

brings to Baltimore a large number of persons who go to Washington on this Branch Road. What may be the relative number of passengers supplied by each of these roads, the undersigned has no means of ascertaining, but he will assume in this inquiry that the two roads last named furnish together as many passengers for Washington as the road first named. And he intests that it will follow as a necessary sequitur that any legislation which would withdraw the supply of passengers furnished by *all* these roads would take from the Washington Branch Road the ability to supply any revenue to the State; and that legislation which would take from the Washington Branch the travel now supplied by either of these roads, would cause a *pro tanto* diminution of revenue. The undersigned does not concur in the theory of the memorial, that all legislation is to be considered hostile to the interest of the State which may lessen the revenue to be derived from the Washington Branch of the Baltimore & Ohio Railroad; but will adopt that theory in the investigation of the question of revenue which he now pursuing. Has there been any recent legislation which will deprive the Washington Branch Road of the travel it now enjoys, and through what influences has such legislation been obtained? Has it been through the "new-born zeal" of foreign capitalists? Has such legislation been inaugurated to bring the trade of a large section of the United States in more immediate proximity to the city of Baltimore? Will it tend to bring trade to or take it away from Baltimore? The undersigned submits that the provisions of the Act of 1865, ch. 70, will give the reply to each and all of these questions. That act gives (*not to foreigners,*) but to the *Baltimore & Ohio Railroad Company*, the power to construct a railway from the Main Stem of their road at or near Knoxville, in Frederick County, to the *City of Washington*. What will be the effect of this road upon the travel on the Washington Branch Road? The Legislature will at once see that it furnishes a shorter line by some fifty miles for all passengers who may travel to Washington from the west on the Baltimore & Ohio Railroad, and consequently that it will take from the Washington Branch Road *every passenger brought to it* by the Baltimore & Ohio Road, unless you shall be asked to believe that western passengers to Washington will travel the additional fifty miles, and incur the added expense, for the purpose of contributing to the State revenue. In the estimate of future revenue, you are therefore to deduct from the average income for the nine years preceding the war, (\$69, 271,) to the entire amount now and then received from the passengers for Washington brought by the Baltimore & Ohio Railroad.

But this is not the only loss to that revenue caused by this manifestation of "new-born zeal" by the Memorialist. Your honorable bodies are aware of the competition now existing