

road. They will have nothing else left.— This brings up the inquiry, is the State willing to rely exclusively upon the success of this enterprize—for their ultimate re-imbusement? Is the practice and experience of Rail Roads so fixed and certain, that now, in addition to the great burthens and responsibilities incurred in relation to that magnificent undertaking of which the State is the main prop and support, the State ought to be willing to follow the yet dubious game still further.

There are bounds which prudence sets to every scheme of liberality, and though the times and the age point to improvements which extend commerce, and give a higher value to the pursuits of civilized man, still we are forbid to entail upon posterity those burthens, which lead to excessive taxation.

Your memorialists therefore hope, that the Legislature will restrain the Susquehanna Rail Road to its original designs; that it will not aid it to inflict further injury upon your memorialists; and that even if the State is disposed to facilitate its operations, that such facilities may be postponed, until some few years more of experience and practice shall decide the question, whether *all* the Turnpike Roads shall be sacrificed to modern improvements, and your memorialists as in duty bound will ever pray, &c.

In behalf of the President, Managers,
and Company of the B. and R. T. Road,

JOHN S. SHRIVER, President.

Annapolis, March, 1833.