

pair. It must be borne in mind, that this Turnpike Road extends from Baltimore to the line of the State. It is of great public importance to keep this road in repair from Baltimore to the line of the State, and its receipts are now not much more than adequate to that object. The immediate effect of a Rail Road from Westminster, (a point upon the Turnpike Road, intermediate Baltimore and Pennsylvania,) to Baltimore, will be a division of the transportation between those two companies. The Rail Road designs for the present to stop at Westminster. This will leave the trade and transportation above Westminster still dependent upon the Turnpike Road Company. Now, it is manifest, that if the present receipts of the Turnpike Company are diminished, by diverting the carriage of goods and persons, from Westminster to Baltimore, from the Turnpike to the Rail Road Company, it will be impracticable for the Turnpike Company to supply the wants of the public above Westminster. For your memorialists assure your honorable body, that above Westminster, the tolls received are barely sufficient to keep that portion of the road in repair. The public wants then will not be supplied by the Turnpike Company above Westminster, for that company must sink eventually with less profits than it now enjoys. They will not be supplied by the rail road, for it does not now, nor at any definite period, propose to go to the boundaries of the State. The objections now urged, find no answer in any parallel between the Baltimore and Ohio Rail