

and remedying the grievances under which many of the petitioners labour. And in order to form a correct opinion on the subject, the committee found it necessary to turn their attention, not only to the act incorporating the present company, but also to the original act the provisions of which is to regulate their conduct.

The president, managers and company, of the Boonsborough Turnpike Road, were incorporated by an act of the legislature of Maryland, passed at December session 1821, chapter 131, entitled, "An act to incorporate a company to make a turnpike road from Boonsborough to Hager's-town, and for the extension of the charters of the several banks in the city of Baltimore, and for other purposes."

The memorialists state, "that the said act of incorporation was not solicited by them, nor were they in any respect instrumental in the passage of the bill, it being a scheme originating with the legislature itself, and founded exclusively on great public considerations of usefulness to the citizens of the state, and in that spirit was it tendered to the memorialists for their acceptance. Yet in the preamble to the act of 1821, ch. 131, we find the following words: "Whereas it is the interest of the state that a turnpike road should be made from Boonsborough to Hager's-town, in Washington county, and it is represented to the legislature, that the banks herein after mentioned, are willing to make the same, if an extension of their several charters be granted to them, as they were heretofore extended," by an act passed at December session 1813, ch. 122, for making a turnpike road leading to Cumberland. And it is understood, that William Lorman, the present president of the Boonsborough turnpike road company, was the first person that made the suggestion which was communicated to the legislature, of having the bank charters extended a few years, on condition that this road was made; a suggestion which entitles him to great credit; and he is no less entitled to public honour for the attention which he individually paid to the laying out and the completion of this turnpike road, which has not its equal in this state, nor its superior in the United States, having been made on an improvement of the M^cAdams plan.

At the time the act of 1821 was passed, the turnpike road from the city of Baltimore to Wheeling, on the Ohio river, had been completed, with the exception of about ten or eleven miles from Boonsborough to Hager's-town, and to pass this short distance, when the roads were bad, it often took the United States mail stage, with six horses, from six to seven hours, and this distance had to be travelled in the night, both east and west, and remained too long not only a disadvantage to the public, but a disgrace to the state of Maryland. The Frederick and Baltimore turnpike company had completed the road from Baltimore to Boonsborough. Another company had done the road from Hager's-town to the Conococheague creek. The banks, which own the present road, had finished the road from Conococheague creek to Cumberland; and the United States had finished the national turnpike from Cumberland to Wheeling, and this short distance of a few miles only remained to be executed. And the reason why this was not sooner done, arose chiefly from local jealousies, and a collision of interests, which took place between the citizens of Washington county, residing on or near the Hager's-town route, and those on that leading thro' Williamsport. These jealousies and collisions have been detrimental to the public interests, and injurious to the people of Washington county, for had they not existed, it is almost certain, that when the bank charters were first extend-