

Road Company, and other incorporated companies. That company proposes to reach the confines of the State. The Susquehanna Company proposes to stop in the heart of the State; and produces a disadvantage in a duplicate ratio—first, it destroys the turnpike road below Westminster; and next, by immediate consequence of that result, it cripples and materially injures the road above Westminster. Your memorialists will not dwell upon the palpable disadvantage of ruining the turnpike above Westminster both to them and the proposed rail road.

If, in the proposed scheme of reaching Westminster, two great points in the trade of the country were to be connected—if Westminster was a large manufacturing town—if a coal mine was there—or any institution of essential public utility, some justice might be found in the project of sending the rail road to that point—but there is no such well founded apology. It seems to your memorialists, that whilst it brings inevitable ruin to them, it produces no benefits to the Rail Road Company, and certainly no new trade to the State.

It is believed that the great mass of travelling (carriage of persons) upon the Susquehanna Rail Road, proceeds from the people seeking exercise and recreation in the milder seasons of the year. The inhabitants of Baltimore certainly, in mere search of pleasure and amusement, use the rail road extensively; and as this rail road is certainly not the route for passengers to the North, and is only one of several avenues to the West, it is asserted with