

that the turnpike company, would pay for the bridge, when the road which was then promised to be made by the company, should reach the bridge; and this act required the assent of the company which was given as appears by their books. This assent implied a promise to comply with the charter in regard to the extension of that road at the time.

Your committee in view of the preceding facts can see no reason, why the company should not make twenty miles of their road as required by their charter. Most of the stockholders it will be seen purchased the stock at a price, depressed no doubt, by the obligation to extend the work, and even if the original stockholders who subscribed from expectation of large tolls, could claim any indulgence the present owners have no grounds for any such claim.

It is well known too that it would be great injustice to the people travelling to Baltimore, to make them pay tolls for a short distance on the city end of the road, after travelling a considerable distance over bad roads, it is an unjust annoyance to be obliged to pay toll on that part of the road, which from the character of its soil and surface, (being gravelly and level,) would be the best portion if not turnpiked. This has prevented and justly too, the legislature from authorising the turnpiking of short distances next to the city, on the leading country roads; nor would a charter have been originally granted to this company to make only ten miles of road, and if such a charter would not have been granted in the first instance, the same reasons exists for not exempting the company from the obligation in their charter to extend their turnpike.

By the charter of this company, granted in 1816, twenty miles of road was to be completed by the year 1831. In 1826, chapter 74, the company had an extension of the time in which to make their road for fifteen years, this has nearly expired, and the road not only remains unfinished, but no progress has been made during the last ten years.

Your committee therefore recommend that no further extension of time be granted to said company, but that a law be passed directing the Attorney General, if they should fail to complete twenty miles of their road by the first of January 1846, to institute proceedings to vacate their charter, and further authorise the Chancellor upon their failure as aforesaid, to enjoin forthwith the demanding of tolls.

All which is respectfully submitted,

WM. B. STEPHENSON, Chairman.

Which was read, and

On motion of Mr. Carroll,

Referred to the select committee already appointed on that subject.

Mr. Ligon, chairman of the select committee, delivered the following

#### REPORT.

The select committee to whom was referred several memorials