

affording a good conveyance to Baltimore, for all the produce which comes that way from Virginia, and which, on some of low water, passes by land to a market. It failed, however, in consequence, it is believed, of the expenditure of the sum of fifty six thousand dollars upon the bridge over the Menocacy; which the company was not obliged by law to make, but assumed it voluntarily, in the belief that the legislature would grant them a special toll to meet the special expense. In consequence, however, of the refusal of the legislature so to do, their capital was exhausted and themselves discouraged from the prosecution of the road.

While these improvements have really increased the quantity of produce which comes into the state to find a market, and have added greatly to the trade and exports of Maryland, it is nevertheless to be remarked, that the state has not afforded much assistance to them. The stock owned by the state in the Frederick road, amounts only to ten thousand dollars; in the York road, to five thousand dollars; and it has none in the Ruster's Town road. It is well known, that these stocks were subscribed by persons of public spirit, and more with a view to the general convenience, than from motives of gain; as the employment of money in other ways, in a thriving commercial place, will always yield a greater profit. In this view, these roads are considered to have an especial claim upon the legislature, as they have been completed by individual enterprise, and their utility is so well established by experience, that nothing is now left to doubt or hazard.

From the manner of undertaking this work, and from the want of experience at that time, several evils have arisen, which seem to be within the correction of the legislature. For some of these we refer to the reports of the presidents of the road companies; and it is but justice to observe, that they have borne them patiently. A great loss is sustained, by each company, from the different roads which run in the same direction through the country, and which are neither turnpiked nor shut up. In the fine season, when the country roads are good, waggons and carriages avoid the turnpike, by making a small circuit, leaving very few to pass on it but waggons heavily laden. Hence there arises a serious injury to the tolls, which become much reduced; and when the season of frost and wet commences, and the country roads are not passable, the whole of this travelling is thrown at once upon the turnpike, at the very time when it is also affected by the season and least able to bear it. The tolls continue the same - and, after using the road when it is most liable to injury and being broke and cut up, the wagons abandon it upon the approach of the good season, leaving the managers under the necessity of expending great part of the tolls to repair the injuries they have done.

If, on the contrary, the roads were to be travelled steadily throughout the year, they would be hardened and smoothed in the dry season and made better able to stand the winter; and the amount of tolls being increased, dividends might be still made to the stockholders, the road repaired and kept in order, and the toll levied to each individual, because of the greater number who would have to pay it. Any measures, therefore, tending to put a stop to these evasions, (practised, it would appear, most extensively,) deserve the most serious consideration.