

stated, owing to the turnpike's branching at the 16th mile. One branch leading through Manchester, in Baltimore county, and Hanover, in Pennsylvania, to Carlisle. The other conducting to Westminster, thence to Gettysburg and Chambersburg.

The following statement of the receipts upon the turnpike, exhibits, however, the value of the trade between Baltimore and Westminster, and shows whence all the tolls received upon the turnpike are derived.

The tolls upon the travelling of *all descriptions* between Baltimore and Westminster, including that from remote places, which merely passes through this town, amounted in the year 1826, to - - - - - \$14,618 30

Produced by *twelve* miles of the Westminster branch of the road, above and north of that village, - - - - - 3,594 29

Received upon the Hanover branch, including the the local travelling, - - - - - 19,205 14

Total of tolls in 1826, - - - - - \$36,417 73

Between Westminster and Baltimore, as above, in 1827, - - - - - \$14,507 86

Twelve miles above Westminster, - - - - - 3,767 78

Hanover branch and local travel, - - - - - 18,562 25

Total in 1827, - - - - - \$36,837 89

Between Westminster and Baltimore, as before in 1828, - - - - - \$13,731 39

Twelve miles above Westminster, - - - - - 3,603 88

Hanover branch and local travel, - - - - - 18,095 88

Total in 1828, - - - - - \$35,431 15

Between Westminster and Baltimore, - - - - - \$13,976 47

On twelve miles above Westminster, - - - - - 3,616 28

Hanover branch and local travel, - - - - - 17,015 47

Total in 1829, - - - - - \$34,608 22

Between Baltimore and Westminster, - - - \$15,767 33
On twelve miles above Westminster, - - - 4,158 46
Hanover branch and local travel, - - - 19,953 65

Total in 1830, - - - - - \$39,879 44

Between Baltimore and Westminster, - - - \$18,287 05
On twelve miles above Westminster, - - - 4,983 72
Hanover branch and local travel, - - - 18,690 62

Total in 1831, - - - - - \$41,961 39

Between Baltimore and Westminster, - - - \$14,341 23
On twelve miles above Westminster, - - - 4,241 19
Hanover branch and local travel, - - - 18,709 43

Total in 1832, - - - - - \$37,291 85

The tolls then properly distributed, and understood as affording any argument in favor of the proposed extension, instead of being predicated upon an average of \$40,073, as stated in the memorial, can only be estimated at about \$15,000. Much of this trade, which yields \$15,000 proceeds from the State of Ohio and the extreme west, and can therefore, never be expected to be enjoyed exclusively by the rail road or diverted from the turnpike. Because the difference in the cost of transportation for twenty eight miles, bears too inconsiderable a proportion to the expense of transportation for the whole distance, to constitute it any object whatever. It is, indeed, questionable, whether the difference would prove sufficient to defray the expense of indispensable agents, of transshipment, and other inconveniences attending a change from the turnpike to the rail road. We think that the other calculations of the rail road company, are equally fallacious and delusive.

These facts show, that the construction of this branch, would be a useless and unnecessary expenditure of money. And when made would afford no adequate security to the State for her guarantee, upon \$350,000, nor any assurance of future dividends upon her present subscription.