

usual
page

rate of tolls, which would be most calculated, by the concentration of trade in the City, in which they reside, to increase their business, or enhance the value of their property. It is, therefore, manifest, that the State cannot safely rely upon the supervision of the private stockholders, or the directors elected by them, for the profitable management of her vast investment in these Works.

Suffer me to present one other view of this subject. You are aware that the Side Water & Chesapeake Canal, and the Baltimore & Chesapeake Rail Road, have the same Northern terminus, and that the eastern terminus of the former, is at Havre-de-Grace, and of the latter, at the City of Baltimore. They are consequently competitors for the same trade, and I apprehend, that your investigation will show that they have been hitherto managed, as antagonist Works, not with the object of earning the greatest aggregate revenue for the State, but with the design of securing to each work, the greatest amount of trade, irrespective of the interest of the State. Now how the practical effect of such an administration of the affairs of the two Companies, upon the interest of the State, we will suppose, that a thousand tons of coal or other material are placed at the northern terminus of the two works, for transportation. If this produce is taken by the Canal, the entire toll would be so much added to the profits of the work, for no injury is caused by the passage of the boat on the Canal, and the motive power is supplied by the owner of the produce. If the same produce is taken on the road, to ascertain the profits resulting from the transaction, you must calculate the cost of the motive power, and then the injury to the road, caused by the transportation upon it, of heavy burthened cars, drawn by an engine of corresponding capacity & weight. The actual cost of the transportation of burthen upon a rail road, has been variously estimated, from one or one third, to two cents a ton per mile. I suppose in the case put, each Company to charge two cents a ton per mile, & the result would be, that the transportation of the supposed amount of produce on the Canal would give the Company, & consequently the State \$20, for each mile of the Canal, whilst its transportation upon the road, at the same charge would not only yield no nett revenue to the State Company or State, but would actually diminish the revenue of the State, by the amount of the toll which would have been received for its transportation upon the Canal.

Now, if the revenue of these Companies belonged to different parties, they might very properly compete for the same trade, and each might legitimately regulate their tolls, as to draw from the other any portion of the business enjoyed by it, without regard to the decrease of revenue, which would result from such a course, but the State being entitled to receive from each, a larger amount than their whole nett revenue, it is clear, that such a course would be incompatible with their existing relations to the State, & entirely subversive of her interests.

Gentlemen, if you were placed individually in relation to these works, precisely in the situation which the State occupies, with the same power & control over them, and were now permitted to act for yourselves, personally, you would establish such regulations for the government of each work, as would in your opinion most increase the revenue from all. You would not entertain the Utopian idea (upon which the actions of the State appears to have been based,) that because this vast outlay had been made by you, that it would require no supervision, or the equally fallacious opinion, that you could procure agents of capacity & energy adequate to the supervision of so vast an interest, who would bestow the constant attention & labour, necessary to the successful management of such a trust, without compensation. You would appoint an agent or a Board of Agents, to superintend & enforce the execution of the regulations established by you, with such compensation as would command the entire energies & time, of the Agent or Board appointed by you. All I ask, on behalf of the people, is that you act for them, as you would act for yourselves.