

in consequence of this, they say, they are obliged to put their rates *above* what their charter allows on sections of their road where they have no such "competing points," in order to make a fair average over their whole line. This is the principle upon which they explain such discriminations, both of passengers and freight.

We do not deem it within the province of our duty to decide the points of law, if there be any, involved in this practice, but rather to report the *facts* as they were presented to us by the witnesses examined. From the testimony, we are fully convinced that many irregularities, and sometimes aggravated cases of abuse, are practiced on the public by rail road conductors and other agents of rail road companies; but whether or not we should condemn such companies in all cases of such a character, is another thing. The chief officers of such companies are not omnipresent, and of course cannot personally superintend the working of their lines in every detail. They employ many agents, and it is not strange that some such agents should occasionally abuse, not only the *rights* of the *public*, but also the *interest* of their *employers*.

In the course of our investigation, Elish McClure was examined. This gentleman is a resident of Baltimore. He had been on a visit to New York, and was on his return home. In New York he purchased a *through ticket for Baltimore*, but stopped off at Perryville, in Cecil county, for a day or two, to see relatives. At Perryville he inquired of the railroad agent if his check *through* would be good on another day. The agent said "Certainly, it will be good until taken up." In a few days he resumed his journey homewards, having in charge a sick lady relative. At Aberdeen, in Harford county, the conductor, *a Mr. Slater*, came round, and Mr. McClure presented his *through* check. Said conductor refused to take it, stopped the train and put him off. Mr. McClure was thus ejected from the train, having already paid his fare—had to *walk back six miles* to wait for another train, and in the meantime his sick lady relative was left to travel alone! Such cases as this often occur, as we are informed, on various roads in this State, and we would respectfully recommend the passage of a law which would enable the parties thus aggrieved through the medium of such law, to take immediate hold on the *person* of the party so offending. Such offenses, we think, should be considered *criminal*, and parties who are guilty should be held responsible.

There was another order passed by this House on the same day as the one marked "A," a copy of which is herewith presented and marked "C." This order provides that the