Saint Mary's Beacon.

VOL. VII | LEONARDTOWN, MD., THURSDAY MORNING, MARCH 17, 1870 | NO. 23

ST. MARY'S BEACON

IS PUBLISHED EVERY THURSDAY BY

JAMES S. DOWNS.

TERMS OF SUBSCRIPTION.—$2.00 per annum to be paid within six months. No subscription will be received for a shorter period than six months and no paper to be discontinued until all arrearages are paid except at the option of the publishers.

TERMS OF ADVERTISING.—75 cts per square for the first insertion, and 50 cts for every subsequent insertion. Eight lines or less constitute a square, if the number of insertions be not marked on the advertisement, it will be published until forbid, and charged accordingly. A liberal deduction made to those who advertise by the year.

Communications of a personal character will be charged, at the same rates as advertisements; obituaries over ten lines in length will be charged at the rate of 50 cents per square.

All communications for publication must be accompanied with the real name of the author, or no attention will be paid to them. The real name of the author will not be published unless desired, but we cannot consent to insert communications unless we know the writer.

1870. *THE WEEKLY WORLD.* 1870.

A large quarto sheet, printed throughout in large type, and published every Wednesday morning, has now the largest circulation of any weekly newspaper in the United States, with, possibly, a single exception. Among its prominent features are:

1. Its very full and accurate Market Reports, embracing the Live Stock markets of New York Albany, Brighton, Cambridge, and Philadelphia, the New York Country Produce Market, and General Produce Markets of the country; and full reports of the New York Money Market Each of these reports compiled with great care, and contain the latest quotations that can be obtained up to the time of putting the paper to press.

2. Its agricultural Department, which contains each week articles on practical and scientific farming that are of great value to American farmers. A special feature of this department is a weekly summary of the condition of the Hop Markets at home and abroad.

3. A very full report of the proceedings of the Farmers' Club of the American Institute is printed in each issue of the Weekly World, *the day after the meeting of the Club.* By this arrangement the report appears in the Weekly World one week in advance of its publication in any other weekly paper.

4 A portion of the Weekly World is reserved for family reading matter, including original and selected stories, poems, waifs of humor, and extracts from books and periodicals. Particular attention will be given to this department during the year 1870.

5 A special feature of the Weekly World is a carefully compiled summary of the news of each week. It is made so complete that no one who reads it can fail of being well posted on all the important news of the day.

THE SEMI-WEEKLY WORLD,

Published Tuesday and Friday, is a large quarto sheet, containing all the news published in the Daily World, with the exception of such local reports as may be of no interest to non-residents of New York City. Its market reports are as full as those of the Daily edition, and it contains, besides interesting literary matter, on Friday of each week, a full report of the Farmers' Club.

THE DAILY WORLD,

Contains *all the news* of the day that can be obtained by mail and telegraph from all parts of the world, and thorough discussions of all topics of interest.

The World Almanac for 1870.

As a compact political manual it has no equal.

Terms by Mail.

WEEKLY WORLD.

One copy,	$2 00
Four copies, one year, separately addres'd	7 00
Ten copies, one year, separately addres'd	15 00
And an extra copy to getter up of club.	
Twenty copies, one year, to one address,	25 00
And an extra copy to getter up of club.	
Twenty copies, one year, sepa'ely add'd.	27 00
And an extra copy to getter up of club.	
Fifty copies, one year, to one address,	50 00
And the Semi-Weekly, one year to getter up of club.	
Fifty copies, one year, separately add'd	55 00
And the Semi-Weekly, one year to getter up of club.	
One Hundred copies, one year, to one ad	100 00
And the Daily, one year, to getter up of club.	
One Hundred copies, one year, separately	110 00
And the Daily, one year, to getter up of club.	

SEMI-WEEKLY WORLD.

One copy, one year,	4 00
Four copies, one year, separately add'd	10 00
Ten copies, one year, to one address.	20 00
And an extra copy to getter up of club.	
Ten copies, one year, separately addres'd	22 00
And an extra copy to getter up of club.	

DAILY WORLD.

One copy, one year,	10 00
One copy, one year, with Sunday edition	12 00

THE WORD ALMANACS.

(For 1868, 1869 and 1870.)

Price, post-paid, single copies,	20
Seven copies, post-paid.	1 00

DIRECTIONS.

