

Your Memorialist was further required, under heavy penalty, to run cars from terminus to terminus, at frequent intervals, during the whole year.

It is further provided by said ordinance that the fare for each passenger shall not exceed the sum of *six cents*, and of the gross receipts from passenger travel on its said line of Railway, your Memorialist is required to pay quarterly to the City Register, for the Park Fund, the large amount of *one-fifth*. In addition to this heavy tax of twenty per cent. of the gross receipts, your Memorialist was required to pay an annual license of twenty dollars for each car in daily use, (since reduced to \$5 for each car,) and was subject besides to State taxation.

Your Memorialist represents that its line of Railway grew rapidly into favor with the public, both because of the newness of its cars and the frequency and rapidity with which the same were run, and numbers of passengers have sought its accommodation to whom either of the older lines would have been nearer. Under these circumstances your Memorialist had reasonable ground for expecting a fair business profit on its outlay of capital, and such certainly would have been realized, but for the fact, as your Memorialist believes, that the system of taxation imposed by the City is utterly vicious, and calculated to cripple and ultimately destroy one of the most useful enterprises of modern times; one, indeed, on which greater numbers of the general public depend in our daily city life than any other, and, therefore, one which peculiarly calls for such liberal legislation as will ensure the fullest development of its usefulness.

The experience of your Memorialist coincides entirely with that of the Baltimore City Passenger Company, set forth in its Memorial to your Honorable Body, and is well calculated to discourage any effort towards supplying additional facilities to the public. Indeed, it is manifest that with the present system of taxation, the traveling public will soon be deprived of a portion of the facilities they now enjoy, inadequate as these are believed to be, since the Companies will be forced to curtail expenses by reducing the number of cars, and to run these at the longest intervals permitted by the ordinance.

Your Memorialist believes that the importance of the question now presented, and its true relation to the public at large, has been somewhat overlooked, and all effort at a fair and judicious investigation of the subject prevented, by simply representing the whole as an attempt to escape the plain operation of a contract, and to aggrandize the Companies at the cost of the city. In fact, however, no such attempt has ever been made by any of the Street Railway Companies, and no one of them has ever denied its obligation to