

expect to find the highest degree of prosperity, national or individual. If any portion of our citizens find it to be their interest to construct a public improvement similar to the work in question we believe they should be permitted to do so.

2nd. We favor the incorporation of this Rail Road because its construction will bring a valuable trade into our State. The route proposed is along the eastern margin of the Susquehanna river with a descending grade throughout its entire length. The road when completed will therefore be admirably adapted to the transportation of coal, iron, lime, lumber, and all other heavy articles, and this, unaffected by any change of season, the frosts of winter will not lock up its energies. Its connections through the Rail Roads of Pennsylvania with the coal fields of that State, will attract to the head of our noble Chesapeake, a valuable trade in that indispensable article of fuel, coal; and also be the means of cheapening it, to the citizens of Baltimore and other parts of our State.

By the same system of Rail Roads the finest qualities of pine lumber, which is now sent by Rail Road from the lumbering regions of Pennsylvania to the northern cities, and which is there re-shipped by sea to Baltimore at a heavy cost, will be transported over descending grades to the mouth of the Susquehanna and find a market in our commercial emporium, thus saving entirely the cost of the freight by sea.

3d. Our agricultural interests will be greatly promoted. The quarries of Pequa immediately on the line of the proposed road will furnish vast quantities of lime with which to fertilize our worn out lands, and at much lower prices than now prevail.

4th. The increase in the value of property on the line of the road will still further extend the basis of taxation, and thus in effect lessen the burden on other portions of the State. This will be effected by developing the resources of a region of Cecil county and along the line of the road, abounding in slate, soap stone, chrome, and iron ore, besides the additional value of the farming lands.

But there have been certain objections urged against the charter of this road by the Tide Water Canal Company. It is said the Canal is largely indebted to the State, that the construction of a rival work will seriously impair the ability of the canal to pay its interest to the State, and that for this reason, and this alone, the railroad should not be chartered. Let all this be admitted, and we still hold that it furnishes the General Assembly no good ground upon which to refuse this charter; Our Bill of Rights pronounces monopolies to be odious, contrary to the spirit of a free government and the principles of commerce, and that they ought not to be suffered. Had the State no immediate in-