

R E P O R T .

OFFICE OF THE BALTIMORE AND OHIO RAIL ROAD CO.
February 22nd, 1844.

*To the Honorable the Speaker,
of the House of Delegates.*

SIR: It is already known to the House of Delegates, that, by the Act of 1832, chapter 175, the Baltimore and Ohio Rail Road company are not authorised, without the consent of the General Assembly, or, in the recess, of the Governor, to charge for the conveyance of passengers the whole distance between the cities of Baltimore and Washington less than two dollars and fifty cents for each passenger, of which the State is entitled to one-fifth. The law also, provides that if an application be made by the company to reduce the maximum therein prescribed, the Legislature may make such regulation of the charge as it may deem necessary.

Although under the restraint imposed by this provision the Rail Road company would not be warranted in making an application to the Legislature, it is nevertheless believed, to be its duty to acquaint the public authorities, from time to time, with the effect of the existing rate of charge upon the revenue to be derived by the State from this road, in order that they may take such steps as in their opinion the public interest may demand.

Accordingly when, during the last summer, it became apparent that the receipts by the State from this source were falling off, and there was reason to apprehend that the same cause might operate even more prejudicially in future, I addressed a letter to the Governor in the month of August, pointing out the mischief and inviting his attention to the subject. That letter the Governor has communicated to the Legislature, and, it is understood, a bill is now before the House of Delegates, proposing to enlarge the discretion of the Board of Directors in the regulation of the charge upon the Washington road, so that if it be found necessary, they may exercise it in such manner as to obviate the evil. In this state of the case it becomes my duty to call the attention of the