

vestments of the State in the Baltimore and Ohio Company, have been a source of large direct revenue and profit, and its great works have been universally recognized as of incalculable general advantage to the State.

Having thus laid before your Honorable Body, the history of the financial relations of the State with the Baltimore and Ohio Railroad Company, and the facts connected with the claim of the State for the one-fifth of the receipts of the passenger fares of the Washington branch; the Company therefore humbly submits to your Honorable Body, whether it should not be relieved from the payment of the one-fifth of the whole amount received from the transportation of passengers on the Washinton branch, from the date when it reduced its fares to the full extent of the said twenty per cent., after the decision of the Superior Court, declaring such an exaction illegal.

In order to show the honorable and equitable disposition of the Company upon this entire subject, it solicits your attention to the following statement, which was presented on its behalf in the Senate of Maryland, on the 25th day of March 1872.—(See Senate Journal, 1872.)

The following statement was submitted:

The Baltimore and Ohio Railroad Company asked the State of Maryland to release it from the payment into the State Treasury of the charge imposed upon sums received from passengers transported over the Washington Branch Road since the tenth day of December, 1870, the period at which it reduced its fare between Baltimore and Washington, and on all fares on the Washington Branch Road, in consequence of the judgment of the Superior Court of Baltimore city, rendered upon that day.

As a consideration for this release, the Company agree to reduce its maximum rate of fare under its charter, between Baltimore and Washington, from the sum of \$2.50, fixed by the Act of 1832, (chapter CLXXV.,) to \$1.50.

The Company further agree to pay at once into the Treasury of the State the proportion of the passage money on the Washington Branch Road claimed by the State, and ascertained by judgment, to January 1st, 1870.

It also agreed to pay into the Treasury, before the 1st day of July, 1872, the one-fifth of the receipts from passengers on the Washington Branch Road, from January 1st, 1870, to January 1st, 1871.

It also agreed to pay into the Treasury twenty-five thousand dollars, in lieu of the charge upon passenger receipts for the year ending January 1st, 1872.