

works. The Chesapeake and Ohio Canal and the Baltimore and Ohio Rail Road were obliged to stop for want of means, and were proceedings directed against either of them? On the other hand, the State strained every nerve to complete them, and brought her credit and means to their assistance.

No other reason is given for departing from the liberal policy already used towards public enterprises, except the "unjust annoyance" to travellers, of paying toll on a short road, after travelling over a bad one. It must be a singular community that prefers the continuance of a bad road, because they have labored through it for some miles back; and it was never understood to be an "unjust annoyance" to travellers, when the Baltimore and Ohio Railroad was finished to Frederick, that they had there to exchange heavy roads and uncomfortable stages for the luxury of railroad accommodations. It has heretofore been considered an annoyance, whether unjust or not, depends on circumstances, when we have to take a bad road after getting to the end of a good one. But, in truth, if a bad road is deemed the most comfortable, it can be had, and those travelling to Baltimore in this direction may have a side country road which will gratify this singular fancy to their hearts content. But in truth, the only objection to a turnpike road from a large city running only ten miles is, that the people of the city and its immediate vicinity suffer heavily, and such roads ought to be made at the public expense; but if the public is too poor to do the work, and individuals run the risk of it, the sufferers ought not to complain. In fact they do not in this instance complain. The real grievance to those at a distance is not, as strangely enough assumed in the report, that toll is to be paid on ten miles of road after wading through a miry one, because toll is taken only in proportion to the road travelled, and the benefit received, but that there is not a good road all the way. The bill reported by this committee, therefore, provides, if the stock can be subscribed, that the other ten miles should be made. All the money already subscribed has been expended, and the question is whether that shall be swallowed up in an undertaking, which every person must see can be no other than a desperate experiment.

It is not necessary to inform the House, that all expectation of any considerable trade passing on this road has been disappointed by the works of internal improvement already alluded to, and the committee will take leave to suppose a parallel case, which will come home to every man capable of appreciating the duty of the public to individuals.

It has been supposed by many, that after a public work has been undertaken and considerable sums of money invested in it, the government has no right to grant permission to others to make rival improvements, at or near the same termini, without compensation to the old. But however this question may be viewed by lawyers and statesmen, no body has ever doubted that when an old work has been thrown into the back ground by such rivalry, the utmost indulgence ought to be extended to it. The case of the Charles