

REPORT.

To the Honorable,

The General Assembly of Maryland:

GENTLEMEN :

The undersigned, a minority of the Committee on Finance, beg leave to submit the following Report upon the bill, entitled an Act to amend the Act of January Session, 1852, chapter 328, entitled "an Act relating to Tolls to be charged by the Baltimore and Ohio Railroad Company, on the Washington Branch of said road," by providing that the said Baltimore and Ohio Railroad Company shall, upon the compliance of said Company, and other parties in interest, with certain conditions set forth in this Act, be no longer bound to account for and pay into the State Treasury the proportion of the passage money received for the transportation of passengers traveling between Baltimore and Washington, heretofore claimed by the State, and to re-enact the said Act as so amended.

This bill was submitted to the Committee on Finance, as the proposition of the Baltimore and Ohio Railroad Company, made with the purpose of bringing about a settlement of the controversy in which that Company had become involved with the State.

The provisions of the bill were as follows :

1. That the maximum rate of fare of the Baltimore and Ohio Railroad Company, for conveying passengers between the cities of Baltimore and Washington, should be reduced from two dollars and fifty cents, to one dollar and twenty-five cents, and that the maximum rate for way fares should be reduced from six and a quarter cents per mile, to four cents per mile.

2. That the Baltimore and Ohio Railroad Company should be released from all obligation to pay into the Treasury of the State any portion of the passenger money received, or to be received, at any period after December 10, 1870.

3. That the separate and distinct stock of the Washington Branch Railroad, other than part thereof which belongs to the State of Maryland, should be subject to assessment and taxation in the same manner with other taxable stocks.

4. It was expressly provided that the limitations, concessions and charges, thus stated, should not take effect until the Baltimore and Ohio Railroad Company should pay into the Treasury of the State the entire amount, which the Governor, Comptroller and Treasurer should ascertain to be the