

and there is probably no subject that will come before the legislature during the present session of more real importance to the future prosperity of the state. The state of Maryland possesses numerous natural advantages, which if well improved, must render her one of the greatest states in the union. Her shores are washed on the one side by the Susquehanna river, and on the other by the Potomac; her numerous streams flow into the Chesapeake bay, which is at once the largest and the best in the world, and cannot fail in future times to be the great resort of all other nations. Her fertile soil produces those articles which are always necessary and requisite both for foreign and domestic consumption; she is now the first state in the union for her exports of flour, and is behind none in the quality of her tobacco; she is capable of furnishing large quantities of provisions of every kind, as well as of domestic spirits of the first quality; the seat of the national government is within her borders; and her chief city, Baltimore, whose rise and progress to greatness is unparalleled in the history of these United States, if not in the history of the world, sustains every where a high character for industry and enterprize.

The great mart of Maryland, as well as of some fertile and wealthy parts of Virginia and Pennsylvania, is Baltimore; and in the prosperity of that city the whole state is deeply interested. True it is that, for some years past, jealousies have existed in some parts of the state towards Baltimore, arising from sectional, and partly from political feelings; but it must give satisfaction to every friend of Maryland to find, that those jealousies are wearing fast away, and that the people of the state in general are fully convinced, and ready to acknowledge that whatever public measure benefits Baltimore, it will ultimately prove beneficial to the whole state; few among us would wish to see Baltimore decline, no Marylander can wish her destruction; no Marylander, but must rejoice in her prosperity.

The present subject is of great importance to the city of Baltimore, as well as to the rest of the state. A turnpike road from Baltimore to Wheeling on the Ohio river, a distance of about two hundred and sixty eight miles, is nearly completed, and of this, the whole distance from Cumberland to Wheeling, about one hundred and thirty-one miles, has been made by the United States, and is now a free road, and this road will most probably be extended through the western states to the Mississippi river.

The road from Cumberland to Conococheague creek, a distance of nearly sixty miles, has been made by the banks of this state, whose charters were extended until the year eighteen hundred and thirty five, under the provisions of the act of assembly passed at December session eighteen hundred and twelve. From Conococheague Creek to Hager's town, a distance of seven miles, a road has been made by the Hager's town and Conococheague Turnpike Company, who have also erected an excellent stone bridge across the said creek; and from Boonsborough to Baltimore, a distance of sixty miles, a road has been made by the Baltimore and Frederick Turnpike Company.

The intermediate space between Boonsborough and Hager's town on the one route, a distance of ten miles, and from Boonsborough to the Stone Quarry Ridge through William's-Port on the other, a distance of rather a little more than twenty miles, are the only parts of the road from Baltimore to Wheeling that are not turnpiked.

The state of Maryland from her position possesses also many advantages with regard to the western trade, and if those advantages are not now improved, if the western trade is once diverted into another channel, we may bid adieu forever to Maryland greatness. Baltimore will decline, and the whole state will decline with her. And Maryland has great and powerful rivals to contend with. The state of Virginia, on the one hand, is endeavouring to draw the western trade to Richmond by the waters of the Kanaway and James River, and she has also her attention directed to a road from Alexandria, to run through the rich and fertile counties, of Loudon, Jefferson, and Berkley, thence through Morgan and Hampshire, to intersect the United States road a few miles above Cumberland, which will at once draw the trade and the travelling from Maryland. Her board of public works have now a very large fund at their disposal, and they are proceeding with a silent but a steady step in the path of internal improvement. The state of Pennsylvania on the other hand, is no less active, no less vigilant; and she is running her turnpike roads in every direction, so as to carry the western trade to Philadelphia from which place to Pittsburgh a free turnpike road is in contemplation. She has come forward, and come forward liberally, to aid her turnpike companies, whilst Maryland has been wasting her energies, and destroying her best interests, by domestic feuds and political struggles, which if continued much longer, will end in her final ruin and destruction. With all her resources, she has done little for her turnpike companies, except granting them charters; even when her treasury was full and overflowing, she only invested the sum of fifteen thousand dollars in turnpike roads, which is all the capital she ever has employed in these important undertakings.

There are few objects that can be productive of greater and more lasting benefits to the state of Maryland, than the obtaining possession of the turnpike road leading from Cumberland to Baltimore, so that the same may be declared a free road and although the people of the eastern shore, and of the lower counties of this state, may be inclined to believe that they are not much interested on this occasion—there is nothing more plain and more easy of proof than this, that whatever tends to promote the interests and increase the importance of Baltimore, is of as much benefit to them as to the people of the rest of the state; there can be no doubt, no hesitation on this point; our interests are mutual, they are inseparably connected, and like members of the same body, we ought to act in unison.

We now recur to the chief question submitted to your committee, viz. How ways and means can be devised to carry so great and so desirable an object into effect, as the one now under consideration?

We look much to Baltimore for aid on this occasion; but pressed as she has been for some years past by numerous and imperious claims on her resources, largely indebted as she is at present, we cannot expect we cannot expect her to bear the whole burden; the state ought to unite with her, and bear a reasonable proportion of the expense. The whole cost of the several sections of the road from Baltimore to Cumberland, may be estimated at about one million of dollars; forty thousand dollars of this sum has been expended by the Hager's town and Conococheague turnpike company, and the rest has been paid, in nearly equal proportions by the Baltimore and Frederick town turnpike company, and by the several banks of the state whose charters were renewed as before mentioned.

So far as regards that part of the road made, and the bridge erected by the Hager's town and Conococheague turnpike company, your committee have every reason to believe, that the stockholders will

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