

and in a subsequent conversation with you at Annapolis, the undersigned called your attention to the importance of some reduction in the fare of passengers on this "inland route"—they desire to add a few words on the considerations, forced on them by their situation on the southern borders of Virginia, tending to convince them of the undoubted policy of such a measure.

It is well known that far the largest portion of the travel of the south eastern States of Georgia, South Carolina, Florida and Alabama, goes to and from the north by other routes than the mail route. Many by sea in packets and occasional steamers, and some by the Chesapeake bay steamboats. The proportion thus drawn from this route the undersigned estimate, from long observation and frequent accounts of the arrivals and departures, to exceed 5-6ths of the whole travel.

They furthermore believe, that by a reduction of rates about 40 per cent. and on deck or second class passengers 50 to 60 per cent. nearly the whole, or at least two-thirds of this travel will be secured to these rail roads. Should two-thirds of the whole travel be secured, at an average of half the price of passage, it will be perceived that the gross receipts would be doubled, exclusive of any increased travelling which is certain to be caused by reduced rates.

This accession of receipts from northern and southern travel, may be gained to the Maryland rail road, and of course to the State of Maryland, without any change in the charges for local passage, unless such change should be deemed judicious in itself, but by establishing a system of selling joint tickets, by two or more companies in connexion, the reduction may be limited to such tickets.

It had become apparent, previous to our former communication on this subject, that in consequence of the increased value of money, and the disposition of travellers to save expense, some reduction of the price of passage was necessary, to leave to these roads even the small travel they had been transporting, especially as reductions were at that time made on a rival route, and it was hoped your Excellency would have authorized the Baltimore and Ohio Rail Road Company to unite with us temporarily, until the Legislature could have an opportunity of acting.

The exigency, however, required promptness, and the companies in Virginia united with the Wilmington company, whose rail road and steamboat line extends to Charleston, South Carolina, in a reduction to an average, between Baltimore and the Roanoke, of $3\frac{1}{2}$ cents per passenger a mile, although the Virginia companies were obliged to bear, not only their proportion of the reduction, but also that properly belonging to the Baltimore and Washington road.

Without this arrangement, it is evident, scarce any of the travel in question would have come by this route, and the receipts of the Baltimore and Washington road would have been diminished many thousand dollars.