

Mr. Carroll, chairman of the select committee, to whom was referred the memorial of the President and Managers of the Baltimore and Harford Turnpike Company, delivered the following report, accompanied with a bill entitled, a further supplement to the act entitled, an act for making certain roads in Baltimore and Harford counties, passed at December session 1815, chapter 48 ;

The committee to whom was referred, the petition of the Baltimore and Harford Turnpike company, and the report of the committee to whom certain enquiries on that subject were referred, beg leave to

R E P O R T :

That upon investigation, they find the work was begun under the auspices of citizens of Baltimore and Harford counties, both of which counties, were at that time supposed to be interested in its proposed termination at the Susquehanna river. On subscription books being opened, the citizens of Baltimore city and county, subscribed \$31,000, the residue of the proposed capital \$29,000, being considered the proper proportion to be subscribed by citizens of Harford county, who were equally interested.

The road was commenced at the city of Baltimore, although only \$500 were subscribed by citizens of Harford county, and carried on as far as the subscriptions and the accumulated earnings for 10 or 12 years of the Baltimore stockholders, amounting to \$64,000 would enable them. Further operations, however, were delayed by the failure to obtain the requisite amount of capital, and in the meanwhile, the ultimate objects of the improvement were frustrated by the incorporation and completion of the Susquehanna rail road, the Philadelphia rail road and Tide Water canal, all of which looked to the same trade for support, and two of them having obtained the patronage of the State. As the first and last named companies could not advance without the assistance of the State, even in times of unusual prosperity, and all of them were at last completed in the midst of heavy embarrassments from which they have not yet been relieved, and after all, yield hardly any return, it would be a most wanton waste of the capital of our citizens to require a Turnpike to enter into competition with them. It would no doubt, be convenient for a portion of the citizens of Harford county, that the road should be completed as far as Belle Air ; but it would lead to heavy sacrifices without any general good, and when we consider the immense capital sunk in our day, in works of internal communications, it would surely be harsh and unwise to require a meritorious company to fulfil a condition which the neglect and backwardness of those who now complain, at first made extremely onerous, and the subsequent Legislation and interference of the State with a view to a more general good, has rendered impossible.

It has, however, occurred to your committee, that if those most interested in the extension of the work, will now comply with what is well known to have been the general expectation at the organi-