

*First*—That a literal and exact interpretation of the law would require us to suppose that all men are precisely alike in their tastes, their habits, their want of accommodations and their ability to pay for them. They must all go together, put up with the same mode of conveyance and pay the same price. On the same seat must be found the judge, and the criminal he has just sentenced; the grave senator from the capitol, and the emigrant just from the crowded ship, carrying with him an atmosphere strongly suggestive of ship fever and its kindred evils. To oblige men to thus herd together is neither consistent nor reasonable, and could therefore never have been the intention of the framers of the law.

*Second*—Although this road is a part of a system of roads between New York and Charleston, S. C., yet it is not the only mode of conveyance thither. Some years ago a line of outside steamers was established between those cities, subsequent to which it was found that a large portion of the travel that formerly went through Baltimore, was diverted to the sea, and this because all the fares of the several Railroads added together amounted to more than the price charged on the steamers. To have continued to consider these passengers as belonging to the same class as those going over only one of the roads of the system, and to charge the same fares, would have turned the whole of the southern travel on to the steamers, and would have been to this extent injurious to this road, to Baltimore and to the State of Maryland. The nature of the case, the competition and the character of this travel, made it a separate and distinct class to be treated as such, or driven off the lines of Railroad. Under these circumstances, the different Railroads constituting the line between New York and Charleston, had a meeting and agreed upon a through ticket as the only means of keeping the southern travel they then had, and of attracting back a part that they had lost, from the ocean. Every traveller they thus secured, added so much to their revenue, to the wealth of Baltimore, and that of the State of Maryland, which otherwise would have been lost to all three and gained by the outside steamers owned in New York, a city that had established them for the very purpose of bringing southern travellers directly to her doors, without enabling them to stop at Baltimore or Philadelphia on their way.

This statement of facts it is hoped will sufficiently explain the necessity of the through ticket to Charleston, S. C., and satisfy you that in forming it, this company did not violate the law, but acted in conformity with its spirit and for the best interests of the Railroad, the city of Baltimore and the State of Maryland. This ticket has injured no party save the outside steamers. It has put thousands of dollars into the Treasury of Maryland, and added largely to the trade of Baltimore by bringing southern travellers through that city, who have thus traded in part there but who