of an existing interest may be justified for the obvious purpose of promoting a greater public good.

But yours is no such case as this. The land interest and the water interest—the interest of the public using the rail-way, and that of the greater public navigating the Connecticut—are here identical; for the plan that protects the navigation, and leaves the high-way which Nature prepared without obstruction, is also that which offers the best line to the land travel; thus giving to the Legislature, the appointed guardian of their respective rights, the double motive for protecting both. Two such interests will certainly not be recklessly violated for any speculative object.

The navigation of the Connecticut above Middle-town, is superior to that of the upper Mississippi or Missouri, or any of their branches. It is, in fact, superior to that of any river between the Alleghany and the Rocky Mountains, north of the Ohio. The water is deeper at its lowest stage, steamboats of greater draught traverse it, and the country through which it flows is more densely peopled, and the land more highly cultivated, than that which borders any of the western waters. And there is certainly no city or population which would seem to present a stronger claim upon the just protection of the Legislature and people of Connecticut, than the city and population of Hartford, the staunch opposer of this assault upon her prosperity.

But no party would now be so idle as to ask to place a draw-bridge across the Ohio or Mississippi; no law