

A bill entitled an Act to authorize the County Commissioners of Baltimore and Harford counties, and the Mayor and City Council of Baltimore city, to subscribe to the capital stock or mortgage bonds of the Philadelphia and Baltimore Central Rail Road, or the Maryland Central Rail Road.

Which was read a first time.

Also, submitted the following report :

### REPORT

*Of Special Committee appointed to investigate certain alleged irregularities practiced by the Philadelphia, Wilmington & Baltimore Rail Road Company.*

*To the Honorable, the Speaker and*

*Members of the Legislature of Maryland :*

GENTLEMEN:—The undersigned committee, appointed by the authority of this House, in pursuance of an order passed by this House on the 16th of January, 1868, of which the accompanying paper, marked “A,” is a copy, beg leave to report the following :

We visited Havre-de-Grace, in Harford county, on the 20th of February, 1868, having previously summoned, as witnesses, the principal officers of the road, and other parties who were not connected therewith. We at once proceeded to take the testimony, a copy of which is herewith presented in manuscript, marked “B.”

We may say that the reasons for offering the order marked “A” were not founded upon any positive knowledge in the possession of the mover of any actual abuse of power on the part of the Philadelphia, Wilmington & Baltimore Rail Road Company, but rather upon the *general report* of such abuse. The *facts* could only be ascertained by an investigation, and this was the object of the order.

Upon the summing up of the evidence, we are unable to detect any *design* on the part of the Company to inflict unnecessary discrimination on way passengers traveling on their line within the limits of this State. That they do discriminate, to some extent, against such passengers, their chief officers freely admit ; but they claim that this is the custom of all railroad companies, and they assert that they could not run their line successfully without making such discrimination. They say that, where they have “competing points” to contend with, they are obliged to *fall below* the rates of fare allowed by their charter in order to secure the patronage of the public to their line ; that is to say, over such portions of it as are brought into competition with other routes ; and