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## ST. MARY'S BEACON

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## SPEECH

OF

HON. G. FRED. MADDOX.

Delivered in the Senate of Maryland on the 11th of March, instant, on the Order of the Day (House Resolutions relating to the Baltimore and Ohio Railroad Company) and in response to the Honorable Mr. Bowie.

Mr. Madox said it was not his intention to further discuss the resolutions which had been presented to the Senate in regard to the *scire facias* for the forfeiture of the charter of the Baltimore and Ohio Railroad Company. He was for the purpose of a personal explanation, rendered necessary by the peculiar character of proceedings in the Senate within the last few days. He had not been able to give the subject the attention it required, on account of circumstances which were presented to the Senate yesterday, calling him from the city of Annapolis. He hoped that in the expression of any opinion on the question which called him out, he might act with that courtesy which was due to the Executive of the State—in that dignified manner which was required from every Senator on the floor. His (the speaker's) course was a plain one. Observations which he had made a few days ago had been criticised as slanderous. It was his duty to prove to Senators that every word he uttered then, was a just foundation and was true.

Mr. President, I would be treating with marked disrespect the Senator from Anne Arundel, and it would exhibit on my part a disregard—an affected forgetfulness of what is due to his distinguished presence, the Hon. Olen Bowie, Governor of Maryland—were I to ignore, to pass unnoticed the Executive message that was communicated to this body on Wednesday last through the medium—new as was unexpected and unknown to the prescribed usages and traditions of this Chamber, as I trust it may be to its future history and proceedings. That letter, that private letter, *forthwith*, originally written, I suppose, for the honorable Senator's sole and private edification, was, to the mind of my honorable associate on this floor, a document too precious, too important to be consigned to the obscurity of his private archives; and anticipating the labors and glowing with the enthusiasm, the misdeed ardor of the coming biographer, the enraptured friends of our gracious Governor, he has in all haste, though not, I think, in all courtesy, or yet in remembrance of his observance of the rules and usages governing this body, hastened to drag forth from its secret abode, and to usher into broad day, this handling, this noisy, squalling, writhing, complaining handling—the latest from the gubernatorial couch—if born, that can be called, which, from the Executive's mouth, "has been, *untimely* rip." I have called this letter—"this private letter"—an Executive message; whether or not it was so intended, it is so in fact. The rules and laws determining and regulating communications of a private nature are well established and well known to every Senator present. They inhibit—*they strictly* inhibit the publication of private letters without consent first obtained of the authors or author thereof—and I will not do for one moment insinuate or believe that the honorable Senator acted in contravention of our scrupulousness of these laws and their binding effect and reasonable obligations. That letter, was, I imagine, has been, for some time, unobserved within the secret recesses of the Senator's cabinet. You, Mr. President, have not forgotten—Senators have not forgotten the professional coolness, the joyous anticipations that marked the advent, assuaged the throes and precipitated the labors of his portentous birth—they have not forgotten the looks of blank dismay and of agony that passed over the features of the honorable Senator when the sound of your voice and hammer fell upon his ear, threatening and foreboding to him and his expectations a sad and premature issue; an impost and ridiculous abortion. In his greatest need, I did not hesitate (though it was not exactly in my professional line) to come to his assistance, and with consent of you, Mr. President, and you, Senators, passed into his the struggling and half-strangled words of his Excellency Governor Bowie, and hardly had he breathed the vital air, scarcely had it rested one moment on the throbbing bosom of my honorable associate, when, with a heave and without a word, he parted with the newly arrived stranger, and consigned it to the care and tender guardianship of the gentlemen who preside over the interest and rock the cradle of the public press.

But badinage aside, I acquit the Senator of any breach or intended breach of the laws binding us of honor in relation to the disclosure of private correspondence. I regard this letter (however irregularly placed before this body) as an Executive message, and although the Senator has justly termed it a private letter, I believe that he was expected, requested, and perhaps instructed to communicate its contents to the Senate of Maryland. This, to be sure, is a very unusual proceeding, but quite in harmony with Governor Bowie's antecedents. It is not, from one point of view, marked by the courtesy due to the Senate of Maryland, nor is it observant of the privileges of this body and the rights of free debate and discussion of Executive conduct, messages and their contents. In fact, of insulting language and impudent and slanderous abuse, imposing silence upon us, we may expect, at no distant day, that, which in hand, he will intrude upon our deliberations and forbid the continuance of free debate.

