidence of the number of passengers? What evidence of the sums of money these will yearly produce? What evidence have you of the first cost of the rail road? What evidence have you of the cost of transportation of merchandize and passengers? Will the trade upon the north western route increase or remain stationary? What effect will the great Ohio road, in which you have embarked so much treasure, and the magnificent canal now constructing under your auspices, have upon the scheme of going to Westminster? All who go far west, who mean to reach the Ohio, and who prefer the rail road, will naturally adopt that which takes them farthest into the heart of the country. The Westminster route will not answer their purpose. It must have a confined operation; its benefits must be partial. It will be the rival, mayhap the destroyer of the turnpike road, transporting the produce it bears, doing what it does, or may do, and no more. There is no unsettled country—no country of extraordinary fertility to be excited by the increased facility, or