Additions to clubs may be made at any time for the purpose of receiving the year at the above club rates. Separate reports of Teachers' classes in club lists made only on request. Specimen copies, with packages, showing date of expiration of subscription, Post-office and State to which papers have previously been sent, and enclosures to pay for trouble of the postage. Address

THE WORLD,
35 Park Row, N. Y.

Payment invariably in advance. Send Post-office Money Order, Bank Draft, or Registered Letter. Money sent by mail will be at the risk of the publisher.

We have no traveling agents. Specimen copies, posters, &c., sent free of charge, wherever and whenever desired. Address all orders and letters to

THE WORLD,
35 Park Row, N Y.

Feb 24, 1870—4t.

(Correspondence of the Beacon.)

Point Lookout,
March 6, 1870.

The snow falls flake by flake, and the ground grows whiter under it, a fitting shroud to the remains of Winter I trust ere many days the green grass will cover its grave, and sweet birds trill its requiem in their anthem to budding Spring when one may have faith in the bright promise of the morning's dawn, and venture out a breathing spell from the crisping process of a stove-heated room. To pass the Winter in a *large* city like yours, surrounded by all the elegancies of luxurious life, with its beguiling attractions of Euterpean, Terpsichorean, and theatrical routine, is but a very delightful oblivion of its tedium; but to be cooped up on a bleak peninsula, with the wind whistling dirges through a creaky house is not exactly the cozy thing the gray mantles are supposed to inaugurate. For one, I must confess to very little enthusiasm for this look-out-of-the-window life, and am glad at the even dim prospect of more genial weather, which I devoutly trust, may thaw the Winter crust of our legislative inaction, and sprout to productive growth the valuable seeds they are expected to plant and which ought to have been in the ground long since.

Don't you candidly think that Washington's proximity to Annapolis is somewhat injurious in the contagious lethargy of its Congressional doings (?) for verily, in neither branch has the record shown aught but irate squabbling, and egotistical appropriation of valuable time. What do *we "down here"* care about the petty nick-nacks over which the B. and O. R R and little State of Maryland are growling and snapping, who never expect to ride on the track *of* any other road but our *own?* Whether a pension is brought up for the widow of Zeke Brown because Zeke happened to die (?) or Mr. Snob got more than he ought to for that right of way through his broom-sage field that hadn't grass enough on it to make a rabbit's bed? Who cares about the rhetorical (?) flourish of Dick, whether he spoke louder than Tom, or was better paid for it? We can't speak, and don't expect to handle any of the floating stock in trade. What *we*, yes sir, *we*, the impartial, self-sacrificing and patriotically enlightened citizens "down here" want are those matters attended to that pertain to *this* community—and, consequently, the country at large—yea, of such preeminent importance in our estimation that surprise is but a mild expletive of indignation that no special day has been set apart for their consideration Yes, sir, we want to know what the wrangle is about the Magisterial question, and why are those put in office who voted *against* those who put them there? Why the elective system of choosing County Commissioners isn't done away with, and men selected for appointment who will attend strictly to the work before them and not go popular-hunting through the safe cuts when "just as good as they" are breaking their necks and vehicles over the gullies, rotten bridges, fallen trees, stumps, roots and years-standing sinks on our public roads? Why, again, isn't it that every man caught ploughing his horse the morning after keeping him out all night in the sleet and cold waiting for his rider's game of euchre to break up or down, shouldn't have his rations of "grub and rye" cut short, and a suit patterned after a pack of cards stitched to his back? Why suffer ye right of suffrage race to cross over from Virginia, steal our confidences, hogs, pigs, poultry, and then coolly take our best canoe, with its beautiful scarlet-red ribbon round its gun-wale, from its Delphic temple to carry them back in? Why don't our Legislature make our constables protect these helpless swine in their own pig-stye, and, when thus ruthlessly invaded rush to the rescue with the same avidity they seize upon a poor devil of debtor?

These, my dear luminary, are some of the weighty grievances that should occupy our legislative representation, and from which we look for redress, else, must petition Congress to drop the 15th Amendment business, Mississippi &c, and set us right. We can dispense with the R Road just yet for these matters of graver import, besides, the nervous organization of our swine and other stock, have been rendered so sensitive by these depredations, they couldn't stand the screech of a Steam whistle. Then, too, our Representatives wouldn't like to toot their little whistles after the shrieks and thunders of the Bowie and Garrett trains. I presume, however, that all of these public measures will be duly recognized in the calendar of useful bills in embryo, as well as some means adopted to compensate us for the given our Landing by the unequivocal cut lumbia and Express.

