

is more dangerous to have the corporation controlled by the politics of the State, or the politics of the State controlled by a monster corporation.

During all the many years that have passed since the present ratio of representation in the management of the company was adopted, it has never been successfully shown that political management, as it is called, has interfered to cripple or injuriously interfere with its profitable working. No factious opposition has been interposed to that policy, which gave the largest amount of prosperity to the private stockholders, consistent with the security of the interests of the State and the City of Baltimore. All this too, notwithstanding the fact apparent to the committee, that in some instances the discriminations made by the company, have been against the true interests of the State. Theories of future operations, however strong in appearance, always must give way to facts of past experience. And while it is manifest, that the private stockholders have nothing to fear from the, so-called political management, prudence dictates, as the committee earnestly contends, that a representation which was adopted for the protection of the interests of the State, and which may combine, and ought to combine to oppose a policy detrimental to that interest, ought not to be swept away to gratify a mere chimera of future evil. Seeing therefore, that no evil can result from the control of this corporation by the politics of the State, let us ask if there is not some danger that a great corporation, utterly uncontrolled, may control the politics of the State.

And here the committee are not left to mere conjecture. It is a fact well known to every observer of passing events, that in the great States of New York and New Jersey, certain great railroad corporations do exercise a most powerful influence in State politics. The New York Central holds its power at all times, four Representatives in the Congress of the United States, and a balance of power in the State Legislature; while in New Jersey, the complete control of the Camden and Amboy and New Jersey Railroads, has passed into a proverb. By a singular feature of the charter of the Baltimore and Ohio Railroad, its directors are not required to be stockholders. Increase the stockholder's directors to thirty, as asked by this bill, to be selected at will by the man who for the time may hold the proxies, or even by the small number who control the stock of the company, from any portion of the State wherever the purposes of the ambitious parties may best be subserved, and who can calculate the effect upon the political future of Maryland.