And before I come to the vindication of my remarks made some days ago on the Governor's Annual Message to the present General Assembly of Maryland, the precursor of this second one, let me add some few words more. The Senator was prepared, I believe, had not the preceding officer otherwise determined, to make his private letter this message, if I may so term it, a part and parcel of his speech; and his speech made on that occasion, by the rule of participation and extension, would have become a part and parcel of the message. On this position I can account for the very original, elegant and classical introduction of the "Shoo fly, don't bother me" quotation that gave grace, dignity and effect to his finished oratory. It failed, to be sure, to elicit a laugh—not to say the same unparagoned applause that greeted it some days ago within the walls of the House of Representatives at Washington, when it fell from the lips of that distinguished model and ornament, General B. F. Butler, of Massachusetts. It occurs to me, as highly probable, that it was considered a literary gem—a useful and crushing appendage to those speeches without other defence, and having served its purpose in the National Legislature, has found its way here as a congenial and fitting place in the speech or message of the Senator.

Now, sir, in reference to the remarks that have fallen from me in relation to the annual message of Governor Bowie to the General Assembly of Maryland, and the spirit that pervaded and the motive in which originated it, I have nothing to take back, explain in the slightest degree, modify or disavow. Before proceeding to justify the position which he (the speaker) assumed upon the occasion referred to, he would say one word further to the Senator from Anne Arundel. The Senator had said in his speech a few days ago that the Governor which the Governor had pursued received at the hands of some members of the Senate a censure, when, if the Governor had acted otherwise and had been obedient to the wishes of those same individuals, and had brought suit against the Baltimore and Ohio Railroad Company at the time their delinquency was first made known to him, those same gentlemen would have been particularly anxious to have expressed themselves thoroughly against his action. So far as that remark applied to him (the speaker) it was not a fact. What might be the views of the Senator himself on that point, he did not know.

As regarded another point in the observations of the Senator from Anne Arundel towards the speaker, he cared not what might be the elevation of the Executive of the State, or what might be his position now or in the future, nor what his greatness in the past, the speaker was willing, whenever the Executive merited it, to elevate him to the position which he deserved. He did not consider, because gentlemen in free and open discussion had a right to assail the motives of men on the floor of the Senate, that those assaults should be couched in the darkness and oblivion to which the Senator would consign him. He would take care of himself in the present and in the future. He would say that the attitude of his motives, although it might be slandered, would be fully shown in his vindication.

He had been charged by this message (letter), which came within the limits of the hall a few days ago, with three important acts. One was, that he had slandered the Executive. Had he done so? Did he slander him when he charged that the Executive had slandered high and noble men within the limits of this State? When he said that the Executive had fixed a slander upon individuals high in character and position? It was for the Senate to know whether such was the fact or not. It was for them to know whether the Executive of this State had slandered men in high stations as honorable and high-minded as he who sat in the Executive chair of this State.

The speaker read from the Governor's annual message, pages 41, 42 and 43, to show that the Executive had assumed false premises, and from these had drawn false conclusions in his statements regarding the Baltimore and Ohio Railroad Company. The message contained a direct charge of fraud against the managers of that corporation. The charge was not reckless, because the Executive stated to the people that he had no opportunity to investigate the books of the Company.—When any observations had proceeded

from the speaker in the Senate to the effect that the Executive of this State had slandered men in high position, he thought he had the evidence in the Executive's own documents, from his own pen, and from the circumstances surrounding the case and the facts—and these substantiated the plain facts that he had maintained were true.

The Governor of the State had been pleased to say that he (the speaker) had slandered him, because he said he had not performed his duty, and he would admit that if he had not proved to every man within the sound of his voice that the Executive of this State had not performed his duty in the premises, he would acknowledge that he had slandered him.

