

road, but this privilege dangerous as it may be, is not the most dangerous part of this most extraordinary grant. By holding the land which is proposed to be enclosed along and parallel with the road, it may admit of a doubt whether the owners of adjacent wood lands may not be effectually shut out from it, except they lay contiguous to some present established road which the rail road may cross, and these owners, in such case would be compelled to purchase their right of way to the rail road, at whatever price the company may choose to exact; or they may be obliged to sell those lands at their present reduced value, to the owners of the stock of the rail road; much of the land through which this road will pass is covered with wood and timber, which such a road would at once raise into great value, and by this restriction, the owners could not avail themselves of the necessary rise in value which the proximity of the road would occasion. We will then refer your honorable body to the extraordinary power granted by these bills to levy tolls on the road; by the original bill to which these are supplementary, there is power granted to charge 20 cents per ton on transportation for every 1000 yards, and as if this was not enough in all conscience, the supplements allow the additional charge of the tolls which are now laid for transportation on any of the existing rail roads in the State, thus allowing this corporation to charge over thirty-nine cents per ton per mile for transportation, whilst the tolls on the other rail roads, are only four cents per mile, or within a fraction of ten times the ordinary tolls. Here is a grant which would give the company the power to monopolize the purchase of every heavy product which could be transported.

Finally we cannot but regard this corporation, if reckless speculators to a sufficient amount can be found to take hold on it, as a tremendous engine for exaction and oppression on the people, who hold lands in the vicinity of the road, one well calculated to wrest from these freeholders the possession of their lands, without the benefit of the rise in value which the work of improvement ought to, and would produce; and if such could not be found, then we anticipate a failure of the entire project of this road; from the undefined and unlimited character of these grants, the involved objects, and occult purposes embodied in the intricate chain of the original act and these two supplements, which would deter other