ZAIKE

"Ma'am, can you give me a glass of grog?" said a traveler in Arkansas as he entered a cabin on the road-side.

"Hain't got a drop, stranger."

"But a gentleman told me just now for Mary's could you reckon one barrel of whiskey is to me and my children when we are out of milk?"

A married lady in St. Paul has been in a trance state for six weeks, and her husband refuses to send for a doctor. He says he intends to enjoy a quiet time as long as possible.

A girl that has lost her beau may as well hang up her fiddle.

SPEECH
OF
HON. G. FRED. MADDOX,

Delivered in the Senate of Maryland Friday, the 5th of March, instant, on the Report of the Finance Committee of that body on the House Resolutions in regard to the Baltimore and Ohio Railroad Company.

Mr. President—It has been my wish, desire and sincerest hope that the questions now in debate should have been approached by Senators in a spirit devoid of political and personal bitterness, and, if possible, undue and unkind bias, and that, in canvassing the acts, words and motives of men in high and responsible positions, we would have abstained from imputing to them unworthy motives or fraudulent intents; that our debates would not have exhibited a want of fairness or be marked with that virulent spirit of unjust accusation which has characterized the late message of Governor Bowie to the General Assembly of Maryland—at least that its unjust and malignant accusations of fraud against distinguished, honored and honorable citizens of our State, would not have found an echo within these walls—but the hopes and expectations of men are too often fated to disappointment, and our instincts and sensibilities as men and gentlemen have been shocked by the disgusting repetition of the slanderous assertions of the message, with added matter conceived and enunciated, with all the particularity of matured, industrious and calculating enmity. If in the course of my remarks I should depart from a line of conduct I would fain have prescribed to others. If I avail myself of the privilege of debate to arraign and condemn the acts, words and motives of men in high official positions, Senators will remember that the example and provocation to do so have been given in written and official communications, and their slanderous contents have been repeated, endorsed and amplified on this floor.

Mr. Kimmell here rose and said:

If the Senator from St. Mary's (Mr. Maddox) means to say that any statement that I have made is the result of deliberate, calculating enmity, he says what is false as hell. And I declare further, that I am responsible outside of the walls of this Chamber for the assertion I make.

Mr. Maddox—That is for the future. I will proceed:

Many and diversified are the questions in connection with the Baltimore and Ohio Railroad which have arisen before the present Legislature of this State, each individual member having his own peculiar views as regards the settlement of this vexed question; many induced by the prejudices which has been instilled into their minds by the frequent communications which have been addressed to the public by the President of the Baltimore and Potomac Railroad for the last two or three years. It can be safely said that no occasion has arisen, within that limit of time, when there was necessity to say one word in regard to the Baltimore and Potomac, or any other road in this State, that the Baltimore and Ohio did not come in for a full share of abuse from the President of the Baltimore and Potomac, and especially when the Baltimore and Ohio was innocently pursuing the even tenor of its way, without, in the slightest degree, doing aught which might be considered as a recognition that such a charter as the Baltimore and Potomac was in existence. The people of the State have lived in a fever of excitement in regard to the many misdeeds of this road—too many to be enumerated here. The communications to the public press, frequent as they have been, and so damaging to the Baltimore and Ohio Railroad, were but the precursors of that communication which emanated from the Executive Chamber, so full of deadly poison, so redolent with views inconsistent with facts, so hostile in all its attitude to that corporation upon which the people have so long been taught to look as a general benefit, and whose interests in the past have fully been identified with the interest of the entire State. This Executive message, so full of errors and misstatements of facts, has exceeded all and everything which has appeared in public print. Not content with exhibiting to the world false conclusions from false premises, it has essayed persistently and unjustly to charge that corporation with fraud. Such might be the views of the Executive, in order to excite the Legislature to action, but such are not the views of the Executive under the prescribed oath of his office, for if they had have been, the State of Maryland has already given full power to the Governor to protect its interest from violation by any chartered corporation. The act of 1868 gives full power to the Executive to call to an account any delinquent corporation for the violation of its plighted faith. The Governor had full power and authority to protect the public interest; and his neglect to do so, can it be attributable to a magnanimous forbearance, or to a consciousness of the peculiar delicacy of his position? The past has imposed no such refraining influence, as regards this great question, for well be it known, and all the facts will testify, that this great issue has been met, not as it should have been by the Executive, in the spirit of even-handed justice, but rather in forgetfulness of his high position, and the duties which it imposed upon him, and under the asperity of feeling which welled up in the heart of the partisan President of a rival corporation.

