

# REPORT.

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*To His Excellency, William Grason, Governor,  
And the Honorable, the Council of Maryland:*

I have the honor herewith, to transmit a copy of my seventh and eighth semi-annual reports of tolls received, and the disbursements on account of repairs of the National Road in Maryland, commencing the twentieth of November, 1840, and ending the twentieth of November, 1841; together with the vouchers, as audited by the auditor appointed for that purpose.

By comparing the receipts of tolls for the above named year, with those of the last year of my predecessor, it will be seen, that the latter exceeds the former, one thousand, six hundred and fifty-five dollars and forty-two cents.

This great diminution in the receipts of the present year, may be measurably ascribed to the supplementary act of Assembly, at the session of 1837-8, by which, half-tolls only is required from any person or persons engaged in hauling coal, timber, &c. going and returning on the same day.

This diminution in the amount of tolls is, as I have told you in my former reports, of serious detriment, when it is considered, that the amount of tolls now received are entirely insufficient to keep the road, even in tolerable good repair.

I would, therefore, respectfully beg leave to call your attention to this subject, either of repealing the supplementary act aforesaid, or increasing the rates of tolls, or making an appropriation; otherwise, it will be utterly impossible to keep the road in such a state of preservation as the public good requires.

This law has never been of any benefit to the citizens in general, but to a few individuals in the Frostburgh district, and those living immediately on the road between Frostburgh and Cumberland. I, for my part, cannot see why they should only be charged half-toll, and stage proprietors and others, who travel the road twice and three times a-day be charged full toll. If one set of men goes through for half price, why not all? It appears to me to be unreasonable, as the coal wagons certainly does the road as much damage, if not more, than the stages.

As will be seen by my report, the balance on hand at this time is four hundred and sixty-eight dollars and eleven cents.

There has been a considerable amount of work done since the twentieth of November, and when paid for, will leave a small amount of money in my hands.

I have the honor to be, respectfully your ob't serv't,

THOMAS THISTLE, *Super. National Road in Md.*