

Under this act, the state holds 500,000 dollars of stock, that will become annually, more and more profitable; and her treasurer will receive, besides large dividends on said stock, fifty cents on each passenger conveyed on the Washington rail road; from which source he this year received 38,537 dollars; and will hereafter receive, from year to year, a constantly increasing sum: and the State, moreover, as the owner of about one fourth of the common capital of that company is virtually the owner of about 250,000 dollars more, of the stock of the Washington branch rail road.

At this same session, December, 1832, an application was made to the Legislature by the Baltimore and Susquehanna rail road company, to obtain aid, to enable it to construct a branch rail road to Westminster, see H. J. 1832, folio 181. The plan proposed, was that the State should guarantee the payment of the interest for forty years, on the sum of 350,000 dollars, which said company should be authorized to borrow, under said guarantee, that was to be endorsed on the bonds of the company.

This company was incorporated by an act, chap. 72, passed at December session, 1827—to enable its president and directors to construct a rail road, from Baltimore to some suitable point or points on the Susquehanna river to be by them determined; but without conferring the right to make any lateral, or branch road.

The company sought to obtain from the legislature of Pennsylvania the right to continue it from the Maryland line into said State, and to the Susquehanna river at or above Columbia;—but this privilege was denied.

The construction of the road was nevertheless commenced, and at the session of the General Assembly, held in December, 1830, the company sought, and readily obtained, the right to construct a branch rail road to Westminster. H. J. 1830, Feb. 22d, 1831, folio 217. The company then, also, asked and obtained aid from the State under the provisions of an act, chap. 119, of 1830, passed the 15th February, 1831, which authorized the treasurer to subscribe and pay for two thousand shares of its capital stock, at par; being fifty dollars per share and amounting to 100,000 dollars, see H. J. 1830, fol. 330, 331; Wm. T. Wootton and Joseph I. Merrick voting in the affirmative.

The main road of this company had been constructed, for a distance of seven miles; upon which a double track had been laid; and from this point, the direct line had been extended five miles to intersect the York turnpike road; and the Westminster, ten miles, to intersect the Reisterstown turnpike road; see report of committee on internal improvements, made by Mr. Harper on the 16th February, 1833, H. J. 1832, folio 293; and Maryland public documents, 1832. A bill was reported in accordance with the wishes of the company—considered, amended and passed, by yeas and nays; Mr. Harris, a delegate from St. Mary's, and Mr. Pratt, a delegate from Prince George's, voting in the affirmative, and W. D. Merrick, a delegate from Charles, voting in the negative, see H. J. 1832, folio 414, 415. It was amended in the senate, returned to the House, considered on the 12th and 13th