

courage internal improvement." These bills with titles so indefinite, propose in fact, the projection of a most important Rail Road, running from the Southern boundary of the Eastern Shore continuously, almost to the upper limits of that Peninsula, where it may intersect the rail road leading from Baltimore to Philadelphia. These bills, are even to the State at large, of some importance, but they are particularly so, to the whole people of the Eastern Shore, and as we desire to examine and reconsider them, from a conviction of the importance of the contemplated objects to the section of the country through which the road is intended to pass, and a most sincere desire so to alter and amend them, as to make them acceptable to the great body of landholders whose interests are deeply involved by these measures. Contrary to the practice observed with all other bills of a like nature, these have not been printed for the information of the members; bearing upon their title pages the appearance of being only of a local character, they may not have been read with the same care that public bills usually are, and were passed through both branches with a rapidity seemingly incompatible with a deliberate consideration of a subject of so much interest and importance. On a review of these bills we find they contain grants of a more onerous and dangerous character, than have ever before been vested in any corporate body in the state, and to show this, we will recite some of the more prominent, by which their general character may be judged. In the first place these bills grant to the corporation all general powers "exemptions and privileges" which may ever have been granted to "any one or more" corporate bodies for any rail road "or other improvements." Here perhaps may be found ample Banking "privileges," without bonus or limit, as to time or capital. In the second place a power is given to condemn land, wholly unnecessary, as we conceive to the work, and without a parallel in any other grant made by this State, either for canals or rail roads; and this power to condemn and hold as the property of the corporation, extends throughout the whole line of the road to all of the land lying within seventy-five yards on each side of the road. By this extraordinary grant, upwards of 18,000 acres of land may be condemned for the benefit of the company without any necessity; for we respectfully suggest that it cannot be required for the purposes of the