The Governor, in his communication to the Senate, asked whether or not the speaker had read his card in the Baltimore Sun some time in February. He had not seen it, and more than that, he had not the time to see so much as the Executive. But he would give him the benefit of his whole letter, and risk the case even upon that letter of convicting him in the premises. The Constitution in regard to the Executive of the State, "that he shall take care that the laws be faithfully executed." In the beginning, or in a portion of his message, in regard to that part which alludes to the Baltimore and Ohio Railroad, he states this fact: that he is bound by his duty to proceed in accordance with the law, &c.—Another provision in the Constitution, which is very important to this case, is this: [The speaker here read from section 18 of the Constitution, defining the duty of the Governor to examine, under oath, the Treasurer's and Comptroller's accounts.] Reference was also made to section 2, chapter 35, wherein it is made the imperative duty of the Governor semi-annually to go to the office of the Treasurer and Comptroller, and to swear them as to the accuracy of their accounts.

The Governor seemed to excuse himself under that law to which he had called the speaker's attention to that card to the Senate, in which he says the Treasurer and Comptroller did not give him the information regarding the deficiency of the Baltimore and Ohio Railroad, and, therefore, he could not have known it. He would like the Governor to point to any provision of the Constitution that compelled either the Treasurer or Comptroller to bring the matter of any such deficiency to his (the Governor's) notice.

The meanest man within the limits of the State, he cared not how ignorant he might be, was presumed to know the law. He thought the Governor knew the law under which he was acting? He would say—from all the lights he had upon the case, from all the evidence and facts he sent—he would say plainly, that if the Governor did not go to the Treasurer's and Comptroller's office half yearly for the purpose of investigating their accounts, and looking at their books and bank accounts, he was not acting in accordance with his duty as Governor of the State of Maryland.

The act of Assembly of 1863 was before the Executive of this State. The speaker would not refer to it with regard to its applicability to the resolutions before this body. But there was a duty imposed on the Governor which he did not carry out. Therefore, he was under the impression that the Governor acted in violation of his duty.

The Governor, since my speech of the 7th, now stepped forward, and what did he say? That he didn't know of this deficiency in the Treasury—of this failure upon the part of the Baltimore and Ohio Railroad Company to pay this money into the Treasury until a few weeks prior to the 4th of November, 1869. The information was but recently given to the Senate in official form. Until lately, no Senator knew from any private or official statement of the Governor as regards his ignorance of said deficiency, except, from what I understand, a few friends of the Governor.

The secret was looked up within the Governor's own bosom. The letter from the Comptroller denounces the correctness of the Governor's position in the premises. His own testimony, his own evidence, presented upon this floor, denies it. The Governor says he was ignorant of the deficiency prior to the time alluded to in his message. But he would say that all the other officials in the city knew and were free to speak of it. It was known to almost everybody else in Annapolis, and had been discussed for a long time prior to the date of that alluded to.

The Comptroller, in the letter presented as evidence by the Governor, reminds the Governor of his visit to the Comptroller's office on this subject some weeks prior to the 30th of September, and of a conversation that had upon it, in which his Excellency promised to renew his examination of the accounts a few weeks later.

The speaker continued at length, reviewing the course of the Governor in the matter of accounts between the State and the Railroad Company, and criticized in severe terms the letter presented by the Senator from Anne Arundel, sustaining fully his remarks of his week. The speaker concluded by remarking that if the communication sent to the Senate by the Governor intended to mean that he (the speaker) had acted contrary to what he deemed to be right and proper—if it meant to question his honesty or motive—it was false. That was what he meant. He would say again, if there be any insinuation in the paragraph (referring to the Governor's letter) which was calculated in the slightest degree to reflect upon his integrity, it was false.

## SOUTHERN MD. RAILROAD.

Report of the Commissioners appointed to survey a Railroad from Point Lookout to some point in Prince George's County.

