

That for the same reason the tracks and cars of the road have not been properly kept up, and are now in such worn out condition that they demand immediate renewal. That with no funds in hand and a heavy debt due the city, the Company is unable to meet these requirements, unless the rate of riding is raised, or the Park tax reduced.

The Committee is convinced from an examination of the published returns, and private replies to a circular of the Baltimore City Passenger Railway Company, of Companies in the other cities of the United States, that none outside of Baltimore are required to carry passengers at so low a net rate.

We find from these returns, that the rates of riding in other cities vary from five cents to ten cents, that in few cases are the distances so long, and in no case that we know of, the grades so heavy; thus increasing the cost of operating the Baltimore roads.

That while the Baltimore City Passenger Railway Company is allowed to, and does charge six cents, yet the payment of its one-fifth gross receipts to the city, and the use of transfer tickets reduces the average fare actually received by the Company on each passenger to four and one-third cents. For this the passenger can ride a distance of six miles on one line, and receive a transfer ticket for three cents to take him over any of the Companies' other line, running in every direction through the the city of Baltimore.

We believe that nowhere in the world can any such cheap transportation be found, and we are satisfied that with it the road cannot be continued, much less afford increased accommodation and facilities to the public, which we are assured is the desire of the present officers in charge.

The importance of passenger railways to Baltimore in connecting the extreme resident sections of the city with its business centres, in enhancing the value of property, and thus increasing the taxable basis of the city cannot be over estimated, and they deserve, therefore, when properly conducted to receive all reasonable encouragement and support.

Your Committee find further, that while some of the Companies, other than the Baltimore City Passenger Railway Company, are allowed by their charters to charge as high as seven cents on their passenger rates, yet that none of them do actually charge above six cents, to which this Company is restricted. It is a well known fact that this rate does not pay any of the Companies, but while one is compelled not to charge over six cents, other competing and closely parallel roads, cannot do so without losing their share of the travel.