

elsewhere, for its recovery. The company settled with McCullough long before 1847, and now holds his receipts for the amount awarded to him by the Honorable John C. Legrand, under the Act of 1841, chapter 168. Hence, the sum of \$3,000.00 placed in statement D, to this company is improperly so placed.

In table 5, (Comptroller's Report,) there is an item of \$129.95 for interest refunded to the State by this company; as to which it is proper to say that no such sum has been paid by the company. The sum paid being \$14,286.72, as heretofore stated.

These several matters are brought to the attention of the Committee as well for the sake of accuracy as to correct the wrong impression likely to be created by the Comptroller's Report, in connection with the Governor's Message, as to the relations between the State and the company. They were doubtless not so intended; but it should be known that the company is not a delinquent, nor is it a beneficiary, in the sense indicated on the face of the Comptroller's Report.

The Comptroller states that "the business and travel of the road have been largely increased within a few years past, and induced the hope of receipts with each semi-annual report made by its officers." It is true that "the business and travel of the road" have increased since the commencement of the war; but it is equally true that its necessary expenditures have also increased in like proportion. On this point the company refers the Committee to the Annual Report to the stockholders, and especially to the 7th section of the Act of 1841, chapter 168, which makes it "*the duty of the President and Directors, as soon as the situation of the company will admit, to have and keep in readiness a sufficient number of cars for the transportation of all produce that may be brought to said road for that purpose; and for the greater convenience of the public it shall be the duty of the said company, whenever its situation will permit, to establish such additional depots or switches on said road as may be required by the wants of the community and the public convenience.*"

A careful perusal of the Annual Report to the stockholders will suffice to satisfy the Committee that the company has faithfully discharged its duty, to the extent of its ability, with respect to the provision above quoted. It may not be amiss to repeat here that the Federal Government has only allowed this company, in common with other Railroad companies throughout the country, half rates for the transportation of troops, whilst the Baltimore and Ohio Railroad company has been allowed full rates on its main stem, and nearly full, if not full rates, on the Washington Branch. The claims of this company against the Government are in the course of set-