To the Honorable Legislature of Maryland.—The undersigned, appointed by Gov. Swanwick, by authority of an Act passed by the General Assembly of Maryland, during the January session of 1868, to have a survey and estimate made for constructing a Railroad from the point in Prince George's County to Point Lookout, report, that in consequence of some of the gentlemen who were appointed by Gov. Swanwick, and who were not filled and qualified as required by the Act, until the 4th of September, 1868.—Anxious to carry out conscientiously the intention of the Act by which we were appointed, and knowing that all preliminary surveys that had heretofore been made in the State (necessarily hurried and defective for the want of means to perfect them,) were looked upon with suspicion by capitalists, we determined to give our whole time to make a careful survey, and an elaborate estimate and such suggestions as would induce capitalists and those interested, to build this road.

We, therefore, employed a full corps of able and efficient engineers, consisting of Mr. Benj. Tippet, of St. Mary's County, Chief Engineer; Mr. Addison Marbury of Charles County, as first assistant; Messrs. Hanes, of Carroll County, leveler; Chunn, of St. Mary's County, transit; Dwyer, draughtsman, and the necessary assistants. We immediately set them to work at Point Lookout, so as to give us time to fix the true terminus of the road, which was left to us by the Act. This decision was one of great importance, as we all felt that the building of the road mainly depended on it. To decide this properly, a Committee of us was appointed to wait on Messrs. Garrett and Bowie, the Presidents of the two great Railroad Companies towards which we were surveying, and to whom, in some measure, the people of this peninsula looked for assistance ultimately to complete this road. Mr. Garrett answered our proposal, as follows:

"The Baltimore and Ohio Company is at present engaged in so many and such costly enterprises that it is deemed inadvisable to create further obligations. The Company will be prepared to extend a cordial welcome to this road when constructed, and co-operate effectively in arrangements for development of mutual interests."

Gov. Bowie kindly received us, and assured us of all the assistance that the Baltimore and Potomac could give, if we would make the terminus on this road.—The Committee, believing that if Charles and St. Mary's counties would join the State appropriations, together with what assistance they could get from the citizens of the counties lying on the line, in rights of way, and money, the road could be constructed to the junction of this road, and the Baltimore and Potomac road would furnish all the necessary rolling stock for the advantages accruing to her. These facts, which the Engineer's Report will show could have been, and, to be correct, almost decided the Committee to recommend this as the terminus of the survey, though contrary to the convictions of one of the Committee, Mr. Hutchins, who always advocated Washington city as the natural terminus of this road, but yielded them at the time to this safe argument. The Committee after seeing Gov. Bowie, and upon these reasons, concluding to make the Baltimore and Potomac Road, near Brandywine, the terminus, were satisfied with the knowledge that Gov. Bowie had applied to the Commissioners of Charles County for their State appropriation. This surprised them the more, as they had heard from influential friends of the Baltimore and Potomac Road that the Company had all the means to build to the Potomac, without one cent from the State or people, except the right of way, and that, according to their charter and promise, it was so contracted for. The great privilege of building a parallel branch to the Baltimore and Ohio Road, being the lever by which the means to accomplish this was raised, and although we know that Charles County, by joining her funds to that of St. Mary's, could have two roads, the Baltimore and Potomac through the west or centre of the county, and the Southern Maryland Railroad through the eastern part, yet we felt that an organized Road, with so able and efficient a President as Governor Bowie, against an unorganized road, would carry the fund as he requested, even if it left but one road to Charles County. Therefore, it behooved us to look for a safer terminus, if we expected anything to result from our survey and the expenditure of the State. We then decided, at the request of Mr. Hutchins, to send him to Washington to wait on the city authorities. Upon his statement of the facts, the Mayor recommended, and the City Council unanimously appropriated a thousand dollars to continue the survey to the city, and together with the Board of Trade and other wealthy and influential citizens of Washington, assured him of their aid as would make the building of this road a certainty. This decided the commissioners at once to adopt Washington city as the terminus, and we all agreed, that although we had no authority to use the State's money in the District, (and we beg leave to say here, once for all, that we never did,) yet, as our authority carried us to the District line, and the city's money carried us to the city, we would adopt this route

as a whole; this, we hope, will be found satisfactory for the manner of our report, and the suggestion it contains.—Having adopted this line from Washington city to Point Lookout, and believing this would be the one eventually built, all our suggestions are based on it, and all our arguments tend to that end.

