

only be to reimburse the state for the amount she may have expended in their construction, or to afford her the means of keeping them in repair. If she chose, however, to avail herself of the advantage which the construction of such works will afford, the revenue arising therefrom would go into the public treasury, and thus accumulate a fund which would eventually relieve the people of all the burdens of taxation. If in the progress of time, the interest and wants of the community should require the rates of toll to be increased to meet the emergencies of war, or other extreme necessity, or even to be lessened to give greater facilities to commercial and individual intercourse, this may be done while the state holds the control; but on the other hand, when she has passed the power to individuals, no subsequent accommodation can be given—the interest of the whole are made subservient to the interests of the few, and the right of travel, instead of being free, may be forever taxed for the benefit of the fortunate capitalist who shall have invested his money, not with a view to the general good, but the advancement of his own interest.

Entertaining these views, the committee are of opinion, that the state would be wanting in regard to her own interests, was she to pass from her hands the control over the proposed road. Without entering into detail, the committee would say, that from the information which they have received, no work could be constructed so likely to give a large return from a small expenditure. The estimated cost of the work is about \$575,000, and proposals have been made for its construction by individuals, undoubtedly qualified and capable of giving ample security for its completion, for \$650,000. The committee have ascertained, from sources to be relied on, that the present amount of the price of travel between Baltimore and the District of Columbia, by means of stages and steam-boats, exceeds \$100,000, and that the gross amount of transportation for goods and merchandise, is upwards of \$40,000, and that the ratio of increase by travel and transportation between the above mentioned places, is at the rate of 20 per cent. per annum.

This statement, it is believed, rather falls short than exceeds the truth. But even supposing it to be \$100,000 per annum, the state could not make so profitable an investment in any other work of internal improvement; and the committee are firmly persuaded that this work alone, without interfering with any other, but rather giving greater advantages to some in which the state is already deeply engaged, will in a little while be a source from which the state may derive a constant supply for the prosecution of other works of internal improvement, the dissemination of knowledge, and whatever