

of the Baltimore and Potomac Road, is utterly unfounded. Nor is it true that the receipts for the years mentioned would form a just basis of the probable receipts by the State for the future, if no other road to Washington should be constructed.

The undersigned submits that the receipts of the State for the per capita tax on the Washington Branch Road, for the five years preceding the charter of the Potomac Company, would better show the amount of revenue which the Legislature of 1853, could suppose would be lessened by the charter then passed; and he further suggests, that the receipts from those sources from 1853 to the commencement of the war, would more fairly form the basis for the future estimated earnings of the Washington Branch of the Baltimore and Ohio Railroad. You will find that the amount paid into the treasury, for the five years preceding the year 1853, was \$267,476, or the average of \$53,495 per annum, instead of the gross sum of \$1,531,763, and the annual sum of over \$300,000 per annum for the years *selected* by the Baltimore Company.— And the undersigned submits, that the receipts prior to the charter of his Company could alone have been considered by the Legislature of 1853, in considering the propriety of granting that franchise. The undersigned insists that the revenue derived prior to the war is the proper data from which to estimate the future probable receipts, and he shows that the average annual receipts from the Washington Branch Road, from 1853 to 1861 inclusive, was \$69,271, instead of over three hundred thousand dollars, the amount received for the years selected by the Memorialist; and he submits, that this is the basis from which to reason of the future receipts by the State, and not the basis furnished by receipts during the war, which as stated by the Baltimore & Ohio Company, although not designed, were well calculated to mislead your honorable bodies. But you are respectfully asked to consider whether the sum of \$69,271, the average receipts for the nine years prior to the war, can be safely estimated as the future revenue from this source? In the prosecution of this inquiry, you must look to the sources which have hitherto and now supply the passengers to the Washington Branch Road; and it is clear that the increase or diminution of future revenue will depend upon the number of passengers which may hereafter be supplied to that Road. Independent of the local travel, it may be assumed that the passengers on this Branch Road are supplied first by the Philadelphia, Wilmington & Baltimore Railway, which brings to it all the eastern travel which is seeking the national Capital; next the Main Stem of the Baltimore & Ohio Road, which brings to this branch, at the Relay House, passengers for Washington from the north-western States; and next the Northern Central Road, which, in connection with the Pennsylvania line of road,