

pay the heavy taxes imposed by the city. There is, therefore, no dispute as to the binding force of the city ordinances providing for the tax, nor as to the further fact that the several roads were constructed with the clear understanding that the tax was to be exacted. The real question at issue is, whether there are not considerations affecting the best interests of the public which call for a material modification of a pernicious system of taxation, inaugurated by the city of Baltimore, in the matter of Street Railways. Your Memorialist respectfully suggest that the statistics of other States show that there is no city in the United States, of equal population, where Street Railways have been constructed, that has not *four* or *five* cars for every *one* in operation in Baltimore. There are cities, with a population not exceeding 100,000, having nearly as many street cars in daily operation as are now run in and about the city of Baltimore. In all these cities, Companies are permitted to charge as high, and, in some, much higher fares, than here. But nowhere else are the Companies required to pay to city or State any portion of their receipts, or subjected to any rate of taxation other than that imposed upon like property or interests.

Your Memorialist is no advocate of an increased fare—on the contrary, it is believed that neither for the Companies nor for the Park Fund should an increase in the fare be tolerated, and the effort of your Memorialist has been to keep the fare somewhat below the maximum allowed by the ordinance. In like manner, our cars have been run at intervals of four and five minutes during the busy hours of the day; and we should regret to find ourselves driven to an abandonment of what we are confident should be the policy of Street Railways, and to lessen the frequency of our trips, and to charge the maximum rate of fare.

It is now well recognized that to constitute these Street Railways real conveniences to the business public, economising time and thereby expediting business, cars must be run at good speed, and short intervals, for low rates of fare. These conditions it is impossible to comply with, under the present system. Elsewhere than in Baltimore, "short intervals" means one to three minutes. Here no Company has been able to run cars at seven or eight minutes, without loss—and on some of the city lines, the intervals are nine and ten minutes.

It is confidently asserted, and your Memorialist is prepared to make good the assertion by proof, that the present partially developed, and languishing condition of the Street Railway enterprises in Baltimore city, is mainly owing to the fact that the convenience and rights of the public, have been subordinated to a supposed necessity of maintaining an enormous