We regard the Southern Maryland Railroad, or some similar improvement, as necessary not only to north-western Maryland, but also to the city with which it is intended to communicate.

As the population of Washington increases, the region of country from whence produce is obtained, must necessarily be extended. We allude principally to a usually called marketing, and storage, but must be brought in from the surrounding country daily. Habitual, as well as health and comfort, require these as much as any other of the necessities of life, and no one will voluntarily live where they cannot be enjoyed.

As often as the population of the city is doubled, as often also must be doubled the area of country from whence these daily supplies are obtained, until at length, nothing short of Railroad speed can keep up a daily communication between the producer and the market. In the immediate vicinity of a growing city, the high price of land adds heavily to the value of its marketable productions. The same produce could be had from remote districts at a much lower figure, but for the distance over which it must be transported.

Distance, in a business view however, is not to be estimated by the intervening miles, but by the time consumed and the expenses incurred in passing over it.

Washington city may receive her daily supplies by the Railroad train from a distance of 20 or even 30 miles, as early and as cheap (if not cheaper) as they can now arrive by the ordinary market wagon from the dairies, orchards and vegetable gardens of the suburbs.

By substituting the Railroad train for the market cart, the city becomes the gainer in several ways, and loses nothing.

The daily supplies come in, in abundance, fresh and uncorrupted by adulterating mixtures or compounds. The trade of the city will be extended to the extreme limits of this daily intercourse, for whoever comes in to sell will generally sell at a purchase. The suburban orchards, gardens, &c., will then be thrown into market, offering tempting bits for distant capital. By not making this substitution, the people of the National Capitol must very soon become sensible of a deficiency of daily necessities. Indeed, Baltimore has partly supplied the market on several occasions already. This deficiency will necessarily bring about high prices, which must be followed by an exodus of the laboring classes, unless higher prices are paid for labor. Since high prices and low rents are necessarily inseparable, the property holders in Washington will probably take interest in the matter.

Hitherto, the citizens of Washington have shown no disposition to open the trading facilities with the surrounding country. They complain of being reduced to a suburb of Baltimore, but have taken no step to direct the trade of that city to themselves. They listen to denunciatory philippics against the Baltimore and Ohio Railroad, but make no effort to become independent of the company.—They have in fact no trade except amongst themselves and with a narrow belt of country, including the District.—They manufacture nothing necessary to the agricultural interest, nor do they buy anything, except what is consumed amongst them.

The National Treasury is emphatically the only support of Washington. Its very existence as a city is maintained by administering to the wants, convenience and pleasures of the officers and employees of the Federal Government, and of those who depend on the capital on business. It is not a city of five hundred exceptions, but a city of five hundred exceptions, and no change of issue. This is not very flattering to the pride of the citizens, but upon close examination you will perceive that it does them no injustice. A family that is always buying without producing or manufacturing anything for sale, is not sustained by its own resources, and what is true of single families is true of whole communities. If the Federal Government, however, is necessary, its officers and employees are necessary also, and those who accommodate them are no less so. No odium therefore can be attached to the people for occupying this position; the point is, they aim at no other; why not engage in commerce, in manufactures and in enterprise in general? Washington should be, and may be, to America, what Paris is to France.

What will be the condition of the National city in case the seat of Government should be removed? What business could the citizens resort to to sustain themselves? Where are the mills, the factories, or the trade to sustain or to find employment for so large a population? And is the removal of the seat of the United States Government an event beyond probability? We know that the idea is often treated with ridicule, especially when suggested with a view to a smother the people of Washington to a sense of their complete impotency, but we can imagine no future event, save such as are certain to arrive, that may be predicted with more confidence. Almost every State capital has been removed from its first site, and in some instances the change from one to another place has occurred several times.