It will be said that it was the duty of the Governor to call the attention of the Legislature to all and every infraction of the law. That is so; but if he ever intended that a violation of the law should in all or any case be visited, until the meeting of the Legislature, especially in a case of the character where so much damage might have accrued to the State (in order to her fair and imperilled credit) rather than a temporary loan—under the patronage and kindly auspices of a peculiar friend or an oblivious Executive.

Will the friends of the Governor admit that his delay to act in the matter has proceeded from ignorance of the law of 1868? If not, the point is conceded that he sacrificed the interest of the State in her great emergency, solely with the view of creating an opportunity for an Executive message full of uncharitable invective, and under the soft and pleasant guise of disinterested justice, instill the views of an ulcerated mind into the hearts of the Legislature, and thus precipitate concomitant and hostile action, under an aggravating sense of a damning wrong committed against them. And why? only to induce the Legislature to commence that action which would force the Baltimore and Ohio Railroad to pay into the Treasury the amount of capitation tax—that which the Governor had refused to do under the law and which he neglected to do, although we are told in his message that his whole action proceeded from his duty, to have the laws obeyed. No, sir, it was not for that—that would have been a plain proceeding—too plain to compass the ends of the enemies of the Baltimore and Ohio Railroad. Resolutions are introduced for a *scire facias*, and for what? to make the railroad pay the money? to make her comply with her charter? to make her keep her plighted faith to the State?—No, sir, but to have forfeited her charter. Forfeit her charter, and for what? because she would not pay into the Treasury of the State that amount of money which her counsel advised her not to pay, and which I say, so far as my limited knowledge is concerned, she had a right to withhold, both in law and equity.—Why not meet this case according to law and justice? Why this *scire facias* forfeiture? Ah, sir, we have been told why by the Senator of the First Legislative District of Baltimore; and by whom else? by his Excellency, the Governor of the State, in a communication to a Baltimore paper. The *scire facias* is not intended to force the Baltimore and Ohio Railroad to perform its duty, but to perfect the forfeiture of her charter, so that she could be rechartered by her enemies. Was not this programme elicited a few days ago from the lips of the Senator of the First Legislative District of Baltimore, the firm and confidential friend of the Executive, and re-echoed by his Excellency himself in his communication heretofore alluded to?

Now, Mr. President, if this has been the cause of the whole movement, the Governor neglected to perform his duty months ago, according to the law of 1868, which gives him all power. A message calculated to prejudice the minds of the Legislature against the corporation, the *scire facias* following close thereon for forfeiture of its charter, the object of which is admitted, not to force the payment of money said to be due, but to recharter the road according to their own wishes. Is it uncharitable to conclude and announce upon this floor that the lengthy message of hostility to the road proceeded rather from the embittered feelings of a discomfitted road than the just action of an unprejudiced Executive? Had the Governor performed his duty, this exciting and unpleasant discussion, and its injurious influences, would have been obviated, and the case of the State and the Baltimore and Ohio Railroad would have been submitted to the arbitrament of law, with a view to a just and equitable settlement of all differences.—Having given my views upon the cause of this unpleasant difficulty, I will now proceed to state why I think the Baltimore and Ohio Railroad has acted with consistency, justly, and with right and law upon her side. It has been demanded of the Baltimore and Ohio Railroad why she should, after paying the one-fifth tax for so many years, now refuse to pay the same in the present and future. It is true the Railroad had paid this one-fifth tax for a number of years; she agreed to do so, by accepted obligation, which obligation she is still willing to abide by. Can it be said that this was a moral, rather than a legal contract? If moral, let us agree to act in accordance with the morality of the case; if legal, be controlled by the decisions of the law.—If moral, was it right, after such an expenditure of money and the perfecting of so powerful and complicated machinery as this road consists of, for the State of Maryland to charter a foreign rival corporation unshackled by a one-fifth passenger tax, thereby enabling it to underwork the Baltimore and Ohio Railroad, much to the disadvantage of that Company, and which, if permitted to be carried out to the fullest extent, will ultimately, on account of the burden once lightly assumed by the Baltimore and Ohio Railroad, depreciate the interest and destroy the future prospects of that corporation. Am I to be told that this is morally right?

