

river and the Warren bridge, at Boston, is an example, at the north, of the effect of this interference on the part of the public, and the Baltimore and Washington Turnpike Company, which has been made nearly worthless by the Washington Branch of the Baltimore and Ohio Railroad, is an example of the effect of the same proceedings at the south. And what would be thought of any legislature, which, if the Baltimore and Washington turnpike had, at the completion of the railroad been made only half way to Washington, would have taken away its franchises for not giving the people of some village on the route a good road to both cities. And yet that would be a case running on all fours with the one now under consideration.

It is said in the report that the legislature would never have authorised the making of a road ten miles long. It may be so; but would a set of men have subscribed to stock for a road to the Susquehanna, if they had not anticipated getting the trade of that river; and if the State has disappointed the stockholders, should it complain that they have thereby been disabled from doing all that they were required to do?

If, as stated in the report, the counties of Baltimore and Harford made a bridge, under the promise that the turnpike when it reached the spot would purchase it, it cannot escape any persons observation that the promise was obtained to prevent the turnpike from crossing at a different place, so as to cause a useless expenditure of money. The promise itself, instead of showing the bad faith of the company, shows that they have always dealt liberally with the interests on the line of their route not yet occupied, and cannot be construed into an engagement to reach that point any more than the original charter. The company does not seek to prevent the roads leading to it from being made good, or even turnpiked, if those interested choose to do it. But a dividend of five per cent. on the cost of the road as far as made, cannot be thought an exorbitant profit, when it is considered that none was made for ten years; and it must be obvious to the most careless enquirer, that ten miles further could not but hazard what has been already expended, without doing any thing more than gratifying a particular neighborhood.

It is said in the same report that the reduced price of the stock has been caused by the fear that this company would at some time or other be required to finish the road. But surely other and more cogent reasons for this depression may be found in the uncertainty attending all these enterprises around Baltimore. The Baltimore and Ohio Railroad has destroyed the Washington and Frederick turnpikes, and the Susquehanna Railroad has done the same thing to the York. New improvements are constantly putting these roads out of view, and such is the uncertainty as to the continuance of any profit, that the stock never will sell at any rates proportionable to the dividend made, which can only be calculated on from year to year.

It can hardly be supposed that the harsh proceedings recommended by the committee whose report this committee have had