The first location was fixed upon for the convenience of the population at the time, without any regard to the centre of the State's territory; but as the latter became filled up with inhabitants the seat of Government was removed time and time again, to suit the general convenience. And does not the same reason plead loudly for the removal of the capital of the Federal Government? When founded by British America and the Lakes, Florida, the Atlantic and the Mississippi, the site of Washington was central, but now, when nearly the whole of North America is embraced within the limits of the country—a country extending from Alaska to Cape Sabine, from New Brunswick to Mexico, and from ocean to ocean, the central point is to the south of the Mississippi, if not beyond the American Desert. The West had no choice in locating the National Capital.—It was then a wilderness. Now it is emphatically the United States. In addition to the long since dense population of men who never yet turned their backs upon an equal foe, the tide of immigration from the old world as well as from the old States, is unceasingly setting in that direction. They have the power to effect the removal of the seat of the National Government. They have had the power for years past. The difficulty was found in uniting upon the new location. That difficulty may delay the removal for some time, but the event is next to certainly to arrive. A division in the Federal Union may prevent it. It may be delayed, and possibly forever, also, by Washington becoming the base of a mercantile, the mistress of fashion and refinement, the centre of trade, of commerce and manufactures. The citizens of Washington often indulge in prophecies of the future greatness of their city. Paris, London, and even Pekin are to be surpassed in population. Does it never occur to those same prophets, that there is nothing within or near the limits of Washington to sustain such a population? People cannot live on dreams or prophetic hallucinations. Until the business of the city is enlarged its inhabitants cannot be increased. It is true, as an oyster-house, a drinking-saloon, a few more restaurants, hotels, boarding-houses, &c., may start up and obtain a share of the patronage now existing. This, however, is a small matter. Washington has grown as fast as her business has been enlarged—as the agents of the Federal Departments have accumulated around the capital, and beyond the ratio she cannot increase her people. We know that the idle capital may occasionally be invested in a villa on some of the surrounding heights, or in a magnificent residence in the city, or the suburbs, but departures will thin the population as fast as such incidental acquisitions increase its numbers.

The point we are trying to present is, 1st. Washington has no employment for any one beyond its present population. 2nd. No one will remove to a city where there is no employment for him, and consequently no one will remove to Washington. 3rd. That the vacant lots and grounds in the National city cannot be in demand unless employment is found for a larger population; for who will desire a location where he cannot sustain himself—and who can sustain himself without employment?

The real estate, under these circumstances, cannot advance, or if at all, very slowly, and the plain, inevitable inference is, that Washington must find employment for a dense population before the real estate can advance or her population be enlarged; and finally to retain the National capital, Washington must become the pride and boast of the American continent.

The first step should be to secure railroad facilities radiating from the city in every direction. Amongst these a million to the Southern Maryland Railroad, and four times that amount to the Alexandria, Loudoun and Hampshire Railroad will, it is believed, be judicious investments—a branch of the latter road coming directly into the city by the way of the Chain Suspension Bridge.

The waters of Rock creek, and probably of the Potomac, should be put in requisition for milling and manufacturing purposes. Washington should further hage the best University in the world, and no cost should be spared to secure the best and most celebrated Professors. The manufactures, the importations of Washington should be of the best material and the finest finish. It is a very difficult matter to divert trade from accustomed channels. The existing facilities for carrying it on, as well as old habit, stand in the way.—Stronger inducements, superior facilities, &c., will ultimately bring about the desired result. Cultivate the will—the determination is sure to devise the way.—The leading men of every profession, the masters of every art, and the *me plus ultra* of science and literature should be found in the capital of our country. This means to effect this result as readily found when the determination to bring it about is formed. The will finds the way. Suppose the desired result accomplished, what would be immediate advance in real estate within the city, and also within the District circuit? If half the real property of the city should be necessary, this half may be safely and wisely disposed of. The other half will very soon command more than the whole does now.—Then throw away the worse part, and live the better by the other half." The example of Liverpool is well worthy of imitation by the authorities of Washington. The works accomplished by the enterprise of

that city in order to secure the trade of the Western world, will clearly point out what may be done by perseverance, and what must be done to give to Washington a rank among the greatest cities of the earth. The coming condition to be submitted to, may be justly compared to the bait of the successful angler, as the consummation of the fortunate hunter.