Then, if bad morals have marked the action of the State, could the Baltimore and Ohio Railroad hesitate to take advantage of those legal rights which opportunity were exhibited to it, and of which it became cognizant at the instant of time the State had acted in bad faith to her? If bad faith is to be attributed to the Company because is has discovered of late by a decision of the Supreme Court of the United States that the charge it makes on the passengers of the Washington Branch was unconstitutional and wrong, that bad faith proceeds from an obedience to the law as announced by the highest tribunal in the country. The opponents of the road can see no bad faith in that act when we review the proceedings in this body and the one in the opposite hall, when in the past the State readily accepted from the Baltimore and Ohio Railroad currency for the dividend or interest due the State from the Company has now, by resolution before this body, evidenced a desire to eschew currency and demand gold. And why? Because the same high tribunal has, in the last few weeks, decided that nothing but gold is a legal tender. Will gentlemen of the opposition say it is bad faith to demand obedience to the judgment of the Supreme Court when against them; and whilst in the act of declaring bad faith on account of said obedience, they assume the position contrary to the past, and consider no violation of contract, no bad faith, in acting according to the decision of that very court, the judgment of which it was bad faith for the Baltimore and Ohio Railroad Company to obey?

If the Company believed, as is really the fact, that they had a right to resist the payment of that one-fifth of the receipts on passengers for the last eighteen months, and that that belief was induced by the advice of eminent counsel—is it reasonable and just to hold the Company guilty of that malicious intent which characterizes every criminal and arbitrary proceeding? It was a matter of difference of opinion between contending parties. The Company did not merely state that her counsel advised her, without giving the name of said counsel, but published to the world, on the signature of one of the most eminent jurists of the country, that opinion which directed and determined its action. I am fully aware of the insinuations cast upon the legal character of that eminent lawyer and statesmen—the Hon. Reverdy Johnson. But the high reputation, both national and State, which he enjoys; his known ability, admitted by his enemies in the National Council as the best expounder of Constitutional law in this country, suffices for me to affirm and proclaim his legal ability far, very far, above those who, for their own special purpose, dare degrade themselves by casting reproach upon his legal and professional integrity.

With such an adviser, with all the facts presented to the community, is it reasonable to conclude that the Baltimore and Ohio Railroad Company have acted maliciously—in defiance of law—and have attempted to drag down, from its high position, the sovereignty of this good State?

The speaker next alluded to the charge of the refusal of the Company to pay the one-fifth passenger receipts. This may be, technically speaking, the truth, but not a fact in accordance with the spirit on which the refusal was based. The President of the Company had never refused to account for every cent collected up to the present time, though he has strongly and rightfully intimated that in future there will be no further obligation upon him to charge or pay over the one-fifth, because of the unconstitutionality of the act. He next argued that the State being a copartner, had no right by *scire facias*.

Mr. Maddox then continued—

Now, Mr. President, before proceeding to the argument of this question of the capitation tax, I will say one word to the Senator from the First Legislative district in regard to the proposition which he made as respects his position to this question. The Senator presented his waybill, and he asks the friends of the Baltimore and Ohio Railroad now to defend that Company from the charges which are made under his calculation of that bill. I will state, sir, that so far as John W. Garrett is concerned, I had no conversation with him or any of his agents upon the subject; he is abundantly able to take care of himself upon this or any other question. This proceeding is unusual in morals, in law and in equity, to expect an individual to be charged, without proof, with a crime, and then be called upon to defend and prove a negative. We have no right to prove a negative.—As far as the Baltimore and Ohio Road is concerned, in regard to this great question of the way bill, when the facts are presented, that a great wrong has been inflicted by this great corporation, then we shall find Mr. Garrett able to defend himself or sink in the good opinion of the people of this State.

The objects of the resolutions, which had received an unfavorable report from the Committee of Finance, and the procedure suggested by them, were entirely unnecessary as well as unconstitutional. There was no law in the State of Maryland that justified the issue of a writ of *scire facias* in such a case. I care not what might be the action of the committee; I care not what they might proclaim to be right, nor what might be the programme that they laid down for the State of Maryland; there was no law to warrant the issue of a writ of *scire facias* to annul the charter of the Baltimore and Ohio Road. There were four important points connected with this case. If we can establish that this is a capitation tax, your *scire facias* cannot issue. If we can establish to the Senate that a co-partnership existed, your *scire facias* cannot issue. If we establish the fact of a set-off, your *scire facias* cannot issue. If we establish to you, as we will do, the one great fact that there has been no malicious intent on the part of the Railroad Company to defeat or defraud the State, the State of Maryland has no right to issue *scire facias*. These are four of the important points you are to connect together. I am confident, from the argument of the Senator from Baltimore county, he is convinced of the fact that there is a co-partnership existing. He has established that fact conclusively to my mind and to the whole Senate that a co-partnership did exist. If such co-partnership exists between the State and the Company, there is no law in the land that will give authority to the State to issue *scire facias* to annul the charter of the Baltimore and Ohio Company. I will take these questions up *seriatim*, and although in the enunciation I shall make I may take my departure from this hall, as predicted by the Senator from Baltimore county, I must say that I do it, knowing that I act for the best interests of the State according to my own judgment. Now, sir, to that most important point, to that point to which I have given some attention, I will announce the fact here that I think the capitation tax upon the Baltimore and Ohio Washington Branch is unconstitutional, not only from the facts presented in the Nevada case and the high authority and legal opinion of Reverdy Johnson, but believe it from my own construction of the law of 1832 and the acts of the Assembly which imposed that one-fifth tax upon the Washington Branch of the Baltimore and Ohio Railroad. I will not read the act, but will call your attention to the 8th section of the act of 1832—that section which, it is said, Mr. Garrett has ignored in all his communications to the Legislature. I will take that as the great section upon which I will attempt to defend this position. What does the act say? That the State must have one-fifth of the receipts of this road to go into the Treasury of Maryland. Does it stop there? Had it stopped there, there would have been some doubt of construction. The act of assembly does not stop there, but says that the State shall have one-fifth, and you shall not charge each passenger less than $2 50. If the State had charged fifty cents on each passenger, it would have been considered a capitation tax. It requires but a small amount of calculation, and no great degree of learning to discover the mode by which this result is reached We are to have one-fifth to go into the Treasury of Maryland, and that one-fifth is to be of the amount of $2.50. Is it not easy to conclude that one-fifth is fifty cents?—The constitution and laws prohibit that to be done indirectly which cannot be done directly. What do the other portions of that section say? That the Legislature shall not decrease or diminish the price charged the individual passing from Baltimore to Washington, without the consent of the Legislature. And why? Because the Legislature had fixed her tax at a half a dollar upon each individual passing over that road; and that half dollar shall not be diminished until the Legislature gave her consent. But I will not stop there. The last provision of that section is more powerful yet, and the closing portion of which is of that character which convinces me thoroughly that it is a capitation tax—a specific capitation tax. It also says, after the Legislature shall give its permission to reduce this amount from $2.50 to any amount they may choose to select.

The act says that the State of Maryland shall not receive less than twenty-five cents upon each individual passing over that road; that the State shall receive twenty-five cents for every individual that passes over that road, not caring how or what amount the price of travel over the Washington Branch shall be reduced. Is not the one-fifth of the receipts a special capitation tax, from the beginning to the end? Because, suppose the Baltimore and Ohio Railroad or the Washington Branch desired to charge fifty cents; suppose she desired now to charge fifty cents, does the State of Maryland get one-fifth of the receipts into the Treasury of Maryland? She does not, but more, she gets twenty-five cents—one-half of the whole amount. If this amount to be paid by the Washington Branch of the Baltimore and Ohio Road from Baltimore to Washington happens to be fifty cents, does one-fifth go into the Treasury of the State of Maryland or one-half? If one-fifth is claimed, why one-half?

Mr. Maddox then proceeded to argue the question of set-off, and the malicious intent of the President of the Road as controlling his action in this matter, and then, after speaking of the great benefits derived by the State from the railroad, he continued:

Such are the services, such the benefits that have accrued to your State and commercial metropolis, from the far reaching and energetic wisdom that have marked the administration of the Baltimore and Ohio Railroad, under the auspices of President Garrett. In compassing this great success; in forecasting devices to naturalize or reconcile opposing interests; in regulating and adjusting the complicated parts of so gigantic a corporation, mistakes may have been made, errors committed, but success, magnificent and overshadowing success, is the grand result.

In that success, in that accumulation of wealth and power, you have had your share, the State of Maryland has had her account and her ample reward, and in view of these facts, the Baltimore and Ohio Railroad has a right to kinder treatment, to more friendly consideration and milder words than have been meted out to her of late by the Executive and the friends of the Executive. But whilst the possible motives determining this unfriendliness towards the Baltimore and Ohio Railroad give rise to mixed emotions of sorrow and contempt, they also awaken memories, parallel instances in history as in fiction, where services rendered to republics as to Empires, have been made the measure of imperial hostility, subsidised denunciation and ingratitude. The illustrious Dean of St. Patrick's Cathedral, the immortal Swift, with keen, minute irony, has handed down to posterity, in his minute and most reliable history of Captain Gulliver, an account of the important services, rendered to the mighty Emperor of Lilliput, by that celebrated but mayhap mythical personage—a palace saved from conflagration, a beautiful and august Empress snatched from devouring flames, a powerful and hostile fleet captured by *a coup de main*, and carried into the ports of his imperial Highness, secured to the great Man Mountain (for by such cognomen was Gulliver known throughout the boundless limits of Lilliput), the sleepless hatred of the fair Empress, and the stealthy and vindictive fear of her imperial husband. A violation of established etiquette, in the mode improvised by Captain Gulliver in extinguishing devouring flames, had saved the venerable and magnificent palace from destruction; he had also captured the threatening fleet of his powerful enemy, the Emperor of Blefusco, but the former service was revolting to imperial and refined sensibilities, as to the *quo modo*, and as to the latter, it was wisely urged that the strength and valor that had saved an Empire might at some future day subjugate it. And in view of these grave considerations the whole matter was turned over to a committee of the great Counsel, who in due time reported resolutions, to wit: That articles of impeachment should be presented against Captain Gulliver, and that he should be indicted for treason and various other crimes of *misuser* and *abuser*. In fact, sir, it was determined that a very summary process of *scire facias* should issue against him, and not only loss of property, but loss of life was prescribed as the quickest mode of solving the difficulties which presented themselves. In the sequel, however, milder counsels prevailed, and it was determined by the Emperor, who was noted for his illustrious virtues, and above all for merciful lenity, that Gulliver in lieu of loss of life, should suffer the loss of both his eyes only, and it was urged that though blind, and stone blind at that, he would be able to see by the eyes of other men, as our great Kings and Governors often do; and as to formal proof of his guilt, it was urged, that both Emperor and counsel being convinced in their own minds of his guilt, was sufficient argument to condemn him to death, without requiring the formal proof demanded by the strict letter of the law. The party most concerned however in this instance, declined to accept the boon, which such heaven born mercy held out, and ungratefully determined to save his eyes, seeing that his imperial majesty contemplated something more than merely damning them—and owing to his great rashness and inexperience, he refused to part with what he was weak enough to consider important franchises, the possession of which he naturally considered, in his peculiar position, as essential to the preservation of his life and property. If history too often verges on romance, fiction not unfrequently anticipates the facts, and foreshadows the lessons of history.

The facts of history are before you, as well as those of fiction; their application to the present time, and the questions that have been discussed, can be made by any Senator present.

Mr. Clarke followed Mr. Maddox, defending the action of Governor Bowie and charging that the hostility of the Senator from St. Mary's was based on personal grounds.

Mr. Maddox replied, justifying himself as regarded his action towards Governor Bowie, on the ground that it proceeded rather from the position the Governor had occupied relative to the question before the Senate than any personal feeling on his part.

Mr. Earle—Mr. President, I am sorry to see that there has been a misunderstanding between two members of this body, but I think it is of such a character that it can be easily arranged, and it will give the Senate pleasure if such a proper understanding would be arrived at.

Mr. Maddox—Mr. President, I am always willing to do justice to all men, and must say that I acted wrong in the matter as regards the Senator of the First Legislative district of Baltimore. Upon hearing that Senator speak a few days since, I regarded the conclusions I came to at that time correct, and so wrote the two pages of my speech which alluded to him. The Senator on last evening, expressed to me that in his speech referred to he had no intention to assail any one, and had no hostility to the men connected with the Baltimore and Ohio Railroad; after which I intended to omit that part of my speech, but really forgot it.

Mr. Kimmel—In the face of that explanation, I recall my expression, and express my regret that, in the heat of the moment, I was compelled to say what I did.

Why is the letter R very unfortunate? Because it is always in trouble, wretchedness and misery, is the beginning of riot and ruin, and is never found in peace, innocence or love.

It is not the plenty of meat that nourishes, but good digestion; neither is it abundance of wealth that makes us happy, but the discreet use of it.