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 Conpany and bave not t s cent of tis. .ere in the South Penngylvania, and pot-
withataodiag, I am decidedly ofopioion the so-called "purchase" (be ito forn
what it may is is high-haded wron
upon the people. Further, I Uhink
unten unless our Courts of justice be extr
emely weak, any arrangement ty whic
the South Peanyyyivania Railrod is pur
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 a competing route. The question of
pasalalism or ormpeting line, ione
to be deceided by a jury, not by the



 It man be esaid the Peonsesplvani Rial
road Company will not appear io the tranamaction, but tevet through orber. Bue
this is e cear frad on the Consticution and Equity will and must inquire and
compel diselosure of the fects. When diacloure is made the court must de
clare the e erasion illegal and void. The
treaty between the Pennegrosia Nou York roadd io notorious, and will
compel inquiry, aod there aro creditore and stockholders to set the proceeding Aguin it may be mid that the Penn-
sylvania railroad company, not hasiong accepted the now Constitution, may
purchase control under lame existing betore the adoption of the Cosatitu
tion. This it a mistake. The Pennayl rania Railroed Company is bound by
the terms of the ner constitution juat as every eitizen or perion in the juate forred by its omn othartertistinetly con State it can ret up only a oontractright preeerved by it own obarter. All
 acention at to every corporation which
cannot cet out a eharter provition to ase the power conferred by the repug.
namot lam . Additionally by exprea terms the polises power of the stato io
 State is opposed to outh a purchase or
control of a compting route. Vier to gether the follo
Constitution:





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