The same sacrifices, if indeed they are so, must also be made by the people of north-western Maryland, for hence necessary the Southern Maryland Railroad may be to Washington city, it is still more so to the region of country through which it is expected to pass. It is sometimes said that this part of Maryland needs no railroads, that the country is narrow through its entire length, with few navigable rivers, and consequently has easy communication by rail vessels and steamers with Baltimore and Washington; that travel and transportation are cheaper by these means than by rail, and consequently if the Southern Maryland Railroad should be put into operation, it would fail to secure the business of the country, and would ultimately be abandoned.

All this seems very plausible. The premises are undeniable and the inference appears to be inevitable however. These conveniences and shipping facilities have existed ever since the first colonial settlement in Maryland was made, and yet the country so highly favored, seems to profit nothing by the employment of them. It may be safely asserted that north-western Maryland is poorer in exports and shipping interest than it was 100 years ago.

Allusion has already been made to the common roads of this peninsula. The loss of time and labor in traveling over them, double at least, if not quadruple the real distance.

By the use of these roads only can we enjoy our shipping facilities, and four times at least must the journey be submitted to before our commercial business is accomplished. The shipper by wagon or by rail returns with the return freight, but we get first loaded to the most convenient landing and return empty, when the crop is disposed of we again go empty, and return with the articles in which the proceeds of sales have been invested, and in addition to the travel we must needs submit to an expense, and occasionally to imposition also, in the producer's time at home in which the services of the agents and incidental charges; but not so if the shipment could take place in winter, when his time is nearly valueless.

Such are the inconveniences, the drawbacks to which our inland producers are yearly, if not forever, subjected, and the exception of a few who live immediately adjacent to the landing, the riparian farmer fares but little better.

The steamer has virtually banished the skipper, as a freight carrier, from our waters. The steamboat landings are generally from five to ten miles apart, and the riparian who lives at an intermediate point, must either take his produce to his most convenient wharf in small boats, at the risk of the weather, or wagon it around to the heads of the intervening creeks and inlets, over the worst roads generally in the country.

It must be borne in mind, in the meantime, that the Chesapeake Bay affords no shipping facilities even to the riparian farmers. The extensive flats along the building of wharves very expensive, and when built, the boats can very rarely make fast to them, while the rough weather and the worm (*teredo navalis*) very soon destroy them. There are not mere aggravations of trifling difficulties. On the contrary, it is on account of long usage alone that these hindrances and drawbacks upon industry and labor are not properly appreciated. An inland farmer in this peninsula never prospers or grows rich, save by the most rigid economy. Every inconvenience to which we as a community are subjected—all the principal drawbacks upon labor and industry that our citizens submit to—all point to one and the same cause, and all require one and the same remedy. We could have good common roads if we had four-fold population or producing classes, and our taxes would be reduced in proportion to the number and ability of the tax-payers. The landholder will pay taxes on unproductive land no longer than he can find tenants to cultivate it, or purchasers to buy it. With a quadruple population we would have our mechanic and manufacturer of every kind amongst us. We would then have a market at home, and could transact more of commercial business without the expense of double freight and the interest of agrate and a frightful loss of incidental charges. Our own neighbors would have our carrying trade, and we would have sensible and truly laboring, guided and controlled by their own interest and judgment.

In this state of affairs, real property, for agricultural purposes, cannot be greatly in demand. Speculators may invest at low figures, but there add nothing to the prosperity of any country. In whichever way we direct our observation, the same necessity for a dense population of producing people presents itself, and it only remains to inquire how this necessity is to be met. Emigration to the new States and Territories has been thinning the population of Maryland for more than one hundred years. The war of the Revolution fell heavily upon